

Appendix F2

Transportation Improvement
Mitigation Program (Sylmar)



PROPOSED SYLMAR COMMUNITY PLAN
TRANSPORTATION IMPROVEMENT MITIGATION
PROGRAM (TIMP)

Submitted by:



Submitted to:

City of Los Angeles
Department of City Planning

April 19, 2012

16-J06-1668

DOCUMENT VERSION CONTROL

Comment	Date	Version No.
Sylmar New Community Plan TIMP	December 2, 2011	1.00
Incorporate DCP Comments	March 15, 2012	1.10
Incorporate DCP Comments	April 19, 2012	1.20

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EX EXECUTIVE SUMMARY

EX.1 INTRODUCTION

The Sylmar Transportation Improvement Mitigation Program (TIMP) identifies needed transportation programs and provides recommendations to guide future transportation-related decisions in the proposed Sylmar 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 Sylmar 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 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 Sylmar 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 Sylmar 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 Sylmar.

EX.3 2005 TRAFFIC CONDITIONS

Existing Traffic Conditions were assessed for the Sylmar 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 Sylmar 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 two percent (13 of 610 links) of Sylmar’s roadways operate at an LOS E or F. The volume-weighted V/C ratio is 0.452; which indicates that on the whole, the streets in the Sylmar operate at an average of 45.2 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	164,195
VHT	4,586
Avg Speed (mph)	36
Weighted Avg V/C	0.452
Links at LOS E or F	13
% of Links at LOS E or F	2%

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 seven percent (41 of 610 roadway links) of Sylmar’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 0.781 for the Current Land Use Plan scenario. This indicates that on the whole, the streets in the Sylmar Community Plan will operate at an average of 78.1 percent of capacity in the PM peak hour. This V/C represents LOS C, which represents good 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	351,868
VHT	14,076
Avg Speed (mph)	25
Weighted Avg V/C	0.781
Links at LOS E or F	41
% of Links at LOS E or F	7%

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), and includes the closure of a part of Truman Street, 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:

- Modification of Bledsoe Street, from Glenoaks Boulevard to Olive View Drive from a Secondary Roadway to a two-lane Modified Secondary with trails.
- Modification of Roxford Street from Telfair Avenue to Olive View Drive from a Major Highway Class II to a two lane Modified Major Highway Class II Roadway with bicycle routes. The number of lanes would be reduced from two to one lane in each direction in some instances.
- Modification of Eldridge Avenue from Hubbard Street to Polk Street from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes.
- Completion of Eldridge Avenue from Polk Street to Cranston Avenue as a two lane Modified Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the Olive View Drive and Eldridge Avenue.
- Modification of Olive View Drive from Roxford to Cranston Avenue from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes and trails.
- Completion of Laurel Canyon Boulevard from Polk Street to Encinitas/Bledsoe Streets as a four lane Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the two streets.
- Reclassification of Truman Street from San Fernando Road to Hubbard Street from a Major Highway Class I to a Collector Roadway and future closure of Truman Street.
- Reclassification of Encinitas Avenue, from Bledsoe to Polk Street, from a proposed Secondary to a proposed Local Roadway.
- Reclassification and realignment of Maclay Street, north of Fenton Avenue to Harding Street, from a proposed Secondary to a Collector Roadway and bicycle-friendly street.
- Reclassification of Harding Street, from Maclay Street to Gavina Avenue, from a proposed Secondary to a Private Roadway.
- Removal of proposed Secondary Roadways on Ralston Avenue from Yarnell to Olden Street and from Roxford to Cobalt Street and on Leach Street from Gladstone Avenue to Wheeler Avenue.
- Restrict parking on either side of Glenoaks Boulevard from Hubbard Street to I-210 to accommodate bicycle lanes. This would not change the number of lanes.

- Reclassification of Rincon Avenue, from Laurel Canyon Boulevard to Lashburn Street, from a proposed Secondary to a Local Roadway.
- Implementation of the adopted City Bicycle Plan, which includes new categories of bikeways, including “Bicycle Friendly Streets”.
- Implementation of the Sylmar Trails System.

The proposed Sylmar 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 six percent of Sylmar roadways are forecast to operate at an LOS E and F (39 of 614 roadway links) in the Proposed Land Use Plan with TIMP. The volume-weighted V/C ratio is 0.739, which indicates that on average, the streets in the Sylmar Community Plan Area would utilize approximately 73.9 percent of roadway capacity in the PM peak hour. The V/C ratio is at level of service C, which represents good overall operating conditions.

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

Proposed Land Use Plan with TIMP Traffic Conditions	
VMT	344,402
VHT	13,554
Avg Speed (mph)	25
Weighted Avg V/C	0.739
Links at LOS E or F	39
% of Links at LOS E or F	6%

The Proposed Land Use Plan with TIMP shows similar transportation conditions in the Sylmar 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 Sylmar through the addition of travel lanes, the number of the arterial roadway segments projected to be at capacity in 2030 are very similar between all the alternatives that were analyzed.

A summary of the roadway link levels of service and aggregate statistics are shown in **Table EX4**. It can be seen that for the Proposed Land Use Plan with TIMP, the VMT, VHT, the weighted average V/C and number of links at LOS E or F are all lower 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	164,195	4,586	36	0.452	13	2%
Current Land Use Plan	351,868	14,076	25	0.781	41	7%
Proposed Land Use Plan with TIMP	344,402	13,554	25	0.739	39	6%

1.0 INTRODUCTION

The Sylmar Transportation Improvement Mitigation Program (TIMP) identifies needed transportation programs and provides recommendations to guide future transportation-related decisions in the proposed Sylmar 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 Sylmar Area;
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- 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 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 Sylmar travel demand model. The model was refined to better reflect current and future conditions within the Sylmar 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. <u>This level is typically associated with design practice for peak periods.</u>	.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: <i>Highway Capacity Manual</i> , 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 Sylmar 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 Sylmar 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 Sylmar 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 Sylmar 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 and have been included in the 2030 analyses:

- City of Los Angeles Bicycle Plan
- Lakeside Debris Study
- LA Mission College
- LAUSD Span School
- Proposed Granada Hills-Knollwood Community Plan TIMP

1.7 ORGANIZATION OF THIS REPORT

The following report summarizes the proposed TIMP developed for the proposed Sylmar 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 Sylmar Community Plan TIMP study area is located at the foothills of the San Gabriel Mountains in the San Fernando Valley, in the northern portion of the City of Los Angeles, approximately 28 miles north of downtown Los Angeles. The proposed Sylmar Community Plan Area encompasses 12.84 square miles, or about 2.6 percent of the 487.70 square miles encompassed by the City of Los Angeles. **Figure 1** provides a regional view of the Sylmar Community Plan Area in context with the City of Los Angeles and other Community Plan areas in the City. The community is bounded by the Los Angeles city limit on the north and east, the Golden State (I-5) Freeway on the west, and the city limit of San Fernando on the south. The Sylmar Community Plan Area is bordered by the Granada Hills-Knollwood and Mission Hills-Panorama City-North Hills community plans on the west. **Figure 2** shows a detailed view of the Sylmar Community Plan Area and its boundaries.

The topography is relatively flat with slight rolling hills near the foothills and scenic mountain views, vast open spaces, and impressive natural beauty to the north and east. Sylmar is a semi-rural suburban community framed by open space. Most of the Sylmar Community Plan Area is designated for residential uses, with single-family residential the predominant land use. However, a significant portion of the community is designated for industrial uses. Major arterials include Hubbard, Roxford, and Polk Streets, which provide east-west circulation; Foothill Boulevard, San Fernando Road and Glenoaks Boulevard provide north-south circulation. Two freeways, the I-5 and I-210, traverse the Community Plan Area, which provide easy access to nearby communities and the region.

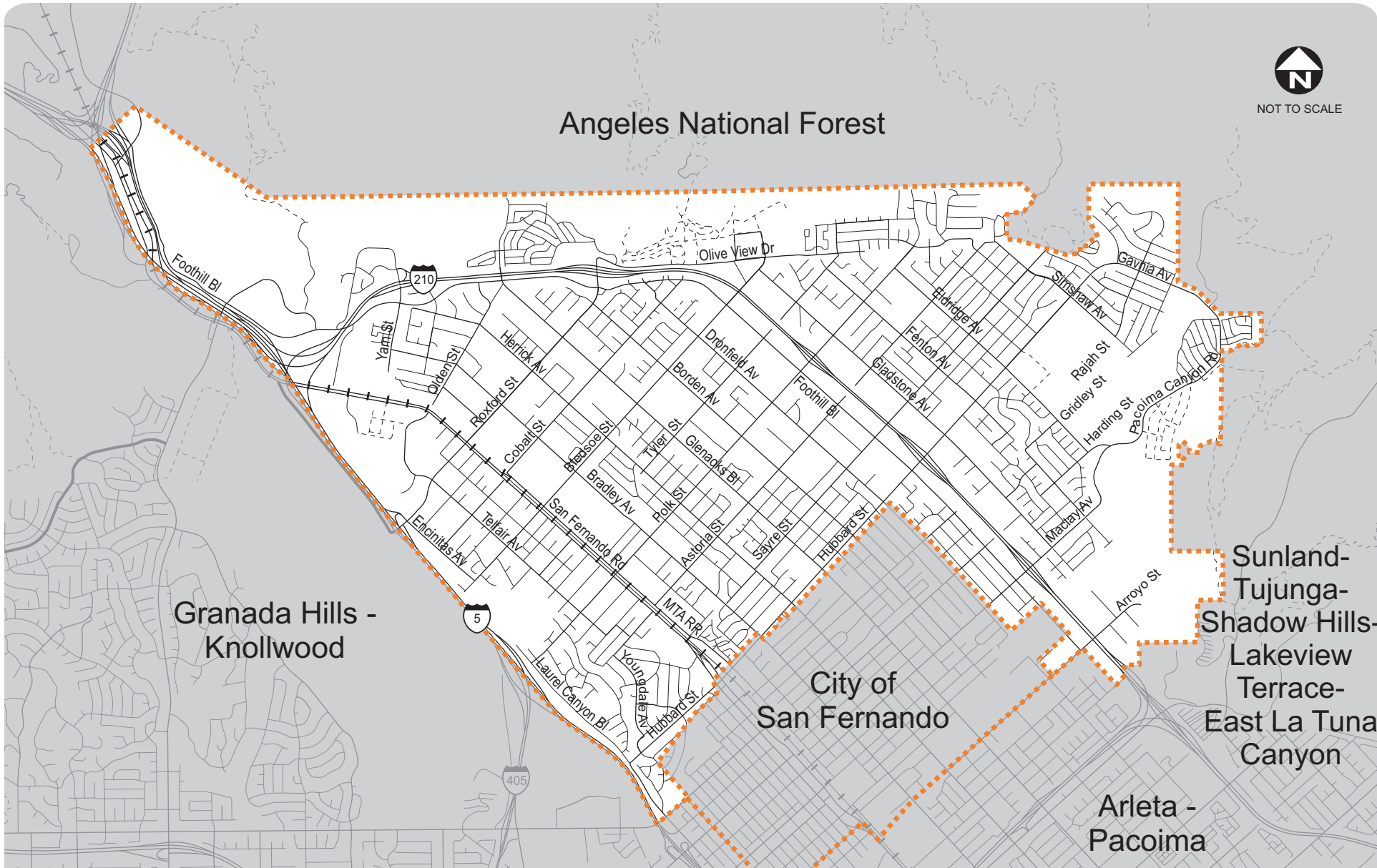


NOT TO SCALE



Proposed Sylmar Community Plan TIMP

Figure 1
Regional Location of
Sylmar Community Plan Area



NOT TO SCALE



Proposed Sylmar Community Plan TIMP

**Figure 2
Sylmar Community Plan Area**

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2.2 DEMOGRAPHICS

Census data shows that in 2000 there were 69,624 residents in the Sylmar Community Plan Area, which made up about 1.9 percent of the population of the City of Los Angeles. The total land area is approximately 12.84 square miles, which represents a population density of 5,423 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 Sylmar Community Plan Area population is expected to grow by 28.4 percent from 2000 to 2030 to a resident population of 89,378. This population is based upon the City Planning Department’s adjusted SCAG population projection for 2030.

2.2.1 ETHNICITY

Of the varied ethnic groups that reside in the Sylmar Community Plan Area, Hispanics or Latinos comprise the largest demographic with 70 percent and 41 percent of the total population. White non-Hispanics comprise the next largest demographic, with 21 percent of the total population, followed by Black or African American, then Asian and Pacific Islanders with four and three percent of the total population, respectively. Table 2 below shows a complete breakdown of ethnicities for both Sylmar and the City of Los Angeles.

TABLE 2 ETHNICITY OF RESIDENTS

Ethnicity	Sylmar	City of Los Angeles
Asian/ Pacific Islander	3%	10%
Black/ African American	4%	11%
Hispanic/Latino	70%	46%
White-Non Hispanic	21%	30%
Other / Multiple Races	2%	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 evenly divided with males representing slightly more than half the residents (50 percent) of Sylmar. About 14 percent of the residents live alone and 59 percent are married. The average household size is 3.7 persons across all households and 4.1 persons for family households. Approximately 69 percent of dwelling units are owner occupied, 29 percent are renter occupied, and three 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. Approximately 28 percent of Sylmar’s residents have sales and

office occupations. Management and professional related occupations are the second highest grouping, comprising approximately 24 percent of Sylmar resident’s occupations.

TABLE 3 OCCUPATIONS OF RESIDENTS

Occupation Grouping	% of Residents		
	Sylmar	Los Angeles City	Los Angeles County
Management, professional, and related occupations	24%	34%	34%
Management, business, financial operations occupations	10%	13%	13%
Professional and related occupations	14%	21%	21%
Service occupations	15%	16%	16%
Sales and office occupations	28%	27%	27%
Sales and related occupations	9%	11%	11%
Office and administrative support occupations	19%	16%	16%
Farming, fishing, and forestry occupations	0%	0%	0%
Construction, extraction, and maintenance occupations	13%	8%	8%
Production, transportation, and material moving	20%	15%	15%
Production occupations	13%	10%	10%
Transportation and material moving occupations	7%	5%	5%

Source: 2000 Census

The socioeconomic characteristics of the Sylmar area are summarized in **Table 4**. The 2000 median annual income in the Sylmar Community Plan Area was \$49,308, 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
Sylmar	69,624	\$49,308

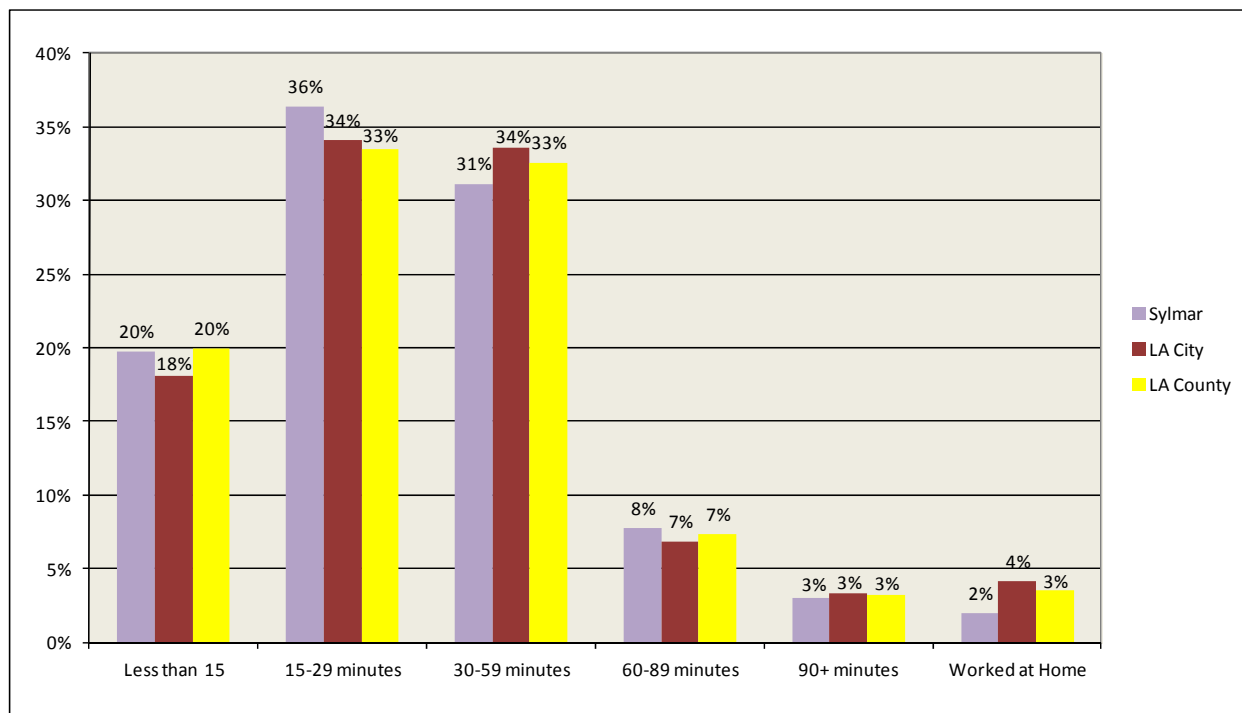
Source: 2000 Census

2.3 COMMUTE CHARACTERISTICS

2.3.1 TRAVEL TIME TO WORK

As shown in **Figure 3**, residents of Sylmar 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 Sylmar residents travel to work in 15-29 minutes compared to both the City and County of Los Angeles. Conversely, a lower percentage of Sylmar residents take 30-59 minutes to travel to work when compared to the City-wide and County-wide averages. According to the 2000 Census data, 36 percent of Sylmar 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

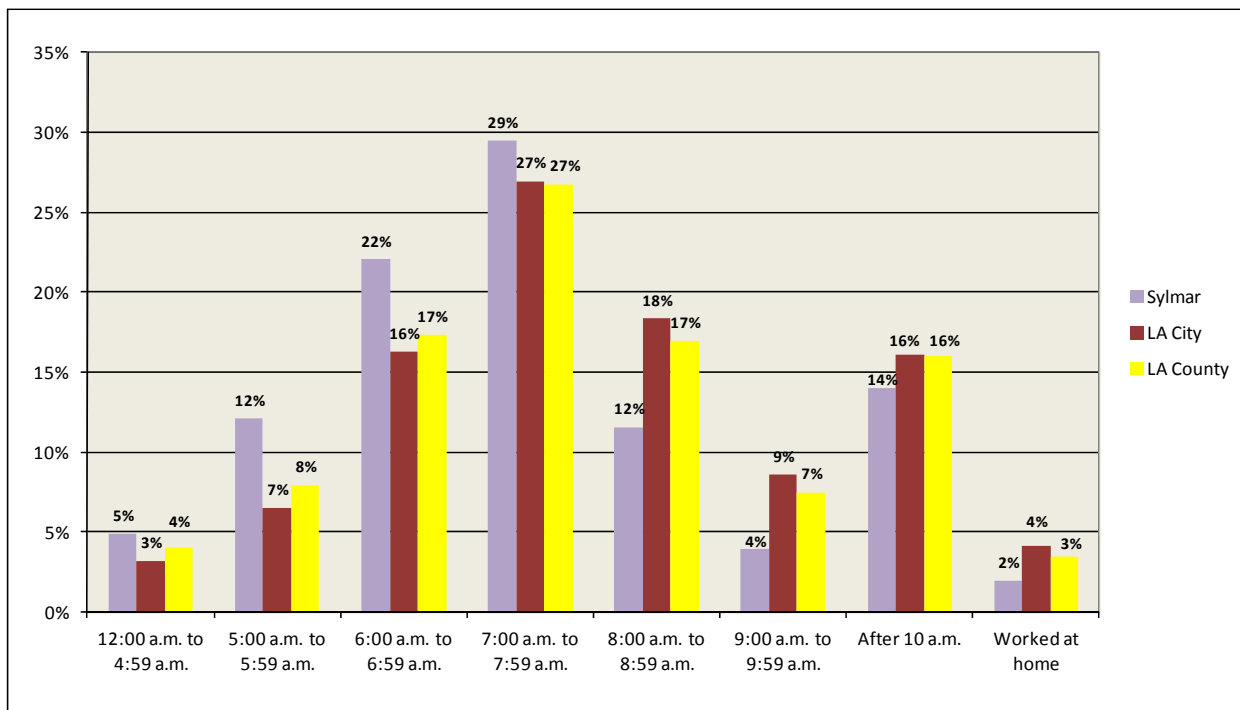


Source: 2000 Census

2.3.2 TIME DEPARTURE TO WORK

Overall, residents of Sylmar depart for work earlier than both the average City of Los Angeles and Los Angeles County residents, as shown in **Figure 4**. According to 2000 Census data, 68 percent of Sylmar 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 Sylmar 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 Sylmar's residents. As shown, the percentage of workers who drive alone in Sylmar is higher than the City of Los Angeles and the same as Los Angeles County. Approximately 70 percent of Sylmar 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 22 percent of Sylmar residents carpool, higher than the City of Los Angeles and Los Angeles County. The largest discrepancy in mode split between Sylmar, the City of Los Angeles, and Los Angeles County occurred with transit. In Sylmar, only three 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 Sylmar, as compared to the City of Los Angeles and Los Angeles County.

TABLE 5 MEANS OF TRAVEL TO WORK

Mode	Sylmar	City of Los Angeles	Los Angeles County
Drive Alone	70%	66%	70%
Car Pool	22%	15%	15%
Transit	3%	10%	7%
Bike	0%	1%	1%
Walk	2%	4%	3%
Work At Home	2%	4%	3%
Other	1%	1%	1%

Source: 2000 Census

2.4 HIGHWAY SYSTEM CHARACTERISTICS

The highway system within the Sylmar Community Plan area generally follows a grid system parallel to I-5. Sylmar has the Angeles National Forest to the north and east, which causes a natural barrier to roadways extending in that direction. This limits the number of through routes; most traffic enters and leaves the area from the west and south. Freeway access to Sylmar is provided via I-5 (Golden State Freeway) and I-210 (Foothill Freeway). There are several major streets including Foothill Boulevard, San Fernando Road, Hubbard Street, Polk Street and Roxford Street. The area is also served by several secondary and collector streets.

Traffic counts provided below for freeway systems in the Sylmar 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, two freeway systems provide regional access from the Sylmar 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. Both I-5 and I-210 are located within or adjacent to Sylmar, and also provides alternate north-south regional access. Interchanges in the Sylmar area are provided at the following locations:

- Golden State (I-5) Freeway
 - Antelope Valley (SR-14) Freeway
 - San Fernando Road/Balboa Boulevard (southbound only)
 - Foothill (I-210) Freeway
 - Roxford Street
 - San Diego (I-405) Freeway

- Foothill (I-210) Freeway
 - Golden State (I-5) Freeway
 - Yarnell Street
 - Roxford Street
 - Polk Street
 - Hubbard Street
 - Maclay Avenue

I-5 (Golden State Freeway) is a north-south oriented freeway originating at the Mexican border in California and linking San Diego, Los Angeles, the Bay Area, and Sacramento. It provides north-south regional access to Sylmar, running along the southwestern Community Plan Area boundary. The segment south of the San Diego (I-405) Freeway is typically an eight- to ten-lane lane facility, with four to five lanes in each direction; the Freeway expands to more lanes at I-210 merges. The 2007 AADT on the freeway segment at Roxford Street ranges between approximately 264,000 to 287,000 vehicles per day.

I-210 (Foothill Freeway) – is an east-west oriented freeway originating in Sylmar at the Golden State (I-5) Freeway and linking Pasadena and San Bernardino County. It provides east-west regional access to Sylmar, running along Foothill Boulevard, with three to four lanes in each direction. The 2007 AADT on the freeway segment of between Roxford Street and Hubbard Street ranges from approximately 82,000 to 93,000 vehicles per day.

2.4.2 SURFACE ROADWAYS

As noted earlier, the major roadways in the Sylmar 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 Sylmar 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 Sylmar Community Plan Area.

2.4.3 MAJOR CLASS II HIGHWAYS

The Sylmar 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:

- Foothill Boulevard
- San Fernando Road West
- Sierra Highway
- Roxford Street
- Polk Street
- Hubbard Street
- Truman Avenue

Foothill Boulevard – Foothill Boulevard runs adjacent to the Foothill (I-210) Freeway, curving north to follow the Golden State (I-5) Freeway at the junction. It has one to two lanes in each direction.

San Fernando Road – San Fernando Road runs adjacent to the railroad tracks in the western portion of the Community Plan Area. It is a four-lane street, with two lanes in each direction.

Sierra Highway – Sierra Highway is a north-south oriented highway running along SR-14 and linking Los Angeles and Lake Tahoe. The northwestern portion of the Sylmar Community Plan Area contains a small segment of the facility, which reaches its southern terminus at San Fernando Road. It is a four-lane facility, with two lanes in each direction.

Roxford Street – Roxford Street is located in the eastern portion of the Community Plan Area, and it runs from the Golden State (I-5) Freeway to the Foothill (I-210) Freeway. It becomes Olive View Drive north of Foothill Boulevard. It is a four-lane facility, with two lanes in each direction.

Polk Street – The segment of Polk Street that is classified as a Major Highway extends from the southwestern portion of the Community Plan Area, at Laurel Canyon Boulevard, to the northeastern portion of the community, at Eldridge Avenue. The segment northeast of Eldridge is classified as a Collector. The segment southwest of San Fernando Road is a two-lane facility, with one lane in each direction, and the segment northeast of San Fernando Road is a four-lane facility, with two lanes in each direction.

Hubbard Street – Hubbard Street extends from the southern portion of the Community Plan Area boundary, at Laurel Canyon Boulevard, to the northeastern portion, where it is classified as a Secondary northeast of Eldridge Avenue and becomes Gavina Avenue northeast of Shablow Avenue. It is a four-lane facility, with two lanes in each direction.

Truman Avenue – Truman Avenue extends from its intersection with San Fernando Road West at the Sylmar/San Fernando Metrolink Station, and runs to the eastern Community Plan Area boundary. It is a four-lane facility, with two lanes in each direction.

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:

- Olive View Drive
- Eldridge Avenue
- Glenoaks Boulevard
- Yarnell Street
- Bledsoe Street
- Hubbard Street
- Gavina Avenue
- Maclay Avenue
- Encinitas Avenue
- Laurel Canyon Boulevard
- San Fernando Road
- Roxford Street

Olive View Drive – Olive View Drive from Foothill Boulevard to Cranston Avenue run along the northern Sylmar boundary. It is typically four-lanes wide, two in each direction, with on-street parking.

Eldridge Avenue – Eldridge Avenue is located in the northeastern portion of Sylmar, and extends from Polk Street to Harding Street. Eldridge Avenue is four lanes, two in each direction, from Polk Street to Hubbard Street; and is two lanes east of Hubbard Street.

Glenoaks Boulevard – Glenoaks Boulevard runs between I-210 and the eastern boundary of the Sylmar Community Plan area. It consists of two lanes in each direction.

Yarnell Street – Yarnell Street runs from the railroad tracks just north of San Fernando Road northerly to the I-210 Westbound ramps, and becomes a local roadway north of that. It is located in the western portion of the Community Plan Area, and is a four lane road from I-210 to Foothill Boulevard, and a two lane road south of Foothill Boulevard.

Bledsoe Street – Bledsoe Street is located in the central part of the Community Plan Area, and runs between Laurel Canyon Boulevard and Olive View Drive. Bledsoe Street currently consists of one lane in each direction.

Hubbard Street – North of Eldridge Avenue, Hubbard Street is classified as a Secondary roadway. It has two lanes in each direction above Eldridge Avenue and the name changes to Gavina Avenue north of Shablow Avenue.

Gavina Avenue – Gavina Avenue is a continuation of Hubbard Street described above. It is located in the northeastern portion of the Community Plan Area, and has two lanes in each direction until Tibbetts Street, where it changes to one lane in each direction and becomes a local street.

Maclay Avenue – Maclay Avenue is located in the eastern portion of the Community Plan Area, and runs from the Community Plan boundary northerly across I-210 and continues to north of Harding Avenue, where it becomes Pacoima Canyon Road. It consists of two lanes in each direction south of I-210, and one lane in each direction north of I-210.

Encinitas Avenue – Encinitas Avenue is located in the southwestern portion of the Community Plan Area, and run parallel to I-5. It starts at the I-5 ramps at Roxford Streets, and continues southeasterly to Bledsoe Street. It has one lane in each direction, except for the portion between north of Cobalt Street to Roxford Street, where there are two northbound lanes and one southbound lane.

Laurel Canyon Boulevard – Laurel Canyon Boulevard runs adjacent to the Golden State (I-5) Freeway, along the southwestern Community Plan Area boundary, ending near the junction with the San Diego (I-405) Freeway. It is a four-lane facility, with two lanes in each direction.

San Fernando Road – A short portion of San Fernando road is classified as a Secondary Roadway between Truman Street and the Community Plan boundary near Hubbard Street, near the Sylmar Metrolink station. The roadway consists of two lanes in each direction.

Roxford Street – Roxford Street is classified as a Secondary Roadway between Foothill Boulevard and Olive View Drive, over I-210. In this area, the roadway is two lanes in each direction.

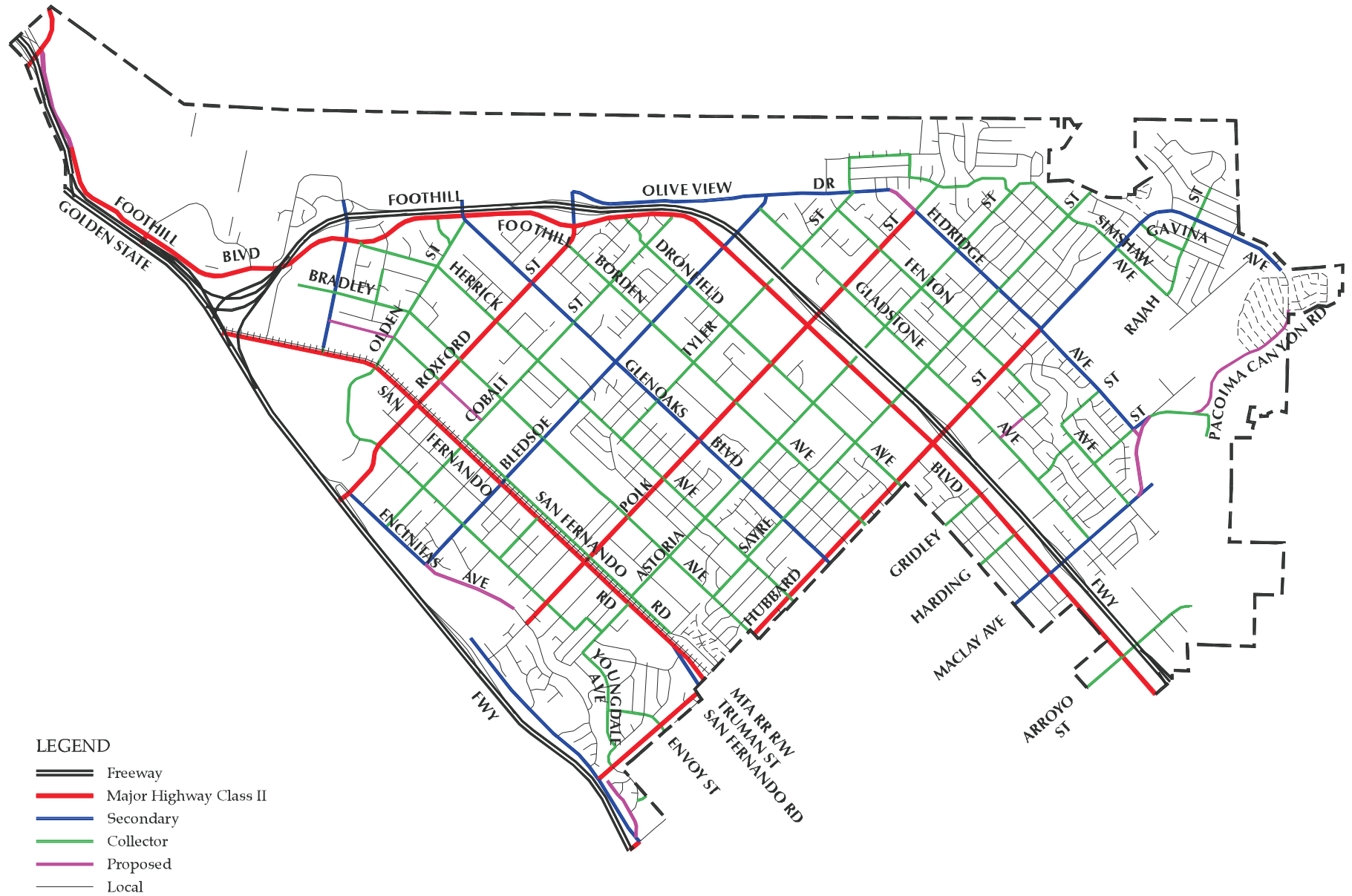
2.4.5 COLLECTOR STREETS

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

- Olden Street
- Cobalt Street
- Tyler Street
- Astoria Street
- Sayre Street
- Arroyo Street
- Simshaw Avenue
- Fernmont Street
- Gridley Street
- Rajah Street
- Telfair Street
- Youngdale Avenue
- Envoy Street
- Harding Street
- Ralston Avenue
- Barner Avenue
- Leedy Avenue
- El Dorado Avenue
- Leach Street
- Egbert Street
- Shablow Avenue
- Excelsior Street
- Jackman Avenue
- Aztec Avenue

- Almetz Street
- Fenton Avenue
- Gladstone Avenue
- Dronfield Avenue
- Borden Avenue
- Herrick Avenue
- Bradley Street
- San Fernando Road East
- Kinbrook Street

Figure 5 illustrates the existing roadway designations in the Sylmar Community Plan Area.



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 Sylmar 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 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 Sylmar 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 Sylmar Community Plan.

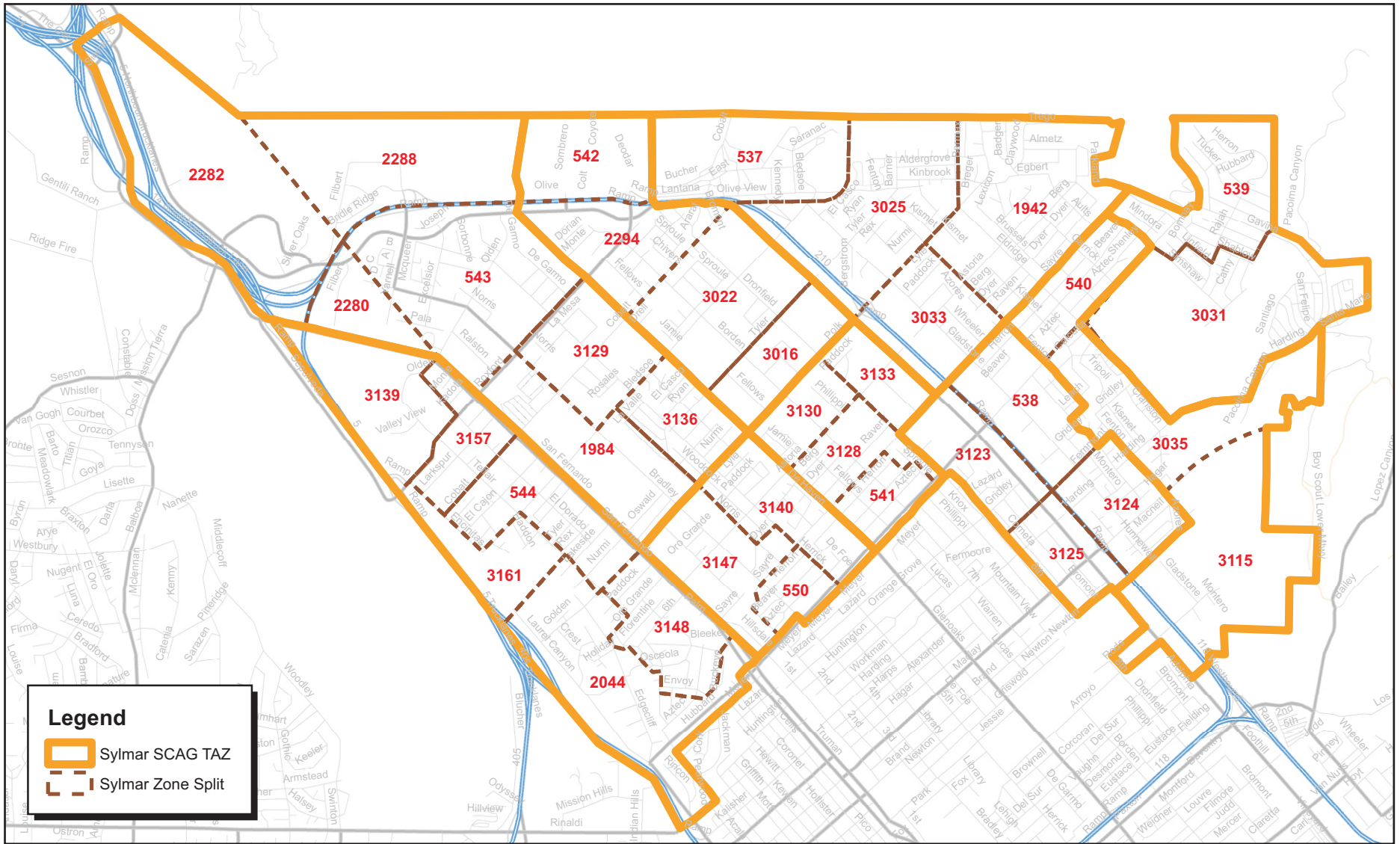
The number of TAZ's was increased from 9 zones to 37 zones within the Sylmar area. The new TAZ boundaries were determined based on current and proposed land uses. **Figure 6** shows the new refined TAZ system in the Sylmar Community Plan Area.

Information regarding the street system in and around Sylmar 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 Sylmar 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 Sylmar 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 Sylmar Community Plan Area.



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 Sylmar 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 Sylmar 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 Sylmar 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 Sylmar's significant growth impacts. A total of 13 roadway segments (or links) out of a total of 610 links, or approximately two percent, of Sylmar roadways operate at an LOS E or F in the existing traffic conditions. The volume-weighted V/C ratio is 0.452 for the existing traffic conditions. This indicates that on average, streets in the Sylmar Community Plan Area utilize approximately 45.2 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	164,195
VHT	4,586
Avg Speed (mph)	36
Weighted Avg V/C	0.452
Links at LOS E or F	13
% of Links at LOS E or F	2%

2.6 TRANSIT SERVICES

Fixed-route public transportation services in the Sylmar Community Plan Area are currently provided by the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), Metrolink commuter rail service provided by Southern California Commuter Rail Authority (SCCRA), 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 Sylmar Community Plan Area including one Metrolink commuter rail line, 11 Metro routes, two LADOT routes, and one Santa Clarita Transit route. The following provides a brief description of these transit routes:

Metrolink Commuter Rail

Antelope Valley Line: Metrolink provides regional commuter rail service between the Antelope Valley and Downtown Los Angeles Union Station along via the Santa Clarita and San Fernando Valleys. The Sylmar/San Fernando Metrolink station serves commuters in the Sylmar Community Plan Area.

Metro Transit Routes

94: Line 94 provides late evening service during weekdays, and all day weekend service between Sylmar and Downtown Los Angeles primarily along San Fernando Road, Hill Street, and Spring Street. Line 94 traverses the Sylmar Community Plan Area along San Fernando Road, Truman Street and Hubbard Street, and terminates at the Sylmar Metrolink Station.

224: Line 224 provides local service between Sylmar and the Universal City Red Line station. Within the Community Plan Area, line 224 serves the UCLA Olive View Medical Center, the Metrolink Station, and runs along San Fernando Road, Hubbard Street and Foothill Boulevard.

230: Line 230 provides local service between San Fernando and Studio City primarily along Laurel Canyon Boulevard. Line 230 traverses the Sylmar Community Plan Area along Hubbard Street and Truman Street, and connects with Los Angeles Mission College, El Cariso Regional Park, Veteran’s Park and the Metrolink Station

234: Line 234 provides local service between Sylmar and Sherman Oaks primarily along Sayre Avenue, Borden Street, Maclay Avenue, Brand Boulevard, and Sepulveda Boulevard. Line 234 traverses the Sylmar Community Plan Area along Sayre Avenue, Foothill Boulevard, Polk Street, and Borden Street, and serves Los Angeles Mission College.

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 Sylmar Community Plan Area along Foothill Boulevard, Glenoaks Boulevard, and Hubbard Street and serves the Metrolink Station.

239: Line 239 provides local weekday service between the Sylmar Metrolink Station and Encino by way of White Oak Avenue and Rinaldi Street. This line picks up and drops off at the Sylmar Metrolink Station and travels along Hubbard Street, San Fernando Road and Rinaldi Street.

290: Line 290 provides local service between Sylmar and Sunland by way of Foothill Boulevard. This route serves the UCLA Olive View Medical Center, and travels generally along Foothill Boulevard.

292: Line 292 provides local service between Sylmar and Burbank via Glenoaks Boulevard. It serves both the Sylmar and Burbank Metrolink Stations, and traverses the Community Plan area on Hubbard Street.

Metro Rapid 734: Metro Rapid Line 734 provides limited-stop weekday service with partial signal pre-emption to speed buses along their route and provide more efficient travel times to riders. Line 734 operates between the Sylmar Metrolink Station and Sherman Oaks primarily along San Fernando Road and Sepulveda Boulevard and traverses the Sylmar Community Plan Area along San Fernando Road and Truman Street near the Metrolink station.

Metro Rapid 794: Metro Rapid Line 794 provides limited-stop weekday service with partial signal pre-emption to speed buses along their route and provide more efficient travel times to riders. Line 794 provides service downtown Los Angeles, Burbank, Sun Valley and Sylmar generally along San Fernando Road. It serves the Sylmar Metrolink Station and the area by way of San Fernando Road, Hubbard Street and Truman Street.

LADOT Transit Routes

Commuter Express 409: Commuter Express 409 provides weekday peak-hour express bus service between Sylmar and the Civic Center in Downtown Los Angeles through Sunland, Tujunga, and La Crescenta. This express line traverses the Sylmar Community Plan Area along Foothill Boulevard.

Commuter Express 574: Commuter Express 574 provides peak-hour express bus service between Sylmar and El Segundo through Granada Hills, Encino, Westchester, and the Los Angeles World Airport. This express line traverses the Sylmar Community Plan Area along First Street, Hubbard Street, and Truman Street.

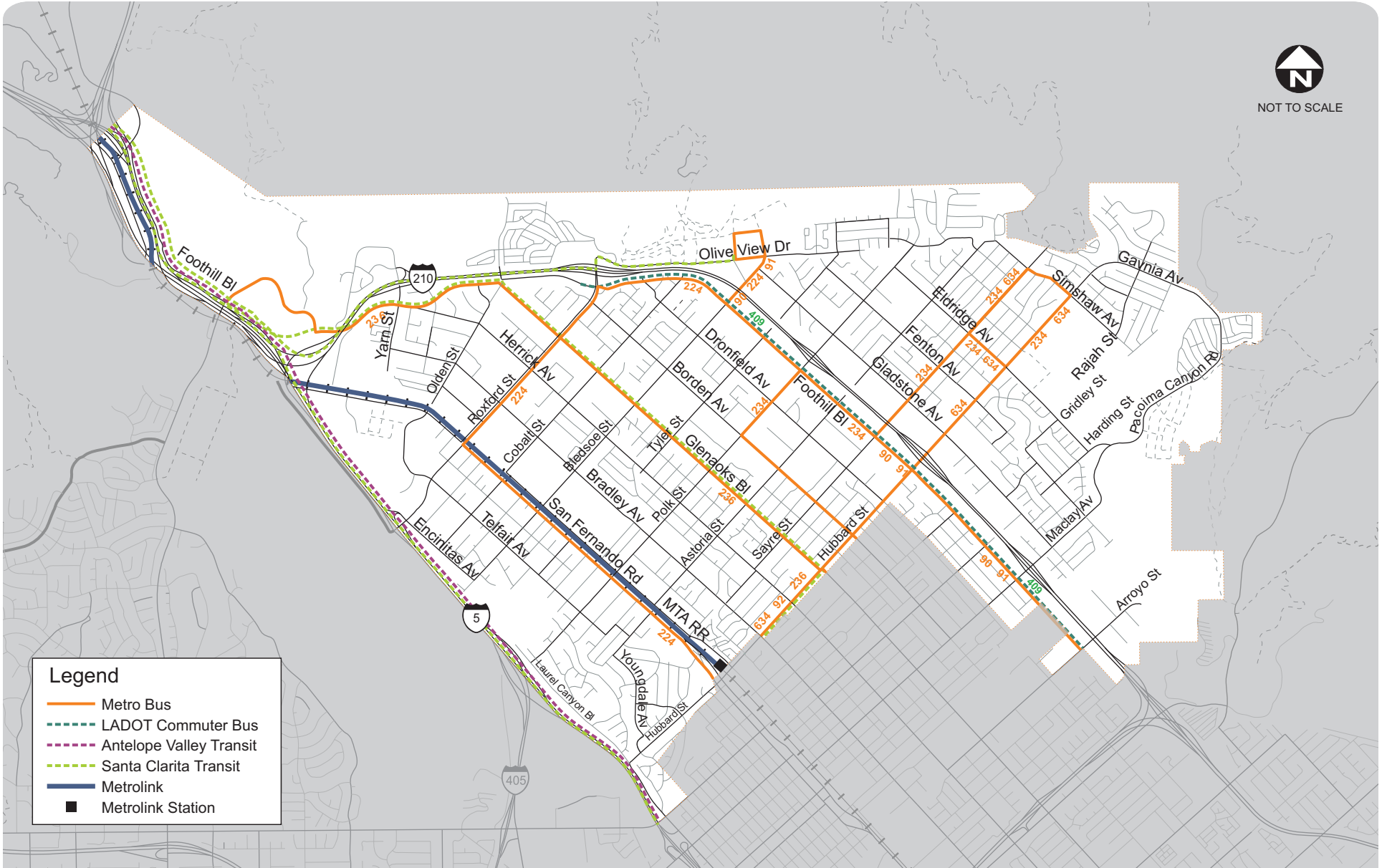
Table 7 lists the transit routes serving the Sylmar Community Plan Area and shows the days of operation and approximate weekday hours of operation. Seven of the transit routes serving the area operate seven days per week, three routes only operate Monday through Friday, and two routes operate Monday through Friday with only limited service.

TABLE 7 TRANSIT ROUTES

Operator	Line	Weekday Hours		Monday-Friday	Saturday	Sunday & Holiday
		Start Time	Stop Time			
Metro	94	9:30 PM	2:00 AM	X	X	X
Metro	224	4:00 AM	9:30 PM	X	X	X
Metro	230	5:00 AM	11:00 PM	X	X	X
Metro	234	4:30 AM	12:00 AM	X	X	X
Metro	236	5:45 AM	8:00 PM	X	X	X
Metro	239	6:00 AM	8:30 PM	X		
Metro	290	5:00 AM	9:30 PM	X	X	X
Metro	292	4:15 AM	10:00 PM	X	X	X
Metro Rapid	734	5:00 AM	9:30 PM	X		
Metro Rapid	794	5:00 AM	9:30 PM	X		
LADOT Commuter Express	409	5:30 AM	7:15 PM	X		
LADOT Commuter Express	574	5:15 AM	7:30 PM	X		
Metrolink	200's	5:15 AM	10:00 PM	X	X	X



NOT TO SCALE



Legend

- Metro Bus
- LADOT Commuter Bus
- Antelope Valley Transit
- Santa Clarita Transit
- Metrolink
- Metrolink Station



Proposed Sylmar Community Plan TIMP

Figure 7
Existing Transit Routes Serving the Sylmar Community Plan Area

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 Sylmar 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 Sylmar Community Plan. According to the 2010 Bicycle Plan, the following Bicycle Path currently exists within the Sylmar Community Plan Area:

- San Fernando Road between Roxford Street and Hubbard Street

The following Bicycle Lanes currently exist within the Sylmar Community Plan Area:

- Polk Street from Sunrise Ridge to Laurel Canyon Boulevard
- Laurel Canyon Boulevard from Crestknoll Drive to Polk Street

The following Bicycle Route currently exists within the Sylmar Community Plan Area:

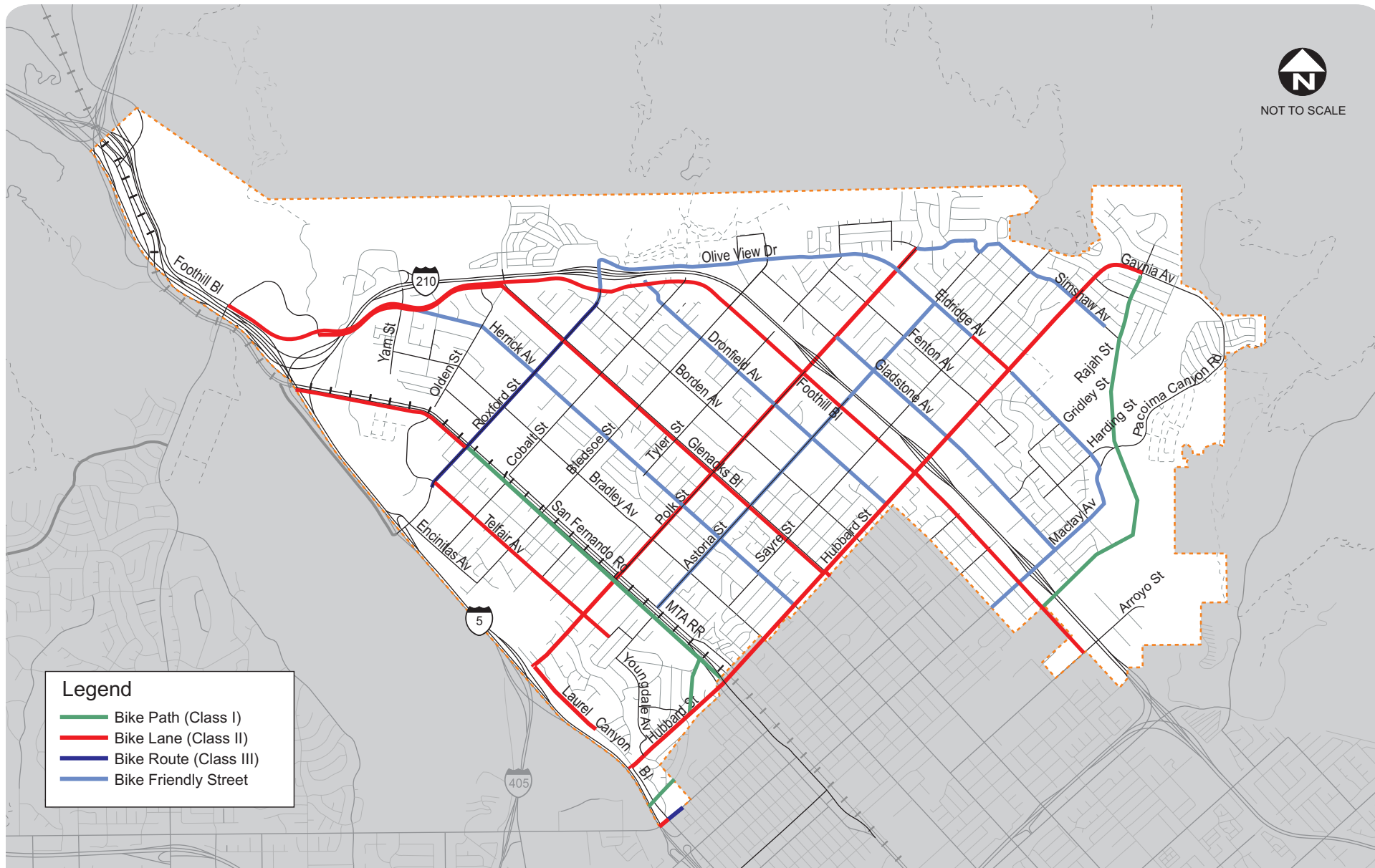
- Polk Street from Sunrise Ridge Road to San Fernando Road

The following Bicycle-Friendly Street is currently striped with sharrows, which are street markings that indicate that a bicyclist may use the full lane:

- Astoria Street from San Fernando Road to Foothill Boulevard



NOT TO SCALE



Legend

- Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Bike Friendly Street



Proposed Sylmar Community Plan TIMP

Figure 8
Proposed Bicycle Facilities to Serve the Sylmar Community Plan Area

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 Sylmar Community Plan. The second is the Proposed Land Use Plan, which is reflective of land use changes proposed for the Sylmar 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 where traffic volumes would change.

To better reflect cumulative growth in the area under future conditions, a nearby project was included:

- Los Angeles Mission College – This project is in the northeast portion of the Sylmar Community Plan Area, in the northeast quadrant of the Hubbard Street/Eldridge Avenue intersection. The projects consists of the 2009 Master Plan which provides for expanded facilities to meet the needs of the community and address the anticipated increase in student population growth by Year 2015. The plan includes additional floor space and athletic facilities.
- LAUSD Span School – This project is a new Kindergarten through 8th Grade school, located on Bledsoe Street south of Foothill Boulevard. The school is proposed to serve approximately 1,050 students. The travel demand model for the analysis reflected these students.
- Lakeside Park – This project provides recreations facilities at the Lakeside Debris Basin, and consists of ball fields, soccer fields, and skateboard facilities.

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 seven percent (41 of 610 roadway links) of Sylmar 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 0.781 for the year 2030 Current Land Use Plan. This indicates that on average, the streets in the Sylmar Community Plan Area utilize approximately 78.1 percent of roadway capacity in the PM peak. The V/C ratio is at LOS C, which constitutes good overall operating conditions. **Table A-3** in the Appendix shows the Current Land Use Plan level of service for each arterial segment in the Sylmar Community Plan Area.

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

Current Land Use Plan Traffic Conditions	
VMT	351,868
VHT	14,076
Avg Speed (mph)	25
Weighted Avg V/C	0.781
Links at LOS E or F	41
% of Links at LOS E or F	7%

Table 9 includes a comparison of the Current Land Use Plan to the existing traffic conditions. As shown, the total VMT increases by slightly more than double 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 nine 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	164,195	351,868
VHT	4,586	14,076
Avg Speed (mph)	36	25
Weighted Avg V/C	0.452	0.781
Links at LOS E or F	13	41
% of Links at LOS E or F	2%	7%

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 Sylmar Community Plan concentrate development within a quarter mile of the Sylmar/San Fernando Metrolink Station and near existing shopping

centers, as well as allowing a moderate increase in industrial development along Balboa Boulevard and Bradley Avenue. The number of jobs in the Sylmar Community Plan Area with the Proposed Land Use Plan is forecast to grow to 26,389 in 2030, an increase of 6,770 jobs, or 35 percent over the current 19,619 jobs in Sylmar. 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 six percent, or 35 of 610 links, of Sylmar 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 0.695; this indicates that on average, the streets in the Sylmar Community Plan Area utilize approximately 69.5 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS B, which is very good 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 Sylmar Community Plan Area.

TABLE 10 YEAR 2030 PROPOSED LAND USE PLAN WITH COMMITTED ROADWAY NETWORK – ARTERIAL SUMMARY

Proposed Land Use Plan Traffic Conditions	
VMT	346,010
VHT	13,753
Avg Speed (mph)	25
Weighted Avg V/C	0.695
Links at LOS E or F	35
% of Links at LOS E or F	6%

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	164,195	351,868	346,010
VHT	4,586	14,076	13,753
Avg. Speed	36	25	25
Weighted V/C	0.452	0.781	0.695
Links at LOS E or F	13	41	35
% of Links at LOS E or F	2%	7%	6%

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

The roadway network in Sylmar 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, two alternative networks were analyzed; both 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 changes were analyzed:

- Reclassification of Bledsoe Street, from Laurel Canyon Boulevard to Olive View Drive from a Secondary Roadway, from a Secondary Roadway to a two-lane Collector Street, with trails from Herrick Avenue to Olive View Drive.
- Modify Truman Street from San Fernando Road to Hubbard Street to a one way street, which would carry northbound traffic only.

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 Sylmar Community Plan Area.

Transportation Alternative One shows that approximately six percent of Sylmar roadways are forecast to operate at LOS E and F (39 of 610 Links). The volume-weighted V/C ratio is 0.720, which indicates that on average, the streets in the Sylmar Community Plan Area would utilize approximately 72.0 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS C, which is a good overall operating condition.

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

	Transportation Alternative One Traffic Conditions
VMT	272,284
VHT	11,443
Avg Speed (mph)	24
Weighted Avg V/C	0.720
Links at LOS E or F	39
% of Links at LOS E or F	6%

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 or Proposed 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	164,195	351,868	272,284
VHT	4,586	14,076	11,443
Avg. Speed	36	25	24
Weighted V/C	0.452	0.781	0.720
Links at LOS E or F	13	41	39
% of Links at LOS E or F	2%	7%	6%

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) generally includes changes to the roadway system in order to accommodate bicycle facilities, at locations where there is not enough pavement to add bicycle lanes without the removal of a traffic lane. Under Network Alternative Three, the following changes were analyzed:

- Reclassification of Eldridge Avenue from Gridley Street to Polk Street from a Secondary Roadway to a two lane Collector Street with bicycle lanes.

- Completion of Laurel Canyon Boulevard from Polk Street to Bledsoe Street from as a four lane Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the streets.
- Reclassification of Hubbard Street between Laurel Canyon Boulevard to Gavina Avenue from a Major Highway Class II to a Secondary Highway with bicycle lanes. This portion of the roadway would consist of one lane in each direction to accommodate bicycle lanes.
- Restrict parking on either side of Glenoaks Boulevard from I-210 to Hubbard Street to accommodate bicycle lanes. This would not change the number of lanes, bicycle facilities would be provided in the areas where parking currently exists.
- Reclassification of Roxford Street from Telfair Avenue to Olive View Drive from a Major Highway Class II to a Modified Secondary roadway. The number of lanes would be reduced from two to one in each direction.
- Reclassification of Polk Street from San Fernando Road to I-210 from a Major Highway Class II to a Secondary Highway. The roadway would be reduced from two to one lane in each direction with bicycle lanes.
- Reclassification of Polk Street from I-210 to Kinbrook Street from a Major Highway Class II to a Collector roadway, and the number of lanes would be reduced from two to one in each direction with bicycle lanes.
- Reclassification of Polk Street from Laurel Canyon Boulevard to Edgecliff Avenue from a Secondary/Major Highway Class II to a Collector roadway with bicycle lanes. There would be no change in the number of lanes.
- Reclassification of Polk Street from Edgecliff Avenue to San Fernando Road from a Major Highway Class II to a Collector street with bicycle lanes. There would be no reduction in the number of lanes.

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. A total of approximately eleven percent of Sylmar roadways are forecast to operate at an LOS E and F (67 of 612 Links) in the Transportation Alternative Two scenario. The volume-weighted V/C ratio is 0.0.791, which indicates that on average, the streets in the Sylmar Community Plan Area would utilize approximately 79.1 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 Sylmar Community Plan Area.

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

Transportation Alternative Two Traffic Conditions	
VMT	272,740
VHT	10,897
Avg Speed (mph)	25
Weighted Avg V/C	0.791
Links at LOS E or F	67
% 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	164,195	351,868	272,740
VHT	4,586	14,076	10,897
Avg. Speed	36	25	25
Weighted V/C	0.452	0.781	0.791
Links at LOS E or F	13	41	67
% of Links at LOS E or F	2%	7%	11%

3.2.4 YEAR 2030 PREFERRED TRANSPORTATION ALTERNATIVE

The Year 2030 Preferred Transportation Alternative (Preferred Alternative) includes the Year 2030 Proposed Land Use Plan, the addition of a new roadway, Laurel Canyon Boulevard between Polk Street and Bledsoe Street, plus a combination of Transportation Alternatives One and Two. 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:

- Modification of Bledsoe Street, from Glenoaks Boulevard to Olive View Drive from a Secondary Roadway to a two-lane Modified Secondary with trails.

- Modification of Roxford Street from Telfair Avenue to Olive View Drive from a Major Highway Class II to a two lane Modified Major Highway Class II Roadway with bicycle routes. The number of lanes would be reduced from two to one lane in each direction in some instances.
- Modification of Eldridge Avenue from Hubbard to Polk Streets from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes.
- Completion of Eldridge Avenue from Polk Street to Cranston Avenue as a two lane Modified Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the Olive View Drive and Eldridge Avenue.
- Modification of Olive View Drive from Roxford Street to Cranston Avenue from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes and trails.
- Completion of Laurel Canyon Boulevard from Polk to Encinitas/Bledsoe Streets as a four lane Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the two streets.
- Reclassification of Truman Street from San Fernando Road to Hubbard Street from a Major Highway Class I to a Collector Roadway and future closure of Truman Street.
- Reclassification of Encinitas Avenue, from Bledsoe to Polk Street, from a proposed Secondary to a proposed Local Roadway.
- Reclassification and realignment of Maclay Street, north of Fenton Avenue to Harding Street, from a proposed Secondary to a Collector Roadway and bicycle-friendly street.
- Reclassification of Harding Street, from Maclay Street to Gavina Avenue, from a proposed Secondary to a Private Roadway.
- Removal of proposed Secondary Roadways on Ralston Avenue from Yarnell to Olden Street and from Roxford to Cobalt Street and on Leach Street from Gladstone Avenue to Wheeler Avenue.
- Restrict parking on either side of Glenoaks Boulevard from Hubbard Street to I-210 to accommodate bicycle lanes. This would not change the number of lanes.

Table 16 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 six percent of Sylmar roadways are forecast to operate at an LOS E and F (39 of 614 Links) in the Preferred Alternative scenario. The volume-weighted V/C ratio is 0.739, which indicates that on average, the streets in the Sylmar Community Plan Area would utilize approximately 73.9 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS C, which indicates good overall operating conditions. **Table A-8** in the Appendix shows the Preferred Alternative level of service for each arterial segment in the Sylmar Community Plan Area.

TABLE 16 YEAR 2030 PREFERRED TRANSPORTATION ALTERNATIVE – ARTERIAL SUMMARY

Preferred Alternative Traffic Conditions	
VMT	344,402
VHT	13,554
Avg Speed (mph)	25
Weighted Avg V/C	0.739
Links at LOS E or F	39
% of Links at LOS E or F	6%

Table 17 includes a comparison of the Preferred Alternative to the Current Land Use Plan and Existing Traffic Conditions. The Preferred Alternative has slightly lower VMT, VHT and V/C than the Current Land Use Plan, and two fewer 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 17 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	164,195	351,868	344,402
VHT	4,586	14,076	13,554
Avg. Speed	36	25	25
Weighted V/C	0.452	0.781	0.739
Links at LOS E or F	13	41	39
% of Links at LOS E or F	2%	7%	6%

3.2.5 CONCLUSIONS ABOUT 2030 FUTURE ALTERNATIVES

The Proposed Land Use Plan causes little change to transportation conditions in the Sylmar Community Plan Area as compared to the Current Land Use Plan, and shows a lower V/C and number of links projected to operate at LOS E or F. 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 Sylmar 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 18**. 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 18 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	164,195	4,568	36	0.452	13	2%
Current Land Use Plan	351,868	14,076	25	0.781	41	7%
Proposed Land Use Plan	346,010	13,753	25	0.695	35	6%
Transportation Alternative One*	272,284	11,443	24	0.720	39	6%
Transportation Alternative Two *	272,740	10,897	25	0.791	67	11%
Preferred Alternative	344,402	13,554	25	0.739	39	6%
* Alternative scenarios use 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 SYLMAR COMMUNITY PLAN

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

4.1 REGIONAL IMPROVEMENT PLANS

A number of regional improvement plans affect transportation in the Sylmar 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 Sylmar 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 Sylmar 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

The City of Los Angeles 2008/09 to 2012/12 Capital Improvement Program lists the widening of Bledsoe Street to Secondary Highway standards, but due to funding constraints, this is considered a conceptual project and no implementation date is identified.

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 Sylmar 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 Sylmar Community Plan is a local community plan that must be consistent with the Citywide transportation policies. The Sylmar Community Plan TIMP includes policies and programs that will further the goals of these two legislative initiatives.

The proposed Sylmar 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 Sylmar 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 Sylmar 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 Sylmar 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 Sylmar 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 Sylmar 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 Sylmar, 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 Sylmar 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 Sylmar. However, given the nature of the Sylmar 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 Sylmar Community Plan Area. Additionally, support for a local DASH route would help increase the transit access in the 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 Sylmar 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 Metrolink Station. As a transit hub, the Station has many opportunities to provide alternatives to the automobile.
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 such as Los Angeles Mission College and Olive View Medical Center.
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.
7. *Future Rail Alignments* – Study additional connections from Sylmar to the regional rail system.

TRANSIT PRIORITY

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 Sylmar Community Plan Area.

There are currently two transit priority streets identified in the Community Plan Area:

- San Fernando Road from Roxford Street to Hubbard Street

TRANSIT CONNECTIVITY

In order to improve transit connectivity in the Sylmar 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 Sylmar.
- 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 Sylmar TIMP provides focus for bicyclists at the community level.

The purpose of developing bicycle policies for Sylmar 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 Land Use Plan with TIMP includes:
 - **Bicycle Paths**
 - Pacoima Wash Path from Gavina Avenue to Foothill Boulevard – Future Bicycle Path
 - San Fernando Road Phase I Path from Roxford Street to Hubbard Street – Existing Bicycle Path
 - **Bicycle Lanes**
 - Eldridge Avenue from Polk Street to Hubbard Street – Future Bicycle Lane
 - Glenoaks Boulevard from Foothill Boulevard to Southeast Community Plan Boundary – Future Bicycle Lane
 - Laurel Canyon Boulevard from Crestknoll Drive to Polk Street – Existing Bicycle Lane
 - Olive View Drive from Roxford Street to Cranston Avenue – Future Bicycle Lane
 - **Bicycle Routes**
 - Polk Street from Sunrise Ridge Road to San Fernando Road – Existing Bicycle Route
 - **Bicycle Friendly Streets**
 - Astoria Street from Aults Avenue to Simshaw Avenue – Bicycle-Friendly Street
 - Astoria Street from San Fernando Road to Eldridge Avenue – Bicycle Friendly Street
 - Aults Avenue from Egbert Street to Astoria Street – Bicycle-Friendly Street
 - Dronfield Avenue from Foothill Boulevard to Community Plan Boundary – Bicycle-Friendly Street
 - Egbert Street from Polk Street to Aults Avenue – Bicycle-Friendly Street
 - Gladstone Avenue from Polk Street to Maclay Street – Bicycle-Friendly Street
 - Herrick Avenue from McQueen Street to 177 ft S/O Hubbard Street – Bicycle-Friendly Street
 - Maclay Street from Harding Street to 8th Street – Bicycle-Friendly Street
 - Roxford Street from Foothill Boulevard to Olive View Drive – Bicycle-Friendly Street
 - Simshaw Avenue from Astoria Street to Gridley Street – Bicycle-Friendly Street

- Recommended bicycle facilities identified in the adopted City Bicycle Plan requiring further studies include:
 - **Bicycle Lanes**
 - Foothill Boulevard from Balboa Road to Southeast Community Plan Boundary – Future Bicycle Lane
 - Hubbard Street from 4th Street to Gavina Avenue – Future Bicycle Lane
 - Hubbard Street from San Fernando Road to Laurel Canyon Road – Future Bicycle Lane
 - Polk Street from Sunrise Ridge Road to Egbert Street – Future Bicycle Lane
 - Polk Street from Sunrise Ridge Road to Laurel Canyon Boulevard – Existing Bicycle Lane
 - Telfair Avenue from Roxford Street to Oro Grande Street – Future Bicycle Lane
 - San Fernando Road from Northwestern Community Plan boundary to Roxford Street – Future Bicycle Lane
 - Gavina Avenue from Hubbard Street to Pacoima Wash Path – Future 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.

Several roadways in the Community Plan Area are identified as Bicycle Priority Streets:

- Glenoaks Boulevard
- Maclay Street
- Olive View Drive
- Eldridge Avenue
- Laurel Canyon Boulevard
- Roxford Street

PEDESTRIAN POLICIES

Enhancing walkability is a key concern to Sylmar 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 be 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 Sylmar'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 Sylmar.
- 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 Sylmar.
- 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.

Pedestrian Priority Streets in the Community Plan Area include:

- Maclay Street
- Polk Street

TRAIL POLICIES

Sylmar is one of the few communities in the City with a network of local trails that connect neighborhoods to various points of interest, parks, recreational and natural open space areas, and other communities. These trails serve as a valuable recreational resource for area residents and visitors and are an important mode of local travel. The network in Sylmar primarily consists of undeveloped trails that share the street right-of-way with pedestrians, bicyclist and motorists. Much of the developed trails with dedicated easements and/or paths set-aside for equines and pedestrians are located on Foothill Boulevard, Olive View Drive, and along public right-of-way parallel to the Foothill Freeway.

The following policies can increase trail usage by pedestrians and equestrians:

- Protect and expand the trail system within the Community Plan area
- Provide connections to the trail system through the use of dedicated easements. These would connect new development to the trail system
- Provide trails that link parks, open space, public facilities and other trails
- Implement trail amenities for equestrian users
- Improve safety at locations where trail users conflict with roadway users

Identify potential trail locations in public easement areas.

Two streets are identified as Trail Priority Streets in the Community Plan Area:

- Bledsoe Street from Glenoaks Boulevard to Olive View Drive
- Olive View Drive from Roxford Street to Fenton Avenue

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 Sylmar 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 Sylmar 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 Sylmar 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 SYLMAR 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 Sylmar 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 Sylmar 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 Sylmar.
- 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 Sylmar 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.

CUSTOMIZED STREET STANDARDS

The development of the proposed Sylmar Community Plan TIMP included a review of the street standards in Sylmar. City standard street dimensions for Major Highways (104' ROW, 80' roadway), Secondary Highways (90' ROW, 70' roadway) and Collector Streets (64' ROW, 44' roadway) treat all streets so designated in a similar fashion in terms of dedication and widening requirements when developments occur in the City. In Sylmar, there are a number of reasons why the standard street dimensions cannot be achieved or may not be appropriate given the character of the streets and the land uses along them. For example, along certain street, the proximity of housing to the street makes it likely that the roadway will not ever be widened to the designated standard due to the homes and historic nature of development patterns in the area. There are also other historic buildings in Sylmar that would have to be displaced to implement the roadway cross sections called for by the current standard street dimensions.

A review was made of streets where roadway standards could be modified in order to help meet pedestrian friendly, bicycle, or historic goals. The need for adequate sidewalk width and parkways to buffer pedestrians from moving cars was considered, as well as the number and location of historic buildings that would preclude street widening. Modified street design standards have been designated for several locations in Sylmar. Some of the streets are designated "Modified Major Highway" and "Modified Secondary Highway" meaning that they are still planned to function as Major Highways or Secondary Highways, but they will have a non-standard cross section and reduced width. The standards do not change the number of travel lanes from what currently exists, but they change the number of lanes which would normally be required at build-out on some streets and instead dedicate some of the right of way to parking or wider sidewalks.

Reclassified Street

- Reclassification of Truman Street from San Fernando Road to Hubbard Street from a Major Highway Class I to a Collector Roadway and future closure of Truman Street.
- Reclassification of Encinitas Avenue, from Bledsoe to Polk Streets, from a proposed Secondary to a proposed Local Roadway.
- Reclassification and realignment of Maclay Street, north of Fenton Avenue to Harding Street, from a proposed Secondary to a Collector Roadway and bicycle-friendly street.
- Reclassification of Harding Street, from Maclay Street to Gavina Avenue, from a proposed Secondary to a Private Roadway.
- Completion of Laurel Canyon Boulevard from Polk to Encinitas/Bledsoe Streets as a four lane Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the two streets

Modified Street

- Modification of Bledsoe Street, from Glenoaks Boulevard to Olive View Drive from a Secondary Roadway to a two-lane Modified Secondary with trails.
- Modification of Roxford Street from Telfair Avenue to Olive View Drive from a Major Highway Class II to a two lane Modified Major Highway Class II Roadway with bicycle routes. The number of lanes would be reduced from two to one lane in each direction in some instances.
- Completion of Eldridge Avenue from Polk Street to Cranston Avenue as a two lane Modified Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the Olive View Drive and Eldridge Avenue
- Modification of Eldridge Avenue from Hubbard Street to Polk Street from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes.
- Modification of Olive View Drive from Roxford Street to Cranston Avenue from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes and trails.

ADDITIONAL FACILITY IMPROVEMENTS

There is the potential for other roadway and transportation improvements that may help facilitate transportation in Sylmar. 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 Sylmar 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 Sylmar when street closures are in effect. Movable VMS signs are currently employed in Sylmar 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.
- Roadway Extensions –
 - Completion of Eldridge Avenue from Polk Street to Cranston Avenue as a two lane Modified Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the Olive View Drive and Eldridge Avenue.
 - Completion of Laurel Canyon Boulevard from Polk Street to Encinitas/Bledsoe Streets as a four lane Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the two streets.
- Other Roadway Changes –
 - Removal of proposed Secondary Roadways on Ralston Avenue from Yarnell to Olden Street and from Roxford to Cobalt Street and on Leach Street from Gladstone Avenue to Wheeler Avenue.
 - Reclassification of Rincon Avenue, from Laurel Canyon Boulevard to Lashburn Street, from a proposed Secondary to a Local Roadway, since this roadway has been built to Local Roadway standards.
 - Restrict parking on either side of Glenoaks Boulevard from Hubbard Street to I-210 to accommodate bicycle lanes. This would not change the number of lanes.
- Freeway-related improvements - There is a freeway improvement planned in the vicinity of the Sylmar Community Plan Area which would improve conditions on streets within the Community Plan Area.
 - I-5/SR 14 Interchange and direct connect HOV connectors

4.2.6 NEIGHBORHOOD TRAFFIC MANAGEMENT PLANS

In the Sylmar 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 Sylmar 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 Sylmar, must allow flexibility in the application of existing parking requirements to improve the utilization of the existing parking supply and existing land in Sylmar. 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 Sylmar. For example; support of a No Net Loss policy will maintain the existing number of publicly available parking spaces within Sylmar’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 Sylmar.
- 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 Sylmar 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 Sylmar Community Plan on traffic in Sylmar.
- The cost of implementing prioritized traffic mitigation measures contained within the proposed Sylmar 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 Sylmar, 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 Sylmar 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 Transportation (“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 Sylmar 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 reclassification of 9th Street and Pacific Avenue, plus a combination of Network Alternatives One through Four. Under the Proposed Land Use Plan with TIMP, the following changes were studied:

- Modification of Bledsoe Street, from Glenoaks Boulevard to Olive View Drive from a Secondary Roadway to a two-lane Modified Secondary with trails.
- Modification of Roxford Street from Telfair Avenue to Olive View Drive from a Major Highway Class II to a two lane Modified Major Highway Class II Roadway with bicycle routes. The number of lanes would be reduced from two to one lane in each direction in some instances.

- Modification of Eldridge Avenue from Hubbard to Polk Streets from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes.
- Completion of Eldridge Avenue from Polk Street to Cranston Avenue as a two lane Modified Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the Olive View Drive and Eldridge Avenue.
- Modification of Olive View Drive from Roxford Street to Cranston Avenue from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes and trails.
- Completion of Laurel Canyon Boulevard from Polk to Encinitas/Bledsoe Streets as a four lane Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the two streets.
- Reclassification of Truman Street from San Fernando Road to Hubbard Street from a Major Highway Class I to a Collector Roadway and future closure of Truman Street.
- Reclassification of Encinitas Avenue, from Bledsoe to Polk Street, from a proposed Secondary to a proposed Local Roadway.
- Reclassification and realignment of Maclay Street, north of Fenton Avenue to Harding Street, from a proposed Secondary to a Collector Roadway and bicycle-friendly street.
- Reclassification of Harding Street, from Maclay Street to Gavina Avenue, from a proposed Secondary to a Private Roadway.
- Removal of proposed Secondary Roadways on Ralston Avenue from Yarnell to Olden Street and from Roxford to Cobalt Street and on Leach Street from Gladstone Avenue to Wheeler Avenue.
- Restrict parking on either side of Glenoaks Boulevard from Hubbard Street to I-210 to accommodate bicycle lanes. This would not change the number of lanes.
- Reclassification of Rincon Avenue, from Laurel Canyon Boulevard to Lashburn Street, from a proposed Secondary to a Local Roadway.
- Implementation of the adopted City Bicycle Plan, which includes new categories of bikeways, including “Bicycle Friendly Streets”.
- Implementation of the Sylmar Trails System.

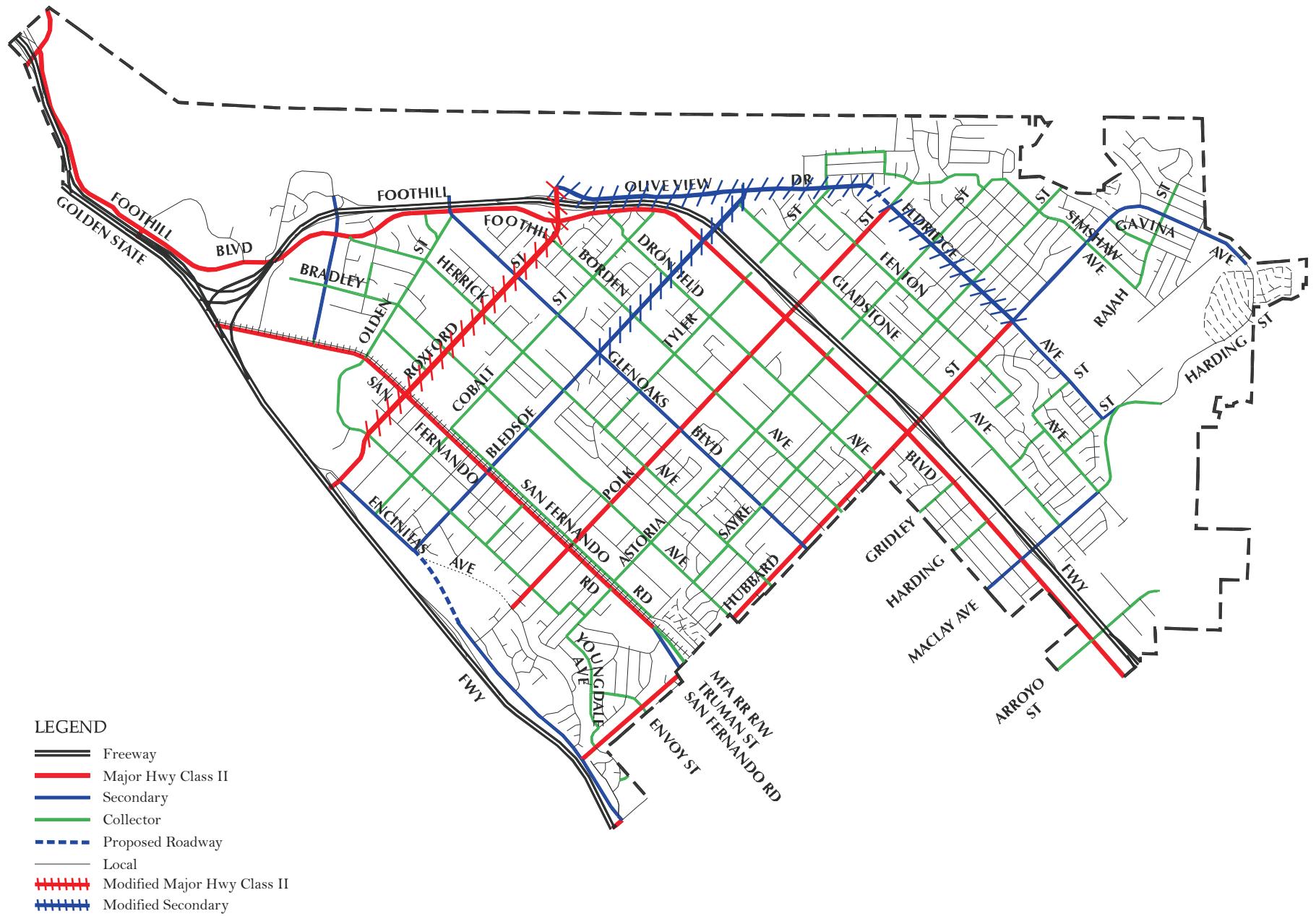
Table 19 shows the Proposed Land Use Plan with TIMP arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of approximately six percent of Sylmar roadways are forecast to operate at an LOS E and F (39 of 614 Links) in the Proposed Land Use Plan with TIMP. The volume-weighted V/C ratio is 0.739, which indicates that on average, the streets in the Sylmar Community Plan Area would utilize approximately 73.9 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS C, which represents very good overall operating conditions, although some streets operate at

worse service levels during peak hours. **Table A-9** in the Appendix shows the Proposed Land Use Plan with TIMP level of service for each arterial segment in the Sylmar Community Plan Area. Figure 9 illustrates the Sylmar Community Plan Area Proposed Functional Classification system.

TABLE 19 YEAR 2030 PROPOSED LAND USE PLAN WITH TIMP – ARTERIAL SUMMARY

Proposed Land Use Plan with TIMP Traffic Conditions	
VMT	344,402
VHT	13,554
Avg Speed (mph)	25
Weighted Avg V/C	0.739
Links at LOS E or F	39
% of Links at LOS E or F	6%

The Proposed Land Use Plan with TIMP causes some improvement to transportation conditions in the Sylmar Community Plan Area 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 Sylmar 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.



Proposed Sylmar Community Plan TIMP

**Figure 9
Sylmar Community Plan Area
Proposed Functional Classification**

A summary of the roadway link levels of service and aggregate statistics are shown in **Table 20**. 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.

TABLE 20 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	164,195	4,568	36	0.452	13	2%
Current Land Use Plan	351,868	14,076	25	0.781	41	7%
Proposed Land Use Plan	346,010	13,753	25	0.695	35	6%
Transportation Alternative One*	272,284	11,443	24	0.720	39	6%
Transportation Alternative Two *	272,740	10,897	25	0.791	67	11%
Preferred Alternative	344,402	13,554	25	0.739	39	6%

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

Table 20 illustrates that the Proposed Land Use Plan with TIMP total vehicle miles of travel, vehicle hours of travel and V/C will be reduced as compared to the Current Land Use Plan, and will have a slightly lower weighted V/C and a lower number number of roadway links at LOS E or F, as compared to the Current Land Use Plan. Notwithstanding this, the overall V/C ratio is at LOS C, which represents good operating conditions. 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 Sylmar Community Plan with TIMP has not improved both of the measures to better than the Existing Traffic Conditions, 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.

The EIR for the proposed Sylmar Community Plan compares the Proposed Land Use Plan with TIMP to Existing Traffic Conditions and concludes that there is a significant impact associated with the proposed Plan. However, it should be noted that the Proposed Land Use Plan with TIMP is shown to have better operating conditions than the Current Land Use Plan, so the Proposed Land Use Plan with TIMP is an improvement over not modifying the Current Land Use Plan.

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 Sylmar Community Plan TIMP.

6.2 HOW MODEL WAS USED FOR ANALYSIS

The Congestion Management Program's Transportation Impact Analysis (TIA) prepared for the proposed Sylmar 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 Sylmar 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 Sylmar 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 Sylmar Community Plan. Because mitigation of freeway impact is beyond the scope of the proposed Community Plan TIMP, 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 or near the Sylmar Community Plan Area. Therefore, no CMP analysis is required.

APPENDIX A: ROADWAY LINK DATA

- APPENDIX A-1 ROADWAY INVENTORY
- APPENDIX A-2 EXISTING TRAFFIC CONDITIONS
- APPENDIX A-3 CURRENT LAND USE PLAN
- APPENDIX A-4 PROPOSED LAND USE PLAN
- APPENDIX A-5 TRANSPORTATION ALTERNATIVE ONE
- APPENDIX A-6 TRANSPORTATION ALTERNATIVE TWO
- APPENDIX A-8 PREFERRED ALTERNATIVE
- APPENDIX A-9 PROPOSED PLAN WITH TIMP

Appendix A-1 Roadway Inventory

Segment	From	To	Roadway Classification	Capacity per Lane	Median Type	Northbound/Eastbound					Southbound/Westbound				
						Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit
ENCINITAS AVE	Roxford	Larkspur	Secondary	700	TWLTL	2	No	No	NONE		1	No	No	NONE	
ENCINITAS AVE	Larkspur	Cobalt	Secondary	700	TWLTL	2	No	No	TANSAT		1	No	No	TANSAT	
ENCINITAS AVE	Cobalt	El Cajon	Secondary	700	TWLTL	1	No	No	NONE		1	No	No	NONE	
ENCINITAS AVE	El Cajon	Bledsoe	Secondary	700	TWLTL	1	No	No	NONE		1	No	No	NONE	15
LAUREL CANYON BLVD	Hubbard	Rincon	Major Highway Class II	800	DDY	2	No	No	NONE/TANSAT	35	2	No	No	TANSAT	35
LAUREL CANYON BLVD	Rincon	Rinaldi	Major Highway Class II	800	SDY	2	No	No	NPAT	35	2	No	No	NPAT	
YOUNGDALE AVE	Astoria	Bleeker	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
YOUNGDALE AVE	Bleeker	Nora	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	15
YOUNGDALE AVE	Nora	Osceola	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
YOUNGDALE AVE	Osceola	Youngdale Pl	Collector	600	UD	1	No	No	NP 7a-5p (School)	15	1	No	No	NONE	15
YOUNGDALE AVE	Youngdale Pl	Envoy	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
YOUNGDALE AVE	Envoy	Aztec	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	15
AZTEC ST	Youngdale	Hubbard	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ENVOY ST	Youngdale	Hubbard	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
TELFAIR AVE	A St	Roxford	Collector	600	UD	1	No	No	NPAT		1	No	No	NPAT	
TELFAIR AVE	Roxford	Oro Grande	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
EL DORADO AVE	Oro Grande	Astoria	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
SAN FERNANDO RD	Olden State Fwy	Olden	Major Highway Class II	800	TWLTL	2	No	No	TANSAT		2	No	No	TANSAT	
SAN FERNANDO RD	Olden	Monte	Major Highway Class II	800	TWLTL	2	No	No	TANSAT		2	No	No	NPAT	
SAN FERNANDO RD	Monte	Kadota	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE	
SAN FERNANDO RD	Kadota	La Mesa	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE	40
SAN FERNANDO RD	La Mesa	Rosales	Major Highway Class II	800	TWLTL	2	No	No	TANSAT		2	No	No	NONE	
SAN FERNANDO RD	Rosales	Bledsoe	Major Highway Class II	800	SDY	2	No	No	NPAT	40	2	No	No	NONE	
SAN FERNANDO RD	Bledsoe	La Vella	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE	40
SAN FERNANDO RD	La Vella	El Casco	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE	
SAN FERNANDO RD	El Casco	Nurmi	Major Highway Class II	800	TWLTL	2	No	No	TANSAT		2	No	No	NONE	
SAN FERNANDO RD	Nurmi	Polk	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE	
SAN FERNANDO RD	Polk	Paddock	Major Highway Class II	800	TWLTL	2	No	No	TANSAT		2	No	No	NONE	40
SAN FERNANDO RD	Paddock	Astoria	Major Highway Class II	800	TWLTL	2	No	No	TANSAT		2	No	No	NONE	
SAN FERNANDO RD	Astoria	Bleeker	Major Highway Class II	800	RM/TWLTL	2	No	No	TANSAT		2	No	No	NONE/TANSAT	
SAN FERNANDO RD	Bleeker	Hubbard	Major Highway Class II	800	DDY	2	No	No	NPAT/NONE	40	2	No	No	NONE	
Little SAN FERNANDO RD	Cobalt	Sayre	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
RALSTON AVE	Olden	Roxford	Collector	600	UD	1	No	No	NONE/NPAT		1	No	No	NONE/NPAT	
BRADLEY AVE	Yarnell	Olden	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BRADLEY AVE	Olden	Roxford	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	15
BRADLEY AVE	Roxford	Larkspur	Collector	600	SDY	1	No	No	NONE		1	No	No	NONE	30
BRADLEY AVE	Larkspur	Cobalt	Collector	600	SDY	1	No	No	NONE	30	1	No	No	NONE	
BRADLEY AVE	Cobalt	Bledsoe	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
BRADLEY AVE	Bledsoe	Polk	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BRADLEY AVE	Polk	Oro Grande	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	30
BRADLEY AVE	Oro Grande	Aztec	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
BRADLEY AVE	Aztec	Hubbard	Collector	600	SBY	1	No	No	NONE	30	1	No	No	NONE	
HERRICK AVE	McQueen	La Mesa	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
HERRICK AVE	La Mesa	Larkspur	Collector	600	UD	1	No	No	TANS 7a-5p (School)		1	No	No	NONE	
HERRICK AVE	Larkspur	Ryan	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
HERRICK AVE	Ryan	Tyler	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	
HERRICK AVE	Tyler	Rex	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	15
HERRICK AVE	Rex	Nurmi	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
HERRICK AVE	Nurmi	Polk	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	
HERRICK AVE	Polk	Hubbard	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
GLENOAKS BLVD	Foothill	Monte	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE/NPAT	35
GLENOAKS BLVD	Monte	Roxford	Secondary	700	SDY	2	No	No	NONE	35	2	No	No	NONE	
GLENOAKS BLVD	Roxford	Cobalt	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE	35
GLENOAKS BLVD	Cobalt	Drell	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NPAT	
GLENOAKS BLVD	Drell	Bledsoe	Secondary	700	SDY	2	No	No	NPAT	25	2	No	No	NPAT	
GLENOAKS BLVD	Bledsoe	El Casco	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE/NPAT	35
GLENOAKS BLVD	El Casco	Ryan	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE	
GLENOAKS BLVD	Ryan	Tyler	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	

Appendix A-1 Roadway Inventory

Segment	From	To	Roadway Classification	Capacity per Lane	Median Type	Northbound/Eastbound					Southbound/Westbound				
						Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit
GLENOAKS BLVD	Tyler	Polk	Secondary	700	SDY	2	No	No	TANSAT		2	No	No	NONE	
GLENOAKS BLVD	Polk	Lyle	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE	35
GLENOAKS BLVD	Lyle	Oro Grande	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	25
GLENOAKS BLVD	Oro Grande	Astoria	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	
GLENOAKS BLVD	Astoria	Berg	Secondary	700	SDY	2	No	No	NONE	25	2	No	No	NONE	35
GLENOAKS BLVD	Berg	Dyer	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	
GLENOAKS BLVD	Dyer	Raven	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	
GLENOAKS BLVD	Raven	Sayre	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	
GLENOAKS BLVD	Sayre	Herron	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	
GLENOAKS BLVD	Herron	Beaver	Secondary	700	SDY	2	No	No	NONE		2	No	No	TANSAT	
GLENOAKS BLVD	Beaver	Aztec	Secondary	700	SDY	2	No	No	NONE		2	No	No	TANSAT	
GLENOAKS BLVD	Aztec	Hubbard	Secondary	700	SDY	2	No	No	NONE	35	2	No	No	TANSAT	
BORDEN AVE	Roxford	La Mesa	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BORDEN AVE	La Mesa	Larkspur	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BORDEN AVE	Larkspur	Cobalt	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BORDEN AVE	Cobalt	Drell	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BORDEN AVE	Drell	Rosales	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BORDEN AVE	Rosales	Bledsoe	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BORDEN AVE	Bledsoe	Tyler	Collector	600	UD	1	No	No	NP 8a-6p		1	No	No	NP 8a-6p	
BORDEN AVE	Tyler	Hubbard	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
DRONFIELD AVE	Foothill	Hubbard	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
SIERRA HWY	14 Fwy	The Old Rd	Major Highway Class II	800	DDY	2	No	No	NONE		2	No	No	NONE	
FOOTHILL BLVD	Sierra Hwy	Balboa Blvd	Major Highway Class II	800	SDY	1	No	No	NONE	45/30	1	No	No	NONE	45
FOOTHILL BLVD	Balboa Blvd	Balboa Blvd	Major Highway Class II	800	DDY/SDY	2	No	No	NONE/TANSAT		2	No	No	NONE	
FOOTHILL BLVD	Balboa Blvd	Filbert	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE	
FOOTHILL BLVD	Filbert	Filbert	Major Highway Class II	800	RM	1	No	No	TANSAT		1	No	No	TANSAT	35
FOOTHILL BLVD	Filbert	Yarnell	Major Highway Class II	800	TWLT	1	No	No	NONE		1	No	No	TANS/NONE	
FOOTHILL BLVD	Yarnell	Excelsior	Major Highway Class II	800	DDY	1	No	No	NONE		2	No	No	NONE	
FOOTHILL BLVD	Excelsior	De Garmo	Major Highway Class II	800	DDY	1	No	No	TANS/NONE		1	No	No	NONE	
FOOTHILL BLVD	De Garmo	Glenoaks	Major Highway Class II	800	TWLT	1	No	No	TANS-BUS/NONE	45	1	No	No	NONE	
FOOTHILL BLVD	Glenoaks	Roxford	Major Highway Class II	800	TWLT	2	No	No	NONE	45	2	No	No	NONE	
FOOTHILL BLVD	Roxford	Ararat	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
FOOTHILL BLVD	Ararat	Bromont	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NPAT	
FOOTHILL BLVD	Bromont	Cobalt	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
FOOTHILL BLVD	Cobalt	Bledsoe	Major Highway Class II	800	TWLT	2	No	No	TANSAT/NONE	45	2	No	No	NONE	
FOOTHILL BLVD	Bledsoe	Polk	Major Highway Class II	800	TWLT	2	No	No	NONE	40	2	No	No	NONE	40
FOOTHILL BLVD	Polk	Astoria	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
FOOTHILL BLVD	Astoria	Sayre	Major Highway Class II	800	TWLT	2	No	No	NONE	40	2	No	No	NONE	
FOOTHILL BLVD	Sayre	Hubbard	Major Highway Class II	800	TWLT	2	No	No	NONE	40	2	No	No	TANSAT/TANP 8p-6a/1hr 8a-6p	
FOOTHILL BLVD	Hubbard	Gridley	Major Highway Class II	800	TWLT	2	No	No	TANSAT/NONE		2	No	No	TANSAT/NONE	45
FOOTHILL BLVD	Gridley	Harding	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	TANSAT	
FOOTHILL BLVD	Harding	Maclay	Major Highway Class II	800	SDY	2	No	No	TANSAT/NONE	45	2	No	No	TANSAT/NONE	
FOOTHILL BLVD	Maclay	Brand	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	40
FOOTHILL BLVD	Brand	Arroyo	Major Highway Class II	800	TWLT/SDY	2	No	No	TANSAT/NONE	40	2	No	No	TANSAT/NONE	
FOOTHILL BLVD	Arroyo	Vaughn	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
GLADSTONE AVE	Bledsoe	Polk	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
GLADSTONE AVE	Polk	Sayre	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
GLADSTONE AVE	Sayre	Herron	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	35
GLADSTONE AVE	Herron	Beaver	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
GLADSTONE AVE	Beaver	Hubbard	Collector	600	SBY	1	No	No	NONE	35	1	No	No	NONE	
GLADSTONE AVE	Hubbard	Leach	Collector	600	SDY	1	No	No	NONE		1	No	No	NONE	40
GLADSTONE AVE	Leach	Lazard	Collector	600	SDY	1	No	No	NONE		1	No	No	NONE	
GLADSTONE AVE	Lazard	Gridley	Collector	600	SBY	1	No	No	NONE	40	1	No	No	NONE	
GLADSTONE AVE	Gridley	Fernmont	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
GLADSTONE AVE	Fernmont	Harding	Collector	600	SDY	1	No	No	NONE		1	No	No	NONE	
GLADSTONE AVE	Harding	Harps	Collector	600	SDY	1	No	No	NONE		1	No	No	NONE	40
GLADSTONE AVE	Harps	Maclay	Collector	600	SDY	1	No	No	NONE		1	No	No	NONE	
FENTON AVE	Tyler	Leach	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	

Appendix A-1 Roadway Inventory

Segment	From	To	Roadway Classification	Capacity per Lane	Median Type	Northbound/Eastbound					Southbound/Westbound				
						Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit
FENTON AVE	Gridley	Tarquin	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	
FENTON AVE	Tarquin	Maclay	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
OLIVE VIEW DR	210 Fwy	Bucher	Secondary	700	DDY	2	No	No	TRANSAT		2	No	No	TRANSAT	40
OLIVE VIEW DR	Bucher	West Way	Secondary	700	TWLT	2	No	No	NPAT		2	No	No	TRANSAT	
OLIVE VIEW DR	West Way	East Way	Secondary	700	SDY	2	No	No	30min 8-6		2	No	No	TRANSAT	
OLIVE VIEW DR	East Way	Cobalt	Secondary	700	TWLT	2	No	No	NPAT		2	No	No	TRANSAT	
OLIVE VIEW DR	Cobalt	Tyler	Secondary	700	TWLT	2	No	No	NONE		2	No	No	NONE	
OLIVE VIEW DR	Tyler	Cranston	Secondary	700	DDY	2	No	No	NONE	40	2	No	No	NONE	
ELDRIDGE AVE	Polk	Astoria	Secondary	700	TWLT	1	No	No	NONE		1	No	No	NONE	35
ELDRIDGE AVE	Astoria	Dyer	Secondary	700	TWLT	1	No	No	NONE		1	No	No	TANP 10p-6a	25
ELDRIDGE AVE	Dyer	Sayre	Secondary	700	TWLT	1	No	No	NONE		1	No	No	NONE	
ELDRIDGE AVE	Sayre	Herron	Secondary	700	TWLT	2	No	No	NONE	25	2	No	No	NONE	
ELDRIDGE AVE	Herron	Aztec	Secondary	700	TWLT	2	No	No	NONE		2	No	No	NONE	
ELDRIDGE AVE	Aztec	Hubbard	Secondary	700	TWLT	2	No	No	NONE	35	2	No	No	NONE	
ELDRIDGE AVE	Hubbard	Pasha	Secondary	700	TWLT	2	No	No	NONE		2	No	No	NONE	25
ELDRIDGE AVE	Pasha	Cranston	Secondary	700	SDY/TWLT	2	No	No	NONE		2	No	No	NONE	
ELDRIDGE AVE	Cranston	Gridley	Secondary	700	SDY	1	No	No	NONE		1	No	No	NONE	
ELDRIDGE AVE	Gridley	Harding	Secondary	700	TWLT	1	No	No	NONE		1	No	No	NONE	
ALMETZ ST	Bamer	Leedy	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
KINBROOK ST	Leedy	Bermax	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	15
KINBROOK ST	Bermax	Breger	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	
KINBROOK ST	Breger	Polk	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
EGBERT ST	Polk	Astoria	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
SIMSHAW AVE	Astoria	Hubbard	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
SHABLOW AVE	Hubbard	Rajah	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
GAVINA AVE	Candlewood	Tibbetts	Secondary	700	TWLT	2	No	No	NONE	35	2	No	No	NONE	35
GAVINA AVE	Tibbetts	N Pacoima Canyon	Secondary	700	UD	1	No	No	NONE		1	No	No	NONE	35
GAVINA AVE	N Pacoima Canyon	Via Santa Lucia	Secondary	700	UD	1	No	No	NONE	35	1	No	No	NONE	
GAVINA AVE	Via Santa Lucia	Via Santa Marta	Secondary	700	UD	1	No	No	NONE		1	No	No	NONE	35
YARNELL ST	End	Bradley	Secondary	700	UD	1	No	No	NONE		1	No	No	NONE	
YARNELL ST	Bradley	Foothill	Secondary	700	SBY	1	No	No	NONE		1	No	No	NONE	
YARNELL ST	Foothill	210 Fwy	Secondary	700	DDY	2	No	No	NONE		2	No	No	NONE	
EXCELSIOR ST	Bradley	Woodcock	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
OLDEN ST	A St	San Fernando	Collector	600	UD	1	No	No	2hr 8-6		1	No	No	2hr 8-6	
OLDEN ST	End	Ralston	Collector	600	UD	1	No	No	NONE		1	No	No	NONE/ NP 8-6	
OLDEN ST	Ralston	Bradley	Collector	600	UD	1	No	No	NPAT		1	No	No	NPAT	
OLDEN ST	Bradley	De Foe	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
OLDEN ST	De Foe	De Garmo	Collector	600	UD	1	No	No	NONE	20	1	No	No	NONE	
DE GARMO AVE	Olden St	Foothill	Collector	600	TWLT	1	No	No	NONE	35	1	No	No	NONE	20
ROXFORD ST	5 Fwy	Encinitas	Major Highway Class II	800	SDY	1	No	No	TANSAT		2	No	No	TANSAT	
ROXFORD ST	Encinitas	Telfair	Major Highway Class II	800	TWLT	1	No	No	NONE	35	2	No	No	NPAT	
ROXFORD ST	Telfair	El Dorado	Major Highway Class II	800	TWLT	1	No	No	NPAT	35	2	No	No	NPAT	
ROXFORD ST	El Dorado	San Fernando	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	35
ROXFORD ST	San Fernando	Ralston	Major Highway Class II	800	TWLT	2	No	No	NONE	35	2	No	No	NONE	
ROXFORD ST	Ralston	Bradley	Major Highway Class II	800	TWLT	1	No	No	NONE		1	No	No	NONE	
ROXFORD ST	Bradley	Herrick	Major Highway Class II	800	TWLT	1	No	No	NONE		1	No	No	NONE	
ROXFORD ST	Herrick	De Garmo	Major Highway Class II	800	TWLT	1	No	No	NONE	35	1	No	No	NONE	
ROXFORD ST	De Garmo	Glenoaks	Major Highway Class II	800	TWLT	1	No	No	NONE		1	No	No	NONE	
ROXFORD ST	Glenoaks	Fellows	Major Highway Class II	800	TWLT	1	No	No	NONE	35	1	No	No	NONE	
ROXFORD ST	Fellows	Foothill	Major Highway Class II	800	TWLT	1	No	No	NONE		1	No	No	NONE	
ROXFORD ST	Foothill	210 Fwy	Major Highway Class II	800	DDY	2	No	No	NONE	35	2	No	No	NONE	
COBALT ST	Encinitas	San Fernando	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
COBALT ST	Little San Fernando	Bradley	Collector	600	UD	1	No	No	NONE		1	No	No	1 HR 8-6	
COBALT ST	Bradley	Foothill	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BLEDSON ST	Encinitas	Amboy	Secondary	700	TWLT	1	No	No	NONE		1	No	No	NONE	15
BLEDSON ST	Amboy	Haddon	Secondary	700	TWLT	1	No	No	NONE		1	No	No	NONE	
BLEDSON ST	Haddon	Telfair	Secondary	700	UD	1	No	No	NONE		1	No	No	NONE	
BLEDSON ST	Telfair	El Dorado	Secondary	700	TWLT	1	No	No	NONE		1	No	No	NONE	
BLEDSON ST	El Dorado	San Fernando	Secondary	700	SDI	1	No	No	NONE		1	No	No	NONE	
BLEDSON ST	San Fernando	Bradley	Secondary	700	TWLT	1	No	No	NONE		1	No	No	NONE	

Appendix A-1 Roadway Inventory

Segment	From	To	Roadway Classification	Capacity per Lane	Median Type	Northbound/Eastbound					Southbound/Westbound				
						Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit
BLED SOE ST	Bradley	Herrick	Secondary	700	SDY	1	No	No	NONE	35	1	No	No	NONE	35
BLED SOE ST	Herrick	De Garmo	Secondary	700	SDY	1	No	No	NONE		1	No	No	NONE	
BLED SOE ST	De Garmo	Glenoaks	Secondary	700	SDY	1	No	No	NONE		1	No	No	NONE	35
BLED SOE ST	Glenoaks	Borden	Secondary	700	UD	1	No	No	NONE	35	1	No	No	NONE	
BLED SOE ST	Borden	Dronfield	Secondary	700	SBY	1	No	No	NONE		1	No	No	NONE	
BLED SOE ST	Dronfield	Foothill	Secondary	700	SDY	1	No	No	NONE		1	No	No	NONE	35
BLED SOE ST	Foothill	Gladstone	Secondary	700	SDY	1	No	No	NONE	25	1	No	No	NONE	
BLED SOE ST	Gladstone	Olive View	Secondary	700	SDY	1	No	No	NONE		1	No	No	NONE	25
TYLER ST	Telfair	Glenoaks	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
TYLER ST	Glenoaks	Fellows	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
TYLER ST	Fellows	Borden	Collector	600	SBY	1	No	No	NP 8-6		1	No	No	TANSAT 7-5 (school); PL 6:30am-9am, 1:30P-4P	
TYLER ST	Borden	Phillippi	Collector	600	SBY	1	No	No	NP 8-6		1	No	No	NP 8-6	
TYLER ST	Phillippi	Foothill	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
TYLER ST	Foothill	Olive View	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
BARNER AVE	Olive View	Almetz	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
LEEDY AVE	End	Aldergrove	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
LEEDY AVE	Aldergrove	Almetz	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
POLK ST	Edgecliff	Sunrise Ridge	Major Highway Class II	800	DDY	1	No	No	NONE		2	No	No	NONE	30
POLK ST	Sunrise Ridge	Telfair	Major Highway Class II	800	SDY	1	No	No	NONE		1	No	No	NONE	
POLK ST	Telfair	San Fernando	Major Highway Class II	800	SBY	1	No	No	NONE	30	1	No	No	NONE	30
POLK ST	San Fernando	Ralston	Major Highway Class II	800	TWLT	2	No	No	NONE	35	2	No	No	NONE	
POLK ST	Ralston	Bradley	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
POLK ST	Bradley	Norris	Major Highway Class II	800	TWLT	2	No	No	NONE	35	2	No	No	NONE	
POLK ST	Norris	Woodcock	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
POLK ST	Woodcock	Herrick	Major Highway Class II	800	TWLT	2	No	No	NONE	35	2	No	No	NONE	
POLK ST	Herrick	De Garmo	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
POLK ST	De Garmo	Glenoaks	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	35
POLK ST	Glenoaks	Fellows	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	35
POLK ST	Fellows	Borden	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
POLK ST	Borden	Phillippi	Major Highway Class II	800	TWLT	2	No	No	TANSAT	35	2	No	No	TANSAT	25
POLK ST	Phillippi	Dronfield	Major Highway Class II	800	TWLT	2	No	No	NPAT		2	No	No	NPAT	
POLK ST	Dronfield	Foothill	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NPAT/NONE	
POLK ST	Foothill	Gladstone	Major Highway Class II	800	SDY	2	No	No	NPAT	35	2	No	No	TANSAT/NONE/NPAT	
POLK ST	Gladstone	Fenton	Major Highway Class II	800	SDY	2	No	No	NPAT	25	2	No	No	NPAT	25
POLK ST	Fenton	Kismet	Major Highway Class II	800	SDY	2	No	No	NONE		2	No	No	NONE	
POLK ST	Kismet	Eldridge	Major Highway Class II	800	SDY	2	No	No	NPAT/NONE		2	No	No	NPAT/NONE	
POLK ST	Eldridge	Egbert	Collector	600	SDY	1	No	No	NONE	25	1	No	No	NPAT	
ORO GRANDE ST	Telfair	El Dorado	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Youngdale	Genoa	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	
ASTORIA ST	Genoa	El Dorado	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	El Dorado	San Fernando	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	15
ASTORIA ST	Little San Fernando	Ralston	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Ralston	Bradley	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Bradley	Norris	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Norris	Woodcock	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Woodcock	Herrick	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Herrick	Glenoaks	Collector	600	SBY	1	No	No	NONE	15	1	No	No	NONE	15
ASTORIA ST	Glenoaks	Fellows	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Fellows	Borden	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Borden	Phillippi	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Phillippi	Dronfield	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Dronfield	Bromont	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Bromont	Foothill	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Foothill		Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	End	Fenton	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Fenton	Eldridge	Collector	600	UD	1	No	No	NPAT 10p-6a		1	No	No	NONE	
ASTORIA ST	Eldridge	Brussels	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	

Appendix A-1 Roadway Inventory

Segment	From	To	Roadway Classification	Capacity per Lane	Median Type	Northbound/Eastbound					Southbound/Westbound				
						Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit
ASTORIA ST	Brussels	Garrick	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Garrick	Aults	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
ASTORIA ST	Aults	Simshaw	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
SAYRE ST	Bradley	Raven	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
SAYRE ST	Raven	Norris	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
SAYRE ST	Norris	Herrick	Collector	600	UD	1	No	No	NONE		1	No	No	TANS 7a-5p(School)	
SAYRE ST	Herrick	De Garmo	Collector	600	SBY	1	No	No	NONE	15	1	No	No	NONE	
SAYRE ST	De Garmo	De Haven	Collector	600	SBY	1	No	No	NONE	15	1	No	No	NONE	
SAYRE ST	De Haven	Glenoaks	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
SAYRE ST	Glenoaks	Fellows	Collector	600	SBY	1	No	No	NONE	30	1	No	No	NONE	
SAYRE ST	Fellows	Borden	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	30
SAYRE ST	Borden	Phillippi	Collector	600	SBY	1	No	No	NONE	15/25	1	No	No	NONE	
SAYRE ST	Phillippi	Dronfield	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	15/25
SAYRE ST	Dronfield	Bromont	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
SAYRE ST	Bromont	Foothill	Collector	600	SDY/SBY	1	No	No	TANSAT		1	No	No	NONE	30
SAYRE ST	Foothill	Gladstone	Collector	600	SBY	1	No	No	NONE	30	1	No	No	TANSAT/NONE	30
SAYRE ST	Gladstone	Kismet	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
SAYRE ST	Kismet	Eldridge	Collector	600	SBY	1	No	No	NONE	25	1	No	No	NONE	30
SAYRE ST	Eldridge	Brussels	Collector	600	SBY	1	No	No	NONE	30	1	No	No	NONE	25
SAYRE ST	Brussels	Lexicon	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
SAYRE ST	Lexicon	Garrick	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	30
SAYRE ST	Garrick	Aults	Collector	600	SBY	1	No	No	NONE	30	1	No	No	NONE	
SAYRE ST	Aults	Simshaw	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	30
SAYRE ST	Simshaw	Shablow	Collector	600	SBY	1	No	No	NP		1	No	No	TANS 10p-6a	
HUBBARD ST	Laurel Canyon	Aztec	Major Highway Class II	800	DDY	2	No	No	NONE		2	No	No	TANSAT	
HUBBARD ST	Aztec	Envoy	Major Highway Class II	800	SDY	2	No	No	NONE	35	2	No	No	NONE	
HUBBARD ST	Envoy	El Dorado	Major Highway Class II	800	SDY	2	No	No	NONE		2	No	No	TANSAT	
HUBBARD ST	El Dorado	San Fernando	Major Highway Class II	800	DDY/TWLT	2	No	No	NONE		2	No	No	TANSAT	
HUBBARD ST	Bradley	Woodcock	Major Highway Class II	800	SDY	2	No	No	NONE	35	2	No	No	NONE	
HUBBARD ST	Woodcock	Herrick	Major Highway Class II	800	SDY	2	No	No	NONE		2	No	No	TANSAT	
HUBBARD ST	Herrick	Glenoaks	Major Highway Class II	800	TWLT	2	No	No	TANSAT/NONE		2	No	No	NONE	
HUBBARD ST	Glenoaks	Fellows	Major Highway Class II	800	TWLT	2	No	No	NONE/NPAT	35	2	No	No	NONE	
HUBBARD ST	Fellows	Borden	Major Highway Class II	800	TWLT	2	No	No	NONE/NPAT		2	No	No	NONE	
HUBBARD ST	Borden	Chivers	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
HUBBARD ST	Chivers	Phillippi	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
HUBBARD ST	Phillippi	Sproule	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
HUBBARD ST	Sproule	Dronfield	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	
HUBBARD ST	Dronfield	Adelphia	Major Highway Class II	800	TWLT	2	No	No	NONE/NPAT		2	No	No	NONE/NPAT	
HUBBARD ST	Adelphia	Foothill	Major Highway Class II	800	TWLT	2	No	No	NONE		2	No	No	NONE	35
HUBBARD ST	Foothill	Gladstone	Major Highway Class II	800	RM/TWLT	2	No	No	TANSAT/NPAT	40	2	No	No	TANSAT/NPAT	40
HUBBARD ST	Gladstone	Wheeler	Major Highway Class II	800	TWLT	2	No	No	NPAT		2	No	No	NPAT	
HUBBARD ST	Wheeler	Fenton	Major Highway Class II	800	SDY	2	No	No	NPAT	25	2	No	No	NONE/NPAT	40
HUBBARD ST	Fenton	Kismet	Major Highway Class II	800	SDY	2	No	No	NONE		2	No	No	15min 7a-5p	
HUBBARD ST	Kismet	Eldridge	Major Highway Class II	800	SDY	2	No	No	NONE	40	2	No	No	NPAT	25
HUBBARD ST	Eldridge	Lexicon	Secondary	700	SDY	2	No	No	NONE	40	2	No	No	TANSAT	
HUBBARD ST	Lexicon	Garrick	Secondary	700	SDY	2	No	No	NONE		2	No	No	TANSAT	
HUBBARD ST	Garrick	Simshaw	Secondary	700	TWLT	2	No	No	NONE		2	No	No	NONE	
HUBBARD ST	Simshaw	Shablow	Secondary	700	DDY	2	No	No	NONE		2	No	No	NONE	
HUBBARD ST	Shablow	Mountain View Pl	Secondary	700	TWLT	2	No	No	NONE		2	No	No	NONE	
HUBBARD ST	Mountain View Pl	Candlewood	Secondary	700	TWLT	2	No	No	NONE	35	2	No	No	NONE	
LEACH ST	Wheeler	Fenton	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
RAJAH ST	Simshaw	Wallabi	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
GRIDLEY ST	8th St	Eldridge	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
FREMONT ST	Gladstone	Fenton	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
HARDING ST	Cometa	Maclay	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	
HARDING ST	Maclay	Vista Del Sol	Collector	600	DDY	1	No	No	TANSAT		1	No	No	NONE	
HARDING ST	Vista Del Sol	Via Serena	Collector	600	SBY/SDY	1	No	No	TANSAT		1	No	No	NONE	
HARDING ST	Via Serena	Alta Vista	Collector	600	TWLT	1	No	No	NPAT	35	1	No	No	NPAT	35
HARDING ST	Alta Vista	Via Santa Marta	Collector	600	TWLT	1	No	No	NPAT	35	1	No	No	NONE	
MACLAY ST	8th St	Cometa	Secondary	700	TWLT	2	No	No	TANSAT	30	2	No	No	TANSAT	

Appendix A-1 Roadway Inventory

Segment	From	To	Roadway Classification	Capacity per Lane	Median Type	Northbound/Eastbound					Southbound/Westbound				
						Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit
MACLAY ST	Cometa	Bromont	Secondary	700	TWLTL	2	No	No	TANSAT		2	No	No	NONE	
MACLAY ST	Bromont	Adelphia	Secondary	700	TWLTL	2	No	No	NONE/1hr 8-6		2	No	No	NONE	
MACLAY ST	Adelphia	Foothill	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	30
MACLAY ST	Foothill	Hunnewell	Secondary	700	TWLTL/SDY	2	No	No	TANSAT/NONE		2	No	No	NONE/TANSAT	
MACLAY ST	Hunnewell	Gladstone	Secondary	700	TWLTL	1	No	No	NONE		1	No	No	NONE	
MACLAY ST	Gladstone	Fenton	Secondary	700	SBY	1	No	No	TANSAT/NONE		1	No	No	NONE	
MACLAY ST	Fenton	Harding	Collector	600	SBY	1	No	No	NONE	35&25	1	No	No	NONE	35
ARROYO ST	8th St	Foothill	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
ARROYO ST	Foothill	Gladstone	Collector	600	SBY	1	No	No	NONE/TANP 10p-6a		1	No	No	NONE/TANP 10p-6a	
ARROYO ST	Gladstone	Montero	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
ARROYO ST	Montero	End	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	
RINALDI ST	5 Fwy	Laurel Canyon	Major Highway Class II	800	DDY	2	No	No	TANSAT		2	No	No	NPAT/TANSAT	40

*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	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'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		
ENCINITAS AVE	Roxford	Larkspur	Secondary	700	TWLT	2	No	No	NONE		1	No	No	NONE		1400	700	530	797	0.379	1.139	A	F		
ENCINITAS AVE	Larkspur	Cobalt	Secondary	700	TWLT	2	No	No	TANSAT		1	No	No	TANSAT		1400	700	530	797	0.379	1.139	A	F		
ENCINITAS AVE	Cobalt	El Cajon	Secondary	700	TWLT	1	No	No	NONE		1	No	No	NONE		700	700	185	207	0.264	0.296	A	A		
ENCINITAS AVE	El Cajon	Bledsoe	Secondary	700	TWLT	1	No	No	NONE		1	No	No	NONE		700	700	129	105	0.184	0.150	A	A		
LAUREL CANYON BLVD	Hubbard	Rincon	Major Highway Class II	800	DDY	2	No	No	NONE/TANSAT	35	2	No	No	TANSAT	35	1600	1600	96	16	0.060	0.010	A	A		
LAUREL CANYON BLVD	Rincon	Rinaldi	Major Highway Class II	800	SDY	2	No	No	NPAT	35	2	No	No	NPAT		1600	1600	365	18	0.228	0.113	A	A		
YOUNGDALE AVE	Astoria	Bleeker	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	13	123	0.022	0.215	A	A		
YOUNGDALE AVE	Bleeker	Nora	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE		600	600	13	129	0.022	0.215	A	A		
YOUNGDALE AVE	Nora	Oscuela	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	13	129	0.022	0.215	A	A		
YOUNGDALE AVE	Oscuela	Youngdale Pl	Collector	600	UD	1	No	No	NP 7a-5p (School)	15	1	No	No	NONE		600	600	108	57	0.180	0.095	A	A		
YOUNGDALE AVE	Youngdale Pl	Envoy	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	108	57	0.180	0.095	A	A		
YOUNGDALE AVE	Envoy	Aztec	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE		600	600	120	114	0.200	0.190	A	A		
AZTEC ST	Youngdale	Hubbard	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	120	114	0.200	0.190	A	A		
ENVOY ST	Youngdale	Hubbard	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	503	323	0.838	0.538	D	A		
TELFAIR AVE	A St	Roxford	Collector	600	UD	1	No	No	NPAT		1	No	No	NPAT		600	600	346	643	0.577	1.072	A	F		
TELFAIR AVE	Roxford	Oro Grande	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	273	341	0.455	0.568	A	A		
EL DORADO AVE	Oro Grande	Astoria	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	33	42	0.055	0.070	A	A		
SAN FERNANDO RD	Golden State Fwy	Olden	Major Highway Class II	800	TWLT	2	No	No	TANSAT		2	No	No	TANSAT		1600	1600	242	155	0.151	0.097	A	A		
SAN FERNANDO RD	Olden	Monte	Major Highway Class II	800	TWLT	2	No	No	TANSAT		2	No	No	TANSAT		1600	1600	252	323	0.158	0.202	A	A		
SAN FERNANDO RD	Monte	Kadota	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE		1600	1600	252	323	0.158	0.202	A	A		
SAN FERNANDO RD	Kadota	La Mesa	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE	40	1600	1600	252	323	0.158	0.202	A	A		
SAN FERNANDO RD	La Mesa	Rosales	Major Highway Class II	800	TWLT	2	No	No	TANSAT		2	No	No	NONE		1600	1600	528	478	0.330	0.299	A	A		
SAN FERNANDO RD	Rosales	Bledsoe	Major Highway Class II	800	SDY	2	No	No	NPAT	40	2	No	No	NONE		1600	1600	594	603	0.371	0.377	A	A		
SAN FERNANDO RD	Bledsoe	La Vella	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE	40	1600	1600	237	214	0.148	0.134	A	A		
SAN FERNANDO RD	La Vella	El Casco	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE		1600	1600	237	214	0.148	0.134	A	A		
SAN FERNANDO RD	El Casco	Nurmi	Major Highway Class II	800	TWLT	2	No	No	TANSAT		2	No	No	NONE		1600	1600	332	290	0.208	0.181	A	A		
SAN FERNANDO RD	Nurmi	Polk	Major Highway Class II	800	SDY	2	No	No	TANSAT		2	No	No	NONE		1600	1600	332	290	0.208	0.181	A	A		
SAN FERNANDO RD	Polk	Paddock	Major Highway Class II	800	TWLT	2	No	No	TANSAT		2	No	No	NONE	40	1600	1600	513	556	0.321	0.348	A	A		
SAN FERNANDO RD	Paddock	Astoria	Major Highway Class II	800	TWLT	2	No	No	TANSAT		2	No	No	NONE		1600	1600	513	556	0.321	0.348	A	A		
SAN FERNANDO RD	Astoria	Bleeker	Major Highway Class II	800	RM/TWLT	2	No	No	TANSAT		2	No	No	NONE/TANSAT		1600	1600	482	523	0.301	0.327	A	A		
SAN FERNANDO RD	Bleeker	Hubbard	Major Highway Class II	800	DDY	2	No	No	NPAT/NONE	40	2	No	No	NONE		1600	1600	126	532	0.079	0.333	A	A		
Little SAN FERNANDO RD	Cobalt	Yarnell	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	466	392	0.777	0.653	C	B		
RALSTON AVE	Olden	Roxford	Collector	600	UD	1	No	No	NONE/NPAT		1	No	No	NONE/NPAT		600	600	114	106	0.190	0.177	A	A		
BRADLEY AVE	Yarnell	Olden	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	121	242	0.202	0.403	A	A		
BRADLEY AVE	Olden	Roxford	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE		600	600	12	14	0.020	0.023	A	A		
BRADLEY AVE	Roxford	Larkspur	Collector	600	SDY	1	No	No	NONE		1	No	No	NONE	30	600	600	153	154	0.255	0.257	A	A		
BRADLEY AVE	Larkspur	Cobalt	Collector	600	SDY	1	No	No	NONE		1	No	No	NONE		600	600	153	154	0.255	0.257	A	A		
BRADLEY AVE	Cobalt	Bledsoe	Collector	600	SBY	1	No	No	NONE	30	1	No	No	NONE		600	600	100	81	0.167	0.135	A	A		
BRADLEY AVE	Bledsoe	Polk	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	189	258	0.315	0.430	A	A		
BRADLEY AVE	Polk	Oro Grande	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE	30	600	600	77	65	0.128	0.108	A	A		
BRADLEY AVE	Oro Grande	Aztec	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	385	327	0.642	0.545	B	A		
BRADLEY AVE	Aztec	Hubbard	Collector	600	SBY	1	No	No	NONE	30	1	No	No	NONE		600	600	445	324	0.742	0.540	C	A		
HERRICK AVE	McQueen	La Mesa	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	24	127	0.040	0.212	A	A		
HERRICK AVE	La Mesa	Larkspur	Collector	600	UD	1	No	No	TANS 7a-5p (School)		1	No	No	NONE		600	600	24	130	0.040	0.217	A	A		
HERRICK AVE	Larkspur	Ryan	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	132	174	0.220	0.290	A	A		
HERRICK AVE	Ryan	Tyler	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE		600	600	104	95	0.173	0.158	A	A		
HERRICK AVE	Tyler	Rex	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	15	600	600	197	127	0.328	0.212	A	A		
HERRICK AVE	Rex	Nurmi	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	197	127	0.328	0.212	A	A		
HERRICK AVE	Nurmi	Polk	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE		600	600	419	127	0.328	0.212	A	A		
HERRICK AVE	Polk	Hubbard	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	197	203	0.698	0.338	B	A		
GLENOAKS BLVD	Foothill	Monte	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE/NPAT	35	1400	1400	22	87	1.23	0.062	0.088	A	A	
GLENOAKS BLVD	Monte	Roxford	Secondary	700	SDY	2	No	No	NONE	35	2	No	No	NONE		1400	1400	190	150	0.136	0.107	A	A		
GLENOAKS BLVD	Roxford	Cobalt	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE	35	1400	1400	116	114	0.083	0.081	A	A		
GLENOAKS BLVD	Cobalt	Drell	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NPAT		1400	1400	125	80	0.089	0.057	A	A		
GLENOAKS BLVD	Drell	Bledsoe	Secondary	700	SDY	2	No	No	NPAT	25	2	No	No	NPAT		1400	1400	125	80	0.089	0.057	A	A		
GLENOAKS BLVD	Bledsoe	El Casco	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE/NPAT	35	1400	1400	128	80	0.091	0.057	A	A		
GLENOAKS BLVD	El Casco	Ryan	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE		1400	1400	128	80	0.091	0.057	A	A		
GLENOAKS BLVD	Ryan	Tyler	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE		1400	1400	118	56	0.084	0.040	A	A		
GLENOAKS BLVD	Tyler	Polk	Secondary	700	SDY	2	No	No	TANSAT		2	No	No	NONE		1400	1400	178	80	0.127	0.057	A	A		
GLENOAKS BLVD	Polk	Lyle	Secondary	700	SDY	2	No	No	NPAT		2	No	No	NONE	35	1400	1400	159	116	0.114	0.083	A	A		
GLENOAKS BLVD	Lyle	Oro Grande	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	25	1400	1400	159	116	0.114	0.083	A	A		
GLENOAKS BLVD	Oro Grande	Astoria	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE		1400	1400	159	116	0.114	0				

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	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'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		
FOOTHILL BLVD	Glenoaks	Rosford	Major Highway Class II	800	TWTLT	2	No	No	NONE	45	2	No	No	NONE	40	1600	1600	318	304	0.199	0.190	A	A		
FOOTHILL BLVD	Rosford	Ararat	Major Highway Class II	800	TWTLT	2	No	No	NONE	45	2	No	No	NONE	40	1600	1600	231	317	0.144	0.198	A	A		
FOOTHILL BLVD	Ararat	Bromont	Major Highway Class II	800	TWTLT	2	No	No	NONE	45	2	No	No	NPAT	40	1600	1600	186	245	0.116	0.153	A	A		
FOOTHILL BLVD	Bromont	Cobalt	Major Highway Class II	800	TWTLT	2	No	No	NONE	45	2	No	No	NONE	40	1600	1600	186	245	0.116	0.153	A	A		
FOOTHILL BLVD	Cobalt	Bledsoe	Major Highway Class II	800	TWTLT	2	No	No	TANSAT/NONE	45	2	No	No	NONE	40	1600	1600	191	249	0.119	0.156	A	A		
FOOTHILL BLVD	Bledsoe	Polk	Major Highway Class II	800	TWTLT	2	No	No	NONE	40	2	No	No	NONE	40	1600	1600	501	748	0.313	0.468	A	A		
FOOTHILL BLVD	Polk	Astoria	Major Highway Class II	800	TWTLT	2	No	No	NONE	40	2	No	No	NONE	40	1600	1600	929	765	0.581	0.478	A	A		
FOOTHILL BLVD	Astoria	Sayre	Major Highway Class II	800	TWTLT	2	No	No	NONE	40	2	No	No	NONE	40	1600	1600	1,389	1,125	0.868	0.703	D	C		
FOOTHILL BLVD	Sayre	Hubbard	Major Highway Class II	800	TWTLT	2	No	No	NONE	40	2	No	No	TANSAT/TANP 9p-6a/1hr 8a-6p	45	1600	1600	1,482	1,148	0.926	0.718	E	C		
FOOTHILL BLVD	Hubbard	Gridley	Major Highway Class II	800	TWTLT	2	No	No	TANSAT/NONE	45	2	No	No	TANSAT/NONE	45	1600	1600	1,299	1,174	0.812	0.734	D	C		
FOOTHILL BLVD	Gridley	Harding	Major Highway Class II	800	SDY	2	No	No	TANSAT	45	2	No	No	TANSAT	40	1600	1600	1,299	1,174	0.812	0.734	D	C		
FOOTHILL BLVD	Harding	Maclay	Major Highway Class II	800	SDY	2	No	No	TANSAT/NONE	45	2	No	No	TANSAT/NONE	40	1600	1600	1,469	1,244	0.918	0.778	E	C		
FOOTHILL BLVD	Maclay	Brand	Major Highway Class II	800	TWTLT	2	No	No	NONE	40	2	No	No	NONE	40	1600	1600	1,348	818	0.843	0.511	D	A		
FOOTHILL BLVD	Brand	Arroyo	Major Highway Class II	800	TWLT/SDY	2	No	No	TANSAT/NONE	40	2	No	No	TANSAT/NONE	40	1600	1600	1,348	818	0.843	0.511	D	A		
FOOTHILL BLVD	Arroyo	Vaughn	Major Highway Class II	800	TWTLT	2	No	No	NONE	40	2	No	No	NONE	40	1600	1600	1,563	966	0.977	0.604	E	B		
GLADSTONE AVE	Bledsoe	Polk	Collector	600	UD	1	No	No	NONE	40	1	No	No	NONE	40	600	600	15	26	0.025	0.043	A	A		
GLADSTONE AVE	Polk	Sayre	Collector	600	SBY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	298	178	0.497	0.297	A	A		
GLADSTONE AVE	Sayre	Herron	Collector	600	SBY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	297	109	0.495	0.182	A	A		
GLADSTONE AVE	Herron	Beaver	Collector	600	SBY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	297	109	0.495	0.182	A	A		
GLADSTONE AVE	Beaver	Hubbard	Collector	600	SBY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	297	109	0.495	0.182	A	A		
GLADSTONE AVE	Hubbard	Leach	Collector	600	SDY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	417	505	0.695	0.842	B	D		
GLADSTONE AVE	Leach	Lazard	Collector	600	SDY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	417	505	0.695	0.842	B	D		
GLADSTONE AVE	Lazard	Gridley	Collector	600	SBY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	125	177	0.208	0.295	A	A		
GLADSTONE AVE	Gridley	Fermont	Collector	600	SBY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	125	177	0.208	0.295	A	A		
GLADSTONE AVE	Fermont	Harding	Collector	600	SDY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	75	86	0.125	0.143	A	A		
GLADSTONE AVE	Harding	Harms	Collector	600	SDY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	75	86	0.125	0.143	A	A		
GLADSTONE AVE	Harms	Maclay	Collector	600	SDY	1	No	No	NONE	40	1	No	No	NONE	40	600	600	289	142	0.482	0.243	A	A		
FENTON AVE	Tyler	Leach	Collector	600	UD	1	No	No	NONE	40	1	No	No	NONE	40	600	600	130	146	0.217	0.243	A	A		
FENTON AVE	Gridley	Tarquin	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	40	600	600	140	21	0.233	0.035	A	A		
FENTON AVE	Tarquin	Maclay	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	40	600	600	437	286	0.728	0.477	C	A		
OLIVE VIEW DR	210 Fwy	Bucher	Secondary	700	DDY	2	No	No	TRANSAT	40	2	No	No	TRANSAT	40	1400	1400	303	192	0.216	0.137	A	A		
OLIVE VIEW DR	Bucher	West Way	Secondary	700	TWTLT	2	No	No	NPAT	40	2	No	No	TRANSAT	40	1400	1400	303	192	0.216	0.137	A	A		
OLIVE VIEW DR	West Way	East Way	Secondary	700	SDY	2	No	No	30min 8-6	40	2	No	No	TRANSAT	40	1400	1400	303	192	0.216	0.137	A	A		
OLIVE VIEW DR	East Way	Cobalt	Secondary	700	TWTLT	2	No	No	NPAT	40	2	No	No	TRANSAT	40	1400	1400	278	491	0.199	0.351	A	A		
OLIVE VIEW DR	Cobalt	Tyler	Secondary	700	TWTLT	2	No	No	NONE	40	2	No	No	NONE	40	1400	1400	118	63	0.084	0.045	A	A		
OLIVE VIEW DR	Tyler	Cranston	Secondary	700	DDY	2	No	No	NONE	40	2	No	No	NONE	40	1400	1400	118	63	0.084	0.045	A	A		
ELDRIDGE AVE	Polk	Astoria	Secondary	700	TWTLT	1	No	No	NONE	40	1	No	No	NONE	40	700	700	400	631	0.571	0.901	A	E		
ELDRIDGE AVE	Astoria	Dyer	Secondary	700	TWTLT	1	No	No	NONE	40	1	No	No	TANP 10p-6a	25	700	700	76	44	0.109	0.063	A	A		
ELDRIDGE AVE	Dyer	Sayre	Secondary	700	TWTLT	1	No	No	NONE	40	1	No	No	NONE	40	700	700	76	44	0.109	0.063	A	A		
ELDRIDGE AVE	Sayre	Herron	Secondary	700	TWTLT	2	No	No	NONE	25	2	No	No	NONE	40	1400	1400	40	24	0.029	0.017	A	A		
ELDRIDGE AVE	Herron	Aztec	Secondary	700	TWTLT	2	No	No	NONE	40	2	No	No	NONE	40	1400	1400	40	24	0.029	0.017	A	A		
ELDRIDGE AVE	Aztec	Hubbard	Secondary	700	TWTLT	2	No	No	NONE	35	2	No	No	NONE	40	1400	1400	307	436	0.219	0.311	A	A		
ELDRIDGE AVE	Hubbard	Pasha	Secondary	700	TWTLT	2	No	No	NONE	40	2	No	No	NONE	40	1400	1400	39	89	0.028	0.049	A	A		
ELDRIDGE AVE	Pasha	Cranston	Secondary	700	SDY/TWTLT	2	No	No	NONE	40	2	No	No	NONE	40	1400	1400	39	89	0.028	0.049	A	A		
ELDRIDGE AVE	Cranston	Gridley	Secondary	700	SDY	1	No	No	NONE	40	1	No	No	NONE	40	700	700	39	69	0.056	0.029	A	A		
ELDRIDGE AVE	Gridley	Harding	Secondary	700	TWTLT	1	No	No	NONE	40	1	No	No	NONE	40	700	700	149	140	0.213	0.200	A	A		
ALMETZ ST	Barner	Leedy	Collector	600	UD	1	No	No	NONE	40	1	No	No	NONE	40	600	600	149	128	0.248	0.210	A	A		
KINBROOK ST	Leedy	Bermax	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	15	600	600	138	122	0.230	0.203	A	A		
KINBROOK ST	Bermax	Bregier	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	15	600	600	138	122	0.230	0.203	A	A		
KINBROOK ST	Bregier	Polk	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE	15	600	600	138	122	0.230	0.203	A	A		
EGBERT ST	Polk	Astoria	Collector	600	UD	1	No	No	NONE	40	1	No	No	NONE	40	600	600	125	127	0.208	0.212	A	A		
SIMSHAW AVE	Astoria	Hubbard	Collector	600	UD	1	No	No	NONE	40	1	No	No	NONE	40	600	600	24	17	0.040	0.028	A	A		
SHABLOW AVE	Hubbard	Rajah	Collector	600	UD	1	No	No	NONE	40	1	No	No	NONE	40	600	600	100	82	0.167	0.137	A	A		
GAVINA AVE	Candlewood	Tibbetts	Secondary	700	TWTLT	2	No	No	NONE	35	2	No	No	NONE	35	1400	1400	28	15	0.020	0.011	A	A		
GAVINA AVE	Tibbetts	N Pacoima Canyon	Secondary	700	UD	1	No	No	NONE	35	1	No	No	NONE	35	700	700	105	140	0.150	0.200	A	A		
GAVINA AVE	N Pacoima Canyon	Via Santa Lucia	Secondary	700	UD	1	No	No	NONE	35	1	No	No	NONE	35	700	700	105	140	0.150	0.200	A	A		
GAVINA AVE	Via Santa Lucia	Via Santa Maria	Secondary	700	UD	1	No	No	NONE	35	1	No	No	NONE	35	700	700	110	116	0.157	0.166	A	A		
YARNELL ST	End	Bradley	Secondary	700	UD	1	No	No	NONE	40	1	No	No	NONE	40	700	700	110	116	0.157	0.166	A	A		
YARNELL ST	Bradley	Foothill	Secondary	700	SBY	1	No	No	NONE	40	1	No	No	NONE	40	700	700	246	309	0.351	0.441	A	A		
YARNELL ST	Foothill	210 Fwy	Secondary	700	DDY	2	No	No	NONE	40	2	No	No	NONE	40	1400	1400	305	425	0.218	0.304	A	A		
EXCELSIOR ST	Bradley	Woodcock	Collector	600	UD	1	No	No																	

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	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'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
BLED SOE ST	Bradley	Herrick	Secondary	700	SDY	1	No	No	NONE	35	1	No	No	NONE	35	700	700	115	36	0.164	0.051	A	A
BLED SOE ST	Herrick	De Garmo	Secondary	700	SDY	1	No	No	NONE		1	No	No	NONE		700	700	47	17	0.067	0.024	A	A
BLED SOE ST	De Garmo	Glenoaks	Secondary	700	SDY	1	No	No	NONE		1	No	No	NONE	35	700	700	47	17	0.067	0.024	A	A
BLED SOE ST	Glenoaks	Borden	Secondary	700	UD	1	No	No	NONE	35	1	No	No	NONE		700	700	47	15	0.067	0.021	A	A
BLED SOE ST	Borden	Dronfield	Secondary	700	SBY	1	No	No	NONE		1	No	No	NONE		700	700	109	146	0.156	0.209	A	A
BLED SOE ST	Dronfield	Foothill	Secondary	700	SDY	1	No	No	NONE		1	No	No	NONE	35	700	700	150	16	0.214	0.023	A	A
BLED SOE ST	Foothill	Gladstone	Secondary	700	SDY	1	No	No	NONE	25	1	No	No	NONE		700	700	145	402	0.207	0.574	A	A
BLED SOE ST	Gladstone	Olive View	Secondary	700	SDY	1	No	No	NONE		1	No	No	NONE	25	700	700	160	428	0.229	0.611	A	B
TYLER ST	Telfair	Glenoaks	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	123	142	0.205	0.237	A	A
TYLER ST	Glenoaks	Fellows	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	131	14	0.218	0.023	A	A
TYLER ST	Fellows	Borden	Collector	600	SBY	1	No	No	NP 8-6		1	No	No	TANSAT 7-5 (school); PL 6:30am-9am, 1:30P-4P		600	600	131	14	0.218	0.023	A	A
TYLER ST	Borden	Phillippi	Collector	600	SBY	1	No	No	NP 8-6		1	No	No	NP 8-6		600	600	59	35	0.098	0.058	A	A
TYLER ST	Phillippi	Foothill	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	147	206	0.245	0.343	A	A
TYLER ST	Foothill	Olive View	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	135	141	0.225	0.235	A	A
BARNER AVE	Olive View	Almetz	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	125	107	0.208	0.178	A	A
LEEDY AVE	End	Aldergrove	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	133	128	0.222	0.213	A	A
LEEDY AVE	Aldergrove	Almetz	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	133	128	0.222	0.213	A	A
POLK ST	Edgecliff	Sunrise Ridge	Major Highway Class II	800	DDY	1	No	No	NONE		2	No	No	NONE	30	800	1600	159	102	0.199	0.064	A	A
POLK ST	Telfair	Sunrise Ridge	Major Highway Class II	800	SDY	1	No	No	NONE		1	No	No	NONE		800	800	159	102	0.199	0.128	A	A
POLK ST	Telfair	San Fernando	Major Highway Class II	800	SBY	1	No	No	NONE	30	1	No	No	NONE	30	800	800	109	43	0.136	0.054	A	A
POLK ST	San Fernando	Ralston	Major Highway Class II	800	TWTL	2	No	No	NONE	35	2	No	No	NONE		1600	1600	442	373	0.276	0.233	A	A
POLK ST	Ralston	Bradley	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE		1600	1600	442	373	0.276	0.233	A	A
POLK ST	Bradley	Norris	Major Highway Class II	800	TWTL	2	No	No	NONE	35	2	No	No	NONE		1600	1600	654	501	0.409	0.313	A	A
POLK ST	Norris	Woodcock	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE		1600	1600	654	501	0.409	0.313	A	A
POLK ST	Woodcock	Herrick	Major Highway Class II	800	TWTL	2	No	No	NONE	35	2	No	No	NONE		1600	1600	654	501	0.409	0.313	A	A
POLK ST	Herrick	De Garmo	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE		1600	1600	597	446	0.373	0.279	A	A
POLK ST	De Garmo	Glenoaks	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE	35	1600	1600	597	446	0.373	0.279	A	A
POLK ST	Glenoaks	Fellows	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE	35	1600	1600	628	531	0.393	0.332	A	A
POLK ST	Fellows	Borden	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE		1600	1600	628	531	0.393	0.332	A	A
POLK ST	Borden	Phillippi	Major Highway Class II	800	TWTL	2	No	No	TANSAT	35	2	No	No	TANSAT	25	1600	1600	389	410	0.243	0.256	A	A
POLK ST	Phillippi	Dronfield	Major Highway Class II	800	TWTL	2	No	No	NPAT		2	No	No	NPAT		1600	1600	389	410	0.243	0.256	A	A
POLK ST	Dronfield	Foothill	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NPAT/NONE		1600	1600	498	512	0.311	0.320	A	A
POLK ST	Foothill	Gladstone	Major Highway Class II	800	SDY	2	No	No	NPAT	35	2	No	No	TANSAT/NONE/NPAT		1600	1600	842	833	0.526	0.521	A	A
POLK ST	Gladstone	Fenton	Major Highway Class II	800	SDY	2	No	No	NPAT	25	2	No	No	NPAT	25	1600	1600	1,172	562	0.733	0.351	C	A
POLK ST	Fenton	Kismet	Major Highway Class II	800	SDY	2	No	No	NONE		2	No	No	NONE		1600	1600	631	400	0.394	0.250	A	A
POLK ST	Kismet	Eldridge	Major Highway Class II	800	SDY	2	No	No	NPAT/NONE		2	No	No	NPAT/NONE		1600	1600	631	400	0.394	0.250	A	A
POLK ST	Eldridge	Telfair	Collector	600	UD	1	No	No	NONE	25	1	No	No	NPAT		600	600	102	135	0.170	0.225	A	A
ORO GRANDE ST	Telfair	El Dorado	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	42	33	0.070	0.055	A	A
ASTORIA ST	Youngdale	Genoa	Collector	600	UD	1	No	No	NONE	15	1	No	No	NONE		600	600	64	74	0.107	0.123	A	A
ASTORIA ST	Genoa	El Dorado	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	31	33	0.052	0.055	A	A
ASTORIA ST	El Dorado	Ran Fernando	Collector	600	UD	1	No	No	NONE		1	No	No	NONE	15	600	600	31	33	0.052	0.055	A	A
ASTORIA ST	Little San Fernando	Ralston	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	71	92	0.118	0.153	A	A
ASTORIA ST	Ralston	Bradley	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	110	119	0.183	0.196	A	A
ASTORIA ST	Bradley	Norris	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	63	37	0.105	0.062	A	A
ASTORIA ST	Norris	Woodcock	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	63	37	0.105	0.062	A	A
ASTORIA ST	Woodcock	Herrick	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	63	37	0.105	0.062	A	A
ASTORIA ST	Herrick	Glenoaks	Collector	600	SBY	1	No	No	NONE	15	1	No	No	NONE	15	600	600	347	309	0.578	0.515	A	A
ASTORIA ST	Glenoaks	Fellows	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	300	188	0.500	0.313	A	A
ASTORIA ST	Fellows	Borden	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	140	107	0.233	0.178	A	A
ASTORIA ST	Borden	Phillippi	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	207	170	0.345	0.283	A	A
ASTORIA ST	Phillippi	Dronfield	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	183	165	0.305	0.275	A	A
ASTORIA ST	Dronfield	Bromont	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	156	150	0.260	0.250	A	A
ASTORIA ST	Bromont	Foothill	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	156	150	0.260	0.250	A	A
ASTORIA ST	Foothill	End	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	636	531	1.060	0.885	F	D
ASTORIA ST	End	Fenton	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	120	102	0.200	0.170	A	A
ASTORIA ST	Fenton	Eldridge	Collector	600	UD	1	No	No	NPAT 09-6a		1	No	No	NONE		600	600	129	14	0.215	0.023	A	A
ASTORIA ST	Eldridge	Brussels	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	111	107	0.185	0.178	A	A
ASTORIA ST	Brussels	Garrick	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	111	107	0.185	0.178	A	A
ASTORIA ST	Garrick	Aults	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	111	107	0.185	0.178	A	A
ASTORIA ST	Aults	Simshaw	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	111	107	0.185	0.178	A	A
ASTORIA ST	Simshaw	Raven	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	48	32	0.080	0.053	A	A
ASTORIA ST	Raven	Norris	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	48	32	0.080	0.053	A	A
ASTORIA ST	Norris	Herrick	Collector	600	UD	1	No																

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	Add'l Peak Lane	Bike Lane	Parking Restrictions	Speed Limit	Off Peak Lanes	Add'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
HUBBARD ST	Herrick	Glenoaks	Major Highway Class II	800	TWTL	2	No	No	TANSAT/NONE		2	No	No	NONE		1600	1600	672	345	0.420	0.216	A	A
HUBBARD ST	Glenoaks	Fellows	Major Highway Class II	800	TWTL	2	No	No	NONE/NPAT	35	2	No	No	NONE		1600	1600	905	563	0.566	0.352	A	A
HUBBARD ST	Fellows	Borden	Major Highway Class II	800	TWTL	2	No	No	NONE/NPAT		2	No	No	NONE		1600	1600	905	563	0.566	0.352	A	A
HUBBARD ST	Borden	Chivers	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE		1600	1600	707	541	0.442	0.338	A	A
HUBBARD ST	Chivers	Phillippi	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE		1600	1600	707	541	0.442	0.338	A	A
HUBBARD ST	Phillippi	Sproule	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE		1600	1600	916	685	0.573	0.428	A	A
HUBBARD ST	Sproule	Dronfield	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE		1600	1600	916	685	0.573	0.428	A	A
HUBBARD ST	Dronfield	Adelphia	Major Highway Class II	800	TWTL	2	No	No	NONE/NPAT		2	No	No	NONE/NPAT		1600	1600	896	671	0.560	0.419	A	A
HUBBARD ST	Adelphia	Foothill	Major Highway Class II	800	TWTL	2	No	No	NONE		2	No	No	NONE	35	1600	1600	1,070	843	0.669	0.527	B	A
HUBBARD ST	Foothill	Gladstone	Major Highway Class II	800	RM/TWTL	2	No	No	TANSAT/NPAT	40	2	No	No	TANSAT/NPAT	40	1600	1600	1,178	1,256	0.736	0.785	C	C
HUBBARD ST	Gladstone	Wheeler	Major Highway Class II	800	TWTL	2	No	No	NPAT		2	No	No	NPAT		1600	1600	781	569	0.488	0.356	A	A
HUBBARD ST	Wheeler	Fenton	Major Highway Class II	800	SDY	2	No	No	NPAT	25	2	No	No	NONE/NPAT	40	1600	1600	66	167	0.041	0.104	A	A
HUBBARD ST	Fenton	Kismet	Major Highway Class II	800	SDY	2	No	No	NONE		2	No	No	NONE		1600	1600	808	602	0.505	0.376	A	A
HUBBARD ST	Kismet	Eldridge	Major Highway Class II	800	SDY	2	No	No	NONE	40	2	No	No	NPAT	25	1600	1600	808	602	0.505	0.376	A	A
HUBBARD ST	Eldridge	Lexicon	Secondary	700	SDY	2	No	No	NONE	40	2	No	No	NONE		1400	1400	540	235	0.386	0.168	A	A
HUBBARD ST	Lexicon	Garrick	Secondary	700	SDY	2	No	No	NONE		2	No	No	TANSAT		1400	1400	540	235	0.386	0.168	A	A
HUBBARD ST	Garrick	Simshaw	Secondary	700	TWTL	2	No	No	NONE		2	No	No	NONE		1400	1400	540	235	0.386	0.168	A	A
HUBBARD ST	Simshaw	Shablow	Secondary	700	DDY	2	No	No	NONE		2	No	No	NONE		1400	1400	475	159	0.339	0.114	A	A
HUBBARD ST	Shablow	Mountain View Pl	Secondary	700	TWTL	2	No	No	NONE		2	No	No	NONE		1400	1400	475	159	0.339	0.114	A	A
HUBBARD ST	Mountain View Pl	Candlewood	Secondary	700	TWTL	2	No	No	NONE	35	2	No	No	NONE		1400	1400	475	159	0.339	0.114	A	A
LEACH ST	Wheeler	Fenton	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	27	33	0.045	0.055	A	A
RAJAH ST	Simshaw	Wallabi	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	116	102	0.193	0.170	A	A
GRIDLEY ST	8th St	Eldridge	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	105	21	0.175	0.035	A	A
FREMONT ST	Gladstone	Fenton	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	98	71	0.163	0.118	A	A
HARDING ST	Cometa	Macclay	Collector	600	UD	1	No	No	NONE		1	No	No	NONE		600	600	162	172	0.270	0.287	A	A
HARDING ST	Macclay	Vista Del Sol	Collector	600	DDY	1	No	No	TANSAT		1	No	No	NONE		600	600	162	172	0.270	0.287	A	A
HARDING ST	Vista Del Sol	Via Serena	Collector	600	SBY/SDY	1	No	No	TANSAT		1	No	No	NONE		600	600	115	148	0.192	0.247	A	A
HARDING ST	Via Serena	Alta Vista	Collector	600	TWTL	1	No	No	NPAT	35	1	No	No	NPAT	35	600	600	121	116	0.202	0.193	A	A
HARDING ST	Alta Vista	Via Santa Marta	Collector	600	TWTL	1	No	No	NPAT	35	1	No	No	NONE		600	600	121	116	0.202	0.193	A	A
MACLAY ST	8th St	Cometa	Secondary	700	TWTL	2	No	No	TANSAT	30	2	No	No	TANSAT		1400	1400	394	263	0.281	0.188	A	A
MACLAY ST	Cometa	Bromont	Secondary	700	TWTL	2	No	No	TANSAT		2	No	No	NONE		1400	1400	394	263	0.281	0.188	A	A
MACLAY ST	Bromont	Adelphia	Secondary	700	TWTL	2	No	No	NONE/1hr 9-6		2	No	No	NONE		1400	1400	394	263	0.281	0.188	A	A
MACLAY ST	Adelphia	Foothill	Secondary	700	SDY	2	No	No	NONE		2	No	No	NONE	30	1400	1400	394	263	0.281	0.188	A	A
MACLAY ST	Foothill	Hunnewell	Secondary	700	TWTL/SDY	2	No	No	TANSAT/NONE		2	No	No	NONE/TANSAT		1400	1400	123	629	0.088	0.449	A	A
MACLAY ST	Hunnewell	Gladstone	Secondary	700	TWTL	1	No	No	NONE		1	No	No	NONE		700	700	415	629	0.593	0.899	A	D
MACLAY ST	Gladstone	Fenton	Secondary	700	SBY	1	No	No	TANSAT/NONE		1	No	No	NONE		700	700	420	273	0.600	0.390	B	A
MACLAY ST	Fenton	Harding	Collector	600	SBY	1	No	No	NONE	35&25	1	No	No	NONE	35	600	600	132	119	0.220	0.198	A	A
ARROYO ST	8th St	Foothill	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	129	336	0.215	0.560	A	A
ARROYO ST	Gladstone	Montero	Collector	600	SBY	1	No	No	NONE/TANP 10p-6a		1	No	No	NONE/TANP 10p-6a		600	600	190	331	0.317	0.552	A	A
ARROYO ST	Montero	End	Collector	600	SBY	1	No	No	NONE		1	No	No	NONE		600	600	190	331	0.317	0.552	A	A
RINALDI ST	5 Fwy	Laurel Canyon	Major Highway Class II	800	DDY	2	No	No	TANSAT		2	No	No	NPAT/TANSAT	40	1600	1600	1,338	1,151	0.836	0.719	D	C

*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	TWTL = Two-Way Left Turn Lane	
DDY = Double Double Yellow	SBY = Single Broken Yellow	

Total Links	305	305	610
Links at E or F	8	5	13
Weighted V/C			0.452

Current Land Use Plan

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
ENCINITAS AVE	Roxford	Cobalt	1	1	700	700	512	434	0.731	0.620	C	B	0.665	0.564	B	A
ENCINITAS AVE	Cobalt	El Cajon	1	1	700	700	161	107	0.230	0.153	A	A	0.209	0.139	A	A
ENCINITAS AVE	El Cajon	Bledsoe	1	1	700	700	8	50	0.011	0.071	A	A	0.010	0.065	A	A
LAUREL CANYON BLVD	Hubbard	Rinaldi	1	1	700	700	1,358	1,191	1.940	1.701	F	F	1.764	1.547	F	F
YOUNGDALE AVE	Astoria	Osceola	1	1	600	600	179	66	0.298	0.110	A	A	0.271	0.100	A	A
YOUNGDALE AVE	Osceola	Envoy	1	1	600	600	371	168	0.618	0.280	B	A	0.562	0.255	A	A
YOUNGDALE AVE	Envoy	Aztec	1	1	600	600	261	150	0.435	0.250	A	A	0.395	0.227	A	A
AZTEC ST	Youngdale	Hubbard	1	1	600	600	261	150	0.435	0.250	A	A	0.395	0.227	A	A
ENVOY ST	Youngdale	Hubbard	1	1	600	600	687	688	1.145	1.147	F	F	1.041	1.042	F	F
TELFAIR AVE	A St	Roxford	1	1	600	600	296	444	0.493	0.740	A	C	0.448	0.673	A	B
TELFAIR AVE	Roxford	Larkspur	1	1	600	600	105	101	0.175	0.168	A	A	0.159	0.153	A	A
TELFAIR AVE	Larkspur	Cobalt	1	1	600	600	196	144	0.327	0.240	A	A	0.297	0.218	A	A
TELFAIR AVE	Cobalt	El Cajon	1	1	600	600	357	239	0.595	0.398	A	A	0.541	0.362	A	A
TELFAIR AVE	El Cajon	Bledsoe	1	1	600	600	505	255	0.842	0.425	D	A	0.765	0.386	C	A
TELFAIR AVE	Bledsoe	Tyler	1	1	600	600	541	327	0.902	0.545	E	A	0.820	0.495	D	A
TELFAIR AVE	Tyler	Polk	1	1	600	600	470	223	0.783	0.372	C	A	0.712	0.338	C	A
TELFAIR AVE	Polk	Oro Grande	1	1	600	600	487	211	0.812	0.352	D	A	0.738	0.320	C	A
EL DORADO AVE	Oro Grande	Astoria	1	1	600	600	487	211	0.812	0.352	D	A	0.738	0.320	C	A
SAN FERNANDO RD	Golden State Fwy	Golden State Rd	2	2	1600	1600	1,331	285	0.832	0.178	D	A	0.756	0.162	C	A
SAN FERNANDO RD	Golden State Rd	Olden	2	2	1600	1600	1,232	219	0.770	0.137	C	A	0.700	0.124	C	A
SAN FERNANDO RD	Olden	Roxford	2	2	1600	1600	1,325	461	0.828	0.288	D	A	0.753	0.262	C	A
SAN FERNANDO RD	Roxford	Cobalt	2	2	1600	1600	1,377	487	0.861	0.304	D	A	0.782	0.277	C	A
SAN FERNANDO RD	Cobalt	Bledsoe	2	2	1600	1600	1,426	559	0.891	0.349	D	A	0.810	0.318	D	A
SAN FERNANDO RD	Bledsoe	Tyler	2	2	1600	1600	1,369	513	0.856	0.321	D	A	0.778	0.291	C	A
SAN FERNANDO RD	Tyler	Polk	2	2	1600	1600	1,440	617	0.900	0.386	E	A	0.818	0.351	D	A
SAN FERNANDO RD	Polk	Astoria	2	2	1600	1600	1,729	679	1.081	0.424	F	A	0.982	0.386	E	A
SAN FERNANDO RD	Astoria	Bleeker	2	2	1600	1600	1,729	679	1.081	0.424	F	A	0.982	0.386	E	A
SAN FERNANDO RD	Bleeker	Hubbard	2	2	1600	1600	25	679	0.016	0.424	A	A	0.014	0.386	A	A
Little SAN FERNANDO RD	Cobalt	Bledsoe	1	1	600	600	76	43	0.127	0.072	A	A	0.115	0.065	A	A
RALSTON AVE	Olden	Roxford	1	1	600	600	39	32	0.065	0.053	A	A	0.059	0.048	A	A
BRADLEY AVE	Yarnell	Excelsior	1	1	600	600	238	224	0.397	0.373	A	A	0.361	0.339	A	A
BRADLEY AVE	Excelsior	Olden	1	1	600	600	120	78	0.200	0.130	A	A	0.182	0.118	A	A
BRADLEY AVE	Olden	Roxford	1	1	600	600	243	65	0.405	0.108	A	A	0.368	0.098	A	A
BRADLEY AVE	Roxford	Cobalt	1	1	600	600	162	65	0.270	0.108	A	A	0.245	0.098	A	A
BRADLEY AVE	Cobalt	Bledsoe	1	1	600	600	211	45	0.352	0.075	A	A	0.320	0.068	A	A
BRADLEY AVE (north segment)	Bledsoe	Polk	1	1	600	600	222	49	0.370	0.082	A	A	0.336	0.074	A	A
BRADLEY AVE (south segment)	Bledsoe	Polk	1	1	600	600	285	183	0.475	0.305	A	A	0.432	0.277	A	A
BRADLEY AVE	Polk	Astoria	1	1	600	600	389	90	0.648	0.150	B	A	0.589	0.136	A	A
BRADLEY AVE	Astoria	Dyer	1	1	600	600	526	208	0.877	0.347	D	A	0.797	0.315	C	A
BRADLEY AVE	Dyer	Sayre	1	1	600	600	842	334	1.403	0.557	F	A	1.276	0.506	F	A
BRADLEY AVE	Sayre	Aztec	1	1	600	600	735	296	1.225	0.493	F	A	1.114	0.448	F	A
BRADLEY AVE	Aztec	Hubbard	1	1	600	600	815	322	1.358	0.537	F	A	1.235	0.488	F	A
HERRICK AVE	Olden	Roxford	1	1	600	600	756	533	1.260	0.888	F	D	1.145	0.808	F	D
HERRICK AVE	Roxford	Cobalt	1	1	600	600	471	168	0.785	0.280	C	A	0.714	0.255	C	A
HERRICK AVE	Cobalt	Rosales	1	1	600	600	452	113	0.753	0.188	C	A	0.685	0.171	B	A
HERRICK AVE	Rosales	Bledsoe	1	1	600	600	525	175	0.875	0.292	D	A	0.795	0.265	C	A
HERRICK AVE	Bledsoe	Ryan	1	1	600	600	525	175	0.875	0.292	D	A	0.795	0.265	C	A
HERRICK AVE	Ryan	Tyler	1	1	600	600	516	157	0.860	0.262	D	A	0.782	0.238	C	A
HERRICK AVE	Tyler	Polk	1	1	600	600	650	237	1.083	0.395	F	A	0.985	0.359	E	A
HERRICK AVE	Polk	Paddock	1	1	600	600	544	303	0.907	0.505	E	A	0.824	0.459	D	A
HERRICK AVE	Paddock	Astoria	1	1	600	600	440	196	0.733	0.327	C	A	0.667	0.297	B	A
HERRICK AVE	Astoria	Sayre	1	1	600	600	576	369	0.960	0.615	E	B	0.873	0.559	D	A
HERRICK AVE	Sayre	Beaver	1	1	600	600	589	366	0.982	0.610	E	B	0.892	0.555	D	A
HERRICK AVE	Beaver	Hubbard	1	1	600	600	625	365	1.042	0.608	F	B	0.947	0.553	E	A
GLENOAKS BLVD	Foothill	Monte	2	2	1400	1400	950	420	0.679	0.300	B	A	0.617	0.273	B	A
GLENOAKS BLVD	Monte	Roxford	2	2	1400	1400	962	414	0.687	0.296	B	A	0.625	0.269	B	A
GLENOAKS BLVD	Roxford	Cobalt	2	2	1400	1400	1,024	315	0.731	0.225	C	A	0.665	0.205	B	A
GLENOAKS BLVD	Cobalt	Bledsoe	2	2	1400	1400	1,156	378	0.826	0.270	D	A	0.751	0.245	C	A
GLENOAKS BLVD	Bledsoe	El Casco	2	2	1400	1400	1,160	385	0.829	0.275	D	A	0.753	0.250	C	A
GLENOAKS BLVD	El Casco	Tyler	2	2	1400	1400	1,138	339	0.813	0.242	D	A	0.739	0.220	C	A
GLENOAKS BLVD	Tyler	Polk	2	2	1400	1400	1,323	383	0.945	0.274	E	A	0.859	0.249	D	A

Current Land Use Plan

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
GLENOAKS BLVD	Polk	Astoria	2	2	1400	1400	933	264	0.666	0.189	B	A	0.606	0.171	B	A
GLENOAKS BLVD	Astoria	Sayre	2	2	1400	1400	961	240	0.686	0.171	B	A	0.624	0.156	B	A
GLENOAKS BLVD	Sayre	Herron	2	2	1400	1400	987	235	0.705	0.168	C	A	0.641	0.153	B	A
BORDEN AVE	Roxford	Larkspur	1	1	600	600	92	34	0.153	0.057	A	A	0.139	0.052	A	A
BORDEN AVE	Larkspur	Cobalt	1	1	600	600	75	26	0.125	0.043	A	A	0.114	0.039	A	A
BORDEN AVE	Cobalt	Bledsoe	1	1	600	600	44	28	0.073	0.047	A	A	0.067	0.042	A	A
BORDEN AVE (north segment)	Bledsoe	Tyler	1	1	600	600	29	7	0.048	0.012	A	A	0.044	0.011	A	A
BORDEN AVE (south segment)	Bledsoe	Tyler	1	1	600	600	51	45	0.085	0.075	A	A	0.077	0.068	A	A
BORDEN AVE	Tyler	Lakeside	1	1	600	600	287	82	0.478	0.137	A	A	0.435	0.124	A	A
BORDEN AVE	Lakeside	Polk	1	1	600	600	405	140	0.675	0.233	B	A	0.614	0.212	B	A
BORDEN AVE	Polk	(unknown)	1	1	600	600	217	124	0.362	0.207	A	A	0.329	0.188	A	A
BORDEN AVE	(unknown)	Astoria	1	1	600	600	159	86	0.265	0.143	A	A	0.241	0.130	A	A
BORDEN AVE	Astoria	Sayre	1	1	600	600	132	36	0.220	0.060	A	A	0.200	0.055	A	A
BORDEN AVE	Sayre	Beaver	1	1	600	600	261	133	0.435	0.222	A	A	0.395	0.202	A	A
BORDEN AVE	Beaver	Hubbard	1	1	600	600	349	173	0.582	0.288	A	A	0.529	0.262	A	A
DUON FIELD AVE	Foothill	Cobalt	1	1	600	600	63	96	0.105	0.160	A	A	0.095	0.145	A	A
DUON FIELD AVE	Cobalt	Bledsoe	1	1	600	600	63	96	0.105	0.160	A	A	0.095	0.145	A	A
DUON FIELD AVE	Bledsoe	El Casco	1	1	600	600	66	106	0.110	0.177	A	A	0.100	0.161	A	A
DUON FIELD AVE	El Casco	Tyler	1	1	600	600	42	27	0.070	0.045	A	A	0.064	0.041	A	A
DUON FIELD AVE	Tyler	(unknown)	1	1	600	600	84	43	0.140	0.072	A	A	0.127	0.065	A	A
DUON FIELD AVE	(unknown)	Polk	1	1	600	600	148	65	0.247	0.108	A	A	0.224	0.098	A	A
DUON FIELD AVE	Polk	Astoria	1	1	600	600	101	23	0.168	0.038	A	A	0.153	0.035	A	A
DUON FIELD AVE	Astoria	DWY	1	1	600	600	95	47	0.158	0.078	A	A	0.144	0.071	A	A
DUON FIELD AVE	DWY	Raven	1	1	600	600	113	66	0.188	0.110	A	A	0.171	0.100	A	A
DUON FIELD AVE	Raven	Sayre	1	1	600	600	174	114	0.290	0.190	A	A	0.264	0.173	A	A
DUON FIELD AVE	Sayre	Beaver	1	1	600	600	471	277	0.785	0.462	C	A	0.714	0.420	C	A
DUON FIELD AVE	Beaver	Hubbard	1	1	600	600	351	202	0.585	0.337	A	A	0.532	0.306	A	A
SIERRA HWY (north segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,798	1,274	1.999	0.910	F	E	1.817	0.827	F	D
SIERRA HWY (south segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,798	1,274	1.999	0.910	F	E	1.817	0.827	F	D
FOOTHILL BLVD	Sierra Hwy	DWY #1	1	1	800	800	2,784	353	3.480	0.441	F	A	3.164	0.401	F	A
FOOTHILL BLVD	DWY #1	DWY #2	1	1	800	800	2,784	353	3.480	0.441	F	A	3.164	0.401	F	A
FOOTHILL BLVD	DWY #2	Balboa Blvd	1	1	800	800	2,777	406	3.471	0.508	F	A	3.156	0.461	F	A
FOOTHILL BLVD	Balboa Blvd	Balboa Blvd	2	2	1600	1600	1,220	603	0.763	0.377	C	A	0.693	0.343	B	A
FOOTHILL BLVD	Balboa Blvd	Filbert	2	2	1600	1600	1,413	527	0.883	0.329	D	A	0.803	0.299	D	A
FOOTHILL BLVD	Filbert	Yarnell	1	1	800	800	1,326	490	1.658	0.613	F	B	1.507	0.557	F	A
FOOTHILL BLVD	Yarnell	De Garmo	2	2	1600	1600	1,934	1,160	1.209	0.725	F	C	1.099	0.659	F	B
FOOTHILL BLVD	De Garmo	Glenoaks	2	2	1600	1600	1,604	977	1.003	0.611	F	B	0.911	0.555	E	A
FOOTHILL BLVD	Glenoaks	Roxford	2	2	1600	1600	772	596	0.483	0.373	A	A	0.439	0.339	A	A
FOOTHILL BLVD	Roxford	Ararat	2	2	1600	1600	1,500	1,083	0.938	0.677	E	B	0.852	0.615	D	B
FOOTHILL BLVD	Ararat	Cobalt	2	2	1600	1600	1,437	987	0.898	0.617	D	B	0.816	0.561	D	A
FOOTHILL BLVD	Cobalt	Bledsoe	2	2	1600	1600	1,492	1,001	0.933	0.626	E	B	0.848	0.569	D	A
FOOTHILL BLVD	Bledsoe	Tyler	2	2	1600	1600	1,480	1,177	0.925	0.736	E	C	0.841	0.669	D	B
FOOTHILL BLVD	Tyler	Polk	2	2	1600	1600	1,684	1,327	1.053	0.829	F	D	0.957	0.754	E	C
FOOTHILL BLVD	Polk	Astoria	2	2	1600	1600	1,601	1,194	1.001	0.746	F	C	0.910	0.678	E	B
FOOTHILL BLVD	Astoria	Sayre	2	2	1600	1600	1,956	1,709	1.223	1.068	F	F	1.111	0.971	F	E
FOOTHILL BLVD	Sayre	Hubbard	2	2	1600	1600	2,115	1,849	1.322	1.156	F	F	1.202	1.051	F	F
FOOTHILL BLVD	Hubbard	Harding	2	2	1600	1600	2,124	1,717	1.328	1.073	F	F	1.207	0.976	F	E
FOOTHILL BLVD	Harding	Maclay	2	2	1600	1600	2,187	1,823	1.367	1.139	F	F	1.243	1.036	F	F
FOOTHILL BLVD (north segment)	Maclay	Arroyo	2	2	1600	1600	2,079	1,436	1.299	0.898	F	D	1.181	0.816	F	D
FOOTHILL BLVD (south segment)	Arroyo	Vaughn	2	2	1600	1600	2,047	1,522	1.279	0.951	F	E	1.163	0.865	F	D
GLADSTONE AVE	Bledsoe	Polk (Tyler)	1	1	600	600	23	13	0.038	0.022	A	A	0.035	0.020	A	A
GLADSTONE AVE	Polk	Astoria	1	1	600	600	177	107	0.295	0.178	A	A	0.268	0.162	A	A
GLADSTONE AVE	Astoria	Oscar	1	1	600	600	177	107	0.295	0.178	A	A	0.268	0.162	A	A
GLADSTONE AVE	Oscar	Sayre	1	1	600	600	356	226	0.593	0.377	A	A	0.539	0.342	A	A
GLADSTONE AVE	Sayre	Hubbard	1	1	600	600	308	80	0.513	0.133	A	A	0.467	0.121	A	A
GLADSTONE AVE	Hubbard	Leach	1	1	600	600	504	554	0.840	0.923	D	E	0.764	0.839	C	D
GLADSTONE AVE	Leach	Fernmont	1	1	600	600	98	90	0.163	0.150	A	A	0.148	0.136	A	A
GLADSTONE AVE	Fernmont	Harding	1	1	600	600	105	76	0.175	0.127	A	A	0.159	0.115	A	A
GLADSTONE AVE	Harding	Maclay	1	1	600	600	251	119	0.418	0.198	A	A	0.380	0.180	A	A
FENTON AVE	Tyler	Polk	1	1	600	600	129	40	0.215	0.067	A	A	0.195	0.061	A	A
FENTON AVE	Polk	Astoria	1	1	600	600	17	15	0.028	0.025	A	A	0.026	0.023	A	A

Current Land Use Plan

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
FENTON AVE	Astoria	Dyer	1	1	600	600	35	27	0.058	0.045	A	A	0.053	0.041	A	A
FENTON AVE	Dyer	Sayre	1	1	600	600	116	69	0.193	0.115	A	A	0.176	0.105	A	A
FENTON AVE	Sayre	Hubbard	1	1	600	600	82	56	0.137	0.093	A	A	0.124	0.085	A	A
FENTON AVE	Hubbard	Leach	1	1	600	600	82	88	0.137	0.147	A	A	0.124	0.133	A	A
FENTON AVE	Gridley	Fernmont	1	1	600	600	26	19	0.043	0.032	A	A	0.039	0.029	A	A
FENTON AVE (north segment)	Fernmont	Harding	1	1	600	600	18	33	0.030	0.055	A	A	0.027	0.050	A	A
FENTON AVE (south segment)	Fernmont	Harding	1	1	600	600	5	19	0.008	0.032	A	A	0.008	0.029	A	A
FENTON AVE	Harding	Alexander	1	1	600	600	300	166	0.500	0.277	A	A	0.455	0.252	A	A
FENTON AVE	Alexander	Maclay	1	1	600	600	276	126	0.460	0.210	A	A	0.418	0.191	A	A
OLIVE VIEW DR	210 Fwy	Kennedy	2	2	1400	1400	118	34	0.084	0.024	A	A	0.077	0.022	A	A
OLIVE VIEW DR	Kennedy	Bledsoe	2	2	1400	1400	26	29	0.019	0.021	A	A	0.017	0.019	A	A
OLIVE VIEW DR	Bledsoe	Fenton	2	2	1400	1400	384	170	0.274	0.121	A	A	0.249	0.110	A	A
OLIVE VIEW DR	Fenton	Tyler	2	2	1400	1400	129	40	0.092	0.029	A	A	0.084	0.026	A	A
ELDRIDGE AVE	Polk	(unknown)	1	1	700	700	582	500	0.831	0.714	D	C	0.756	0.649	C	B
ELDRIDGE AVE	(unknown)	Astoria	1	1	700	700	594	242	0.849	0.346	D	A	0.771	0.314	C	A
ELDRIDGE AVE	Astoria	Sayre	1	1	700	700	575	229	0.821	0.327	D	A	0.747	0.297	C	A
ELDRIDGE AVE	Sayre	Aztec	2	2	1400	1400	432	174	0.309	0.124	A	A	0.281	0.113	A	A
ELDRIDGE AVE	Aztec	Hubbard	2	2	1400	1400	720	594	0.514	0.424	A	A	0.468	0.386	A	A
ELDRIDGE AVE	Hubbard	Gridley	2	2	1400	1400	279	194	0.199	0.139	A	A	0.181	0.126	A	A
ELDRIDGE AVE	Gridley	Harding	1	1	600	600	28	49	0.047	0.082	A	A	0.042	0.074	A	A
ALMETZ ST	Barner	Leedy	1	1	600	600	29	48	0.048	0.080	A	A	0.044	0.073	A	A
KINBROOK ST	Leedy	Polk	1	1	600	600	36	31	0.060	0.052	A	A	0.055	0.047	A	A
EGBERT ST	Polk	Badger	1	1	600	600	32	32	0.053	0.053	A	A	0.048	0.048	A	A
EGBERT ST	Badger	Astoria	1	1	600	600	30	43	0.050	0.072	A	A	0.045	0.065	A	A
SIMSHAW AVE	Sayre	Hubbard	1	1	600	600	43	71	0.072	0.118	A	A	0.065	0.108	A	A
SHABLOW AVE	Hubbard	Rajah	1	1	600	600	31	36	0.052	0.060	A	A	0.047	0.055	A	A
GAVINA AVE	Candlewood	Rajah	2	2	1400	1400	23	152	0.016	0.109	A	A	0.015	0.099	A	A
GAVINA AVE	Rajah	N Pacoima Canyon	2	2	1400	1400	3	115	0.002	0.082	A	A	0.002	0.075	A	A
GAVINA AVE	N Pacoima Canyon	Via Santa Marta	1	1	600	600	115	3	0.192	0.005	A	A	0.174	0.005	A	A
YARNELL ST	End	Bradley	1	1	700	700	27	39	0.039	0.056	A	A	0.035	0.051	A	A
YARNELL ST	Bradley	Foothill	1	1	700	700	275	196	0.393	0.280	A	A	0.357	0.255	A	A
YARNELL ST	Foothill	210 Fwy	2	2	1400	1400	1,177	1,162	0.841	0.830	D	D	0.764	0.755	C	C
OLDEN ST	A St	San Fernando	1	1	600	600	273	125	0.455	0.208	A	A	0.414	0.189	A	A
OLDEN ST	End	Ralston	1	1	600	600	39	49	0.065	0.082	A	A	0.059	0.074	A	A
OLDEN ST	Ralston	Bradley	1	1	600	600	26	32	0.043	0.053	A	A	0.039	0.048	A	A
OLDEN ST	Bradley	Norris	1	1	600	600	142	5	0.237	0.008	A	A	0.215	0.008	A	A
OLDEN ST	Norris	Herrick	1	1	600	600	350	427	0.583	0.712	A	C	0.530	0.647	A	B
OLDEN ST	Herrick	De Garmo	1	1	600	600	549	402	0.915	0.670	E	B	0.832	0.609	D	B
DE GARMO AVE	Olden St	Foothill	1	1	600	600	549	402	0.915	0.670	E	B	0.832	0.609	D	B
ROXFORD ST	5 Fwy	Encinitas	2	2	1600	1600	1,227	1,523	0.767	0.952	C	E	0.697	0.865	B	D
ROXFORD ST	Encinitas	Telfair	1	2	800	1600	544	680	0.680	0.425	B	A	0.618	0.386	B	A
ROXFORD ST	Telfair	El Dorado	2	2	1600	1600	394	378	0.246	0.236	A	A	0.224	0.215	A	A
ROXFORD ST	El Dorado	San Fernando	2	2	1600	1600	394	378	0.246	0.236	A	A	0.224	0.215	A	A
ROXFORD ST	San Fernando	Ralston	2	2	1600	1600	741	697	0.463	0.436	A	A	0.421	0.396	A	A
ROXFORD ST	Ralston	Bradley	1	1	800	800	741	697	0.926	0.871	E	D	0.842	0.792	D	C
ROXFORD ST	Bradley	Herrick	1	1	800	800	586	624	0.733	0.780	C	C	0.666	0.709	B	C
ROXFORD ST	Herrick	Glenoaks	1	1	800	800	336	293	0.420	0.366	A	A	0.382	0.333	A	A
ROXFORD ST	Glenoaks	Borden	1	1	800	800	367	163	0.459	0.204	A	A	0.417	0.185	A	A
ROXFORD ST	Borden	Foothill	1	1	800	800	444	181	0.555	0.226	A	A	0.505	0.206	A	A
ROXFORD ST	Foothill	210 Fwy	1	1	800	800	859	362	1.074	0.453	F	A	0.976	0.411	E	A
COBALT ST	Encinitas	unknown	1	1	600	600	355	378	0.592	0.630	A	B	0.538	0.573	A	A
COBALT ST	unknown	Telfair	1	1	600	600	224	263	0.373	0.438	A	A	0.339	0.398	A	A
COBALT ST	Telfair	El Dorado	1	1	600	600	113	86	0.188	0.143	A	A	0.171	0.130	A	A
COBALT ST	El Dorado	San Fernando	1	1	600	600	150	127	0.250	0.212	A	A	0.227	0.192	A	A
COBALT ST	Little San Fernando	Avenue 1	1	1	600	600	76	43	0.127	0.072	A	A	0.115	0.065	A	A
COBALT ST	Avenue 1	Bradley	1	1	600	600	76	43	0.127	0.072	A	A	0.115	0.065	A	A
COBALT ST	Bradley	Norris	1	1	600	600	201	100	0.335	0.167	A	A	0.305	0.152	A	A
COBALT ST	Norris	Herrick	1	1	600	600	40	90	0.067	0.150	A	A	0.061	0.136	A	A
COBALT ST	Herrick	Glenoaks	1	1	600	600	20	35	0.033	0.058	A	A	0.030	0.053	A	A
COBALT ST	Glenoaks	Fellows	1	1	600	600	146	92	0.243	0.153	A	A	0.221	0.139	A	A
COBALT ST	Fellows	Borden	1	1	600	600	3	14	0.005	0.023	A	A	0.005	0.021	A	A

Current Land Use Plan

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			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
COBALT ST	Borden	Chivers	1	1	600	600	25	46	0.042	0.077	A	A	0.038	0.070	A	A
COBALT ST	Chivers	Duon Field	1	1	600	600	40	46	0.067	0.077	A	A	0.061	0.070	A	A
COBALT ST	Duon Field	Foothill	1	1	600	600	46	46	0.077	0.077	A	A	0.070	0.070	A	A
BLED SOE ST	Encinitas	Amboy	2	2	1400	1400	44	8	0.031	0.006	A	A	0.029	0.005	A	A
BLED SOE ST	Amboy	Telfair	2	2	1400	1400	149	178	0.106	0.127	A	A	0.097	0.116	A	A
BLED SOE ST	Telfair	San Fernando	2	2	1400	1400	53	118	0.038	0.084	A	A	0.034	0.077	A	A
BLED SOE ST	San Fernando	Little San Fernando	1	1	700	700	168	247	0.240	0.353	A	A	0.218	0.321	A	A
BLED SOE ST	Little San Fernando	Bradley	1	1	700	700	13	8	0.019	0.011	A	A	0.017	0.010	A	A
BLED SOE ST	Bradley	Herrick	1	1	700	700	25	11	0.036	0.016	A	A	0.032	0.014	A	A
BLED SOE ST	Herrick	Glenoaks	1	1	700	700	25	11	0.036	0.016	A	A	0.032	0.014	A	A
BLED SOE ST	Glenoaks	Borden	1	1	700	700	22	13	0.031	0.019	A	A	0.029	0.017	A	A
BLED SOE ST	Borden	Dronfield	1	1	700	700	6	6	0.009	0.009	A	A	0.008	0.008	A	A
BLED SOE ST	Dronfield	Foothill	1	1	700	700	9	16	0.013	0.023	A	A	0.012	0.021	A	A
BLED SOE ST	Foothill	Gladstone	1	1	700	700	164	363	0.234	0.519	A	A	0.213	0.471	A	A
BLED SOE ST	Gladstone	Olive View	1	1	700	700	173	360	0.247	0.514	A	A	0.225	0.468	A	A
TYLER ST	Telfair	El Dorado	1	1	600	600	323	288	0.538	0.480	A	A	0.489	0.436	A	A
TYLER ST	El Dorado	San Fernando	1	1	600	600	323	288	0.538	0.480	A	A	0.489	0.436	A	A
TYLER ST	Herrick	De Garmo	1	1	600	600	144	90	0.240	0.150	A	A	0.218	0.136	A	A
TYLER ST	De Garmo	Glenoaks	1	1	600	600	50	193	0.083	0.322	A	A	0.076	0.292	A	A
TYLER ST	Glenoaks	Borden	1	1	600	600	6	7	0.010	0.012	A	A	0.009	0.011	A	A
TYLER ST	Borden	Phillippi	1	1	600	600	257	75	0.428	0.125	A	A	0.389	0.114	A	A
TYLER ST	Phillippi	Duon Field	1	1	600	600	166	246	0.277	0.410	A	A	0.252	0.373	A	A
TYLER ST	Duon Field	Foothill	1	1	600	600	155	208	0.258	0.347	A	A	0.235	0.315	A	A
TYLER ST	End	Gladstone	1	1	600	600	23	13	0.038	0.022	A	A	0.035	0.020	A	A
TYLER ST	Gladstone	Fenton	1	1	600	600	46	48	0.077	0.080	A	A	0.070	0.073	A	A
TYLER ST	Fenton	Olive View	1	1	600	600	129	40	0.215	0.067	A	A	0.195	0.061	A	A
BARNER AVE	Olive View	Almetz	1	1	600	600	33	27	0.055	0.045	A	A	0.050	0.041	A	A
LEEDY AVE	Kinbrook	Almetz	1	1	600	600	44	29	0.073	0.048	A	A	0.067	0.044	A	A
POLK ST	Laurel Canyon	Edgecliff	1	1	700	700	642	418	0.917	0.597	E	A	0.834	0.543	D	A
POLK ST	Edgecliff	Telfair	1	1	700	700	642	418	0.917	0.597	E	A	0.834	0.543	D	A
POLK ST	Telfair	San Fernando	1	1	800	800	663	412	0.829	0.515	D	A	0.753	0.468	C	A
POLK ST	San Fernando	Little San Fernando	2	2	1600	1600	1,552	1,071	0.970	0.669	E	B	0.882	0.609	D	B
POLK ST	Little San Fernando	Bradley	2	2	1600	1600	1,270	855	0.794	0.534	C	A	0.722	0.486	C	A
POLK ST	Bradley	Herrick	2	2	1600	1600	1,660	1,049	1.038	0.656	F	B	0.943	0.596	E	A
POLK ST	Herrick	Glenoaks	2	2	1600	1600	1,380	941	0.863	0.588	D	A	0.784	0.535	C	A
POLK ST	Glenoaks	Borden	2	2	1600	1600	1,031	865	0.644	0.541	B	A	0.586	0.491	A	A
POLK ST	Borden	Duon Field	2	2	1600	1600	705	710	0.441	0.444	A	A	0.401	0.403	A	A
POLK ST	Duon Field	Foothill	2	2	1600	1600	748	757	0.468	0.473	A	A	0.425	0.430	A	A
POLK ST	Foothill	210 EB Ramps	2	2	1600	1600	1,296	1,254	0.810	0.784	D	C	0.736	0.713	C	C
POLK ST	210 EB Ramps	210 WB Ramps	2	2	1600	1600	890	1,262	0.556	0.789	A	C	0.506	0.717	A	C
POLK ST	210 WB Ramps	Gladstone	2	2	1600	1600	1,130	794	0.706	0.496	C	A	0.642	0.451	B	A
POLK ST	Gladstone	(unknown)	2	2	1600	1600	1,114	708	0.696	0.443	B	A	0.633	0.402	B	A
POLK ST	(unknown)	Fenton	2	2	1600	1600	553	549	0.346	0.343	A	A	0.314	0.312	A	A
POLK ST	Fenton	Eldridge	2	2	1600	1600	500	582	0.313	0.364	A	A	0.284	0.331	A	A
POLK ST	Eldridge	Egbert	1	1	600	600	36	43	0.060	0.072	A	A	0.055	0.065	A	A
ORO GRANDE ST	Telfair	El Dorado	1	1	600	600	211	487	0.352	0.812	A	D	0.320	0.738	A	C
ASTORIA ST	Youngdale	El Dorado	1	1	600	600	487	211	0.812	0.352	D	A	0.738	0.320	C	A
ASTORIA ST	El Dorado	San Fernando	1	1	600	600	46	29	0.077	0.048	A	A	0.070	0.044	A	A
ASTORIA ST	Little San Fernando	Ralston	1	1	600	600	80	56	0.133	0.093	A	A	0.121	0.085	A	A
ASTORIA ST	Ralston	Bradley	1	1	600	600	7	39	0.012	0.065	A	A	0.011	0.059	A	A
ASTORIA ST	Bradley	Herrick	1	1	600	600	143	118	0.238	0.197	A	A	0.217	0.179	A	A
ASTORIA ST	Herrick	(unknown)	1	1	600	600	279	290	0.465	0.483	A	A	0.423	0.439	A	A
ASTORIA ST	(unknown)	Glenoaks	1	1	600	600	401	424	0.668	0.707	B	C	0.608	0.642	B	B
ASTORIA ST	Glenoaks	Fellows	1	1	600	600	232	202	0.387	0.337	A	A	0.352	0.306	A	A
ASTORIA ST	Fellows	Borden	1	1	600	600	151	163	0.252	0.272	A	A	0.229	0.247	A	A
ASTORIA ST	Borden	Phillippi	1	1	600	600	202	190	0.337	0.317	A	A	0.306	0.288	A	A
ASTORIA ST	Phillippi	Dronfield	1	1	600	600	200	173	0.333	0.288	A	A	0.303	0.262	A	A
ASTORIA ST	Dronfield	Foothill	1	1	600	600	167	170	0.278	0.283	A	A	0.253	0.258	A	A
ASTORIA ST	Foothill	End	1	1	600	600	814	977	1.357	1.628	F	F	1.233	1.480	F	F
ASTORIA ST	Gladstone	Wheeler	1	1	600	600	44	36	0.073	0.060	A	A	0.067	0.055	A	A
ASTORIA ST	Wheeler	Fenton	1	1	600	600	36	30	0.060	0.050	A	A	0.055	0.045	A	A

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			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
ASTORIA ST	Fenton	Eldridge	1	1	600	600	17	12	0.028	0.020	A	A	0.026	0.018	A	A
ASTORIA ST	Eldridge	Vaults	1	1	600	600	35	50	0.058	0.083	A	A	0.053	0.076	A	A
SAYRE ST	Bradley	Norris	1	1	600	600	36	107	0.060	0.178	A	A	0.055	0.162	A	A
SAYRE ST	Norris	Herrick	1	1	600	600	50	113	0.083	0.188	A	A	0.076	0.171	A	A
SAYRE ST	Herrick	De Garmo	1	1	600	600	43	89	0.072	0.148	A	A	0.065	0.135	A	A
SAYRE ST	De Garmo	Glenoaks	1	1	600	600	42	89	0.070	0.148	A	A	0.064	0.135	A	A
SAYRE ST	Glenoaks	Fellows	1	1	600	600	46	62	0.077	0.103	A	A	0.070	0.094	A	A
SAYRE ST	Fellows	Borden	1	1	600	600	37	54	0.062	0.090	A	A	0.056	0.082	A	A
SAYRE ST	Borden	Phillippi	1	1	600	600	192	177	0.320	0.295	A	A	0.291	0.268	A	A
SAYRE ST	Phillippi	Duon Field	1	1	600	600	68	94	0.113	0.157	A	A	0.103	0.142	A	A
SAYRE ST	Duon Field	Bromont	1	1	600	600	420	310	0.700	0.517	C	A	0.636	0.470	B	A
SAYRE ST	Bromont	Foothill	1	1	600	600	79	262	0.132	0.437	A	A	0.120	0.397	A	A
SAYRE ST	Foothill	Gladstone	1	1	600	600	71	235	0.118	0.392	A	A	0.108	0.356	A	A
SAYRE ST	Gladstone	Wheeler	1	1	600	600	22	88	0.037	0.147	A	A	0.033	0.133	A	A
SAYRE ST	Wheeler	Fenton	1	1	600	600	22	88	0.037	0.147	A	A	0.033	0.133	A	A
SAYRE ST	Fenton	Eldridge	1	1	600	600	35	122	0.058	0.203	A	A	0.053	0.185	A	A
SAYRE ST	Eldridge	Brussels	1	1	600	600	89	264	0.148	0.440	A	A	0.135	0.400	A	A
SAYRE ST	Garrick	Simshaw	1	1	600	600	71	43	0.118	0.072	A	A	0.108	0.065	A	A
SAYRE ST	Simshaw	Shablow	1	1	600	600	49	48	0.082	0.080	A	A	0.074	0.073	A	A
HUBBARD ST	Laurel Canyon	Aztec	2	2	1600	1600	635	645	0.397	0.403	A	A	0.361	0.366	A	A
HUBBARD ST	Aztec	Envoy	2	2	1600	1600	380	501	0.238	0.313	A	A	0.216	0.285	A	A
HUBBARD ST	Envoy	San Fernando	2	2	1600	1600	700	822	0.438	0.514	A	A	0.398	0.467	A	A
HUBBARD ST	San Fernando	Truman	2	2	1600	1600	2,803	1,404	1.752	0.878	F	D	1.593	0.798	F	C
HUBBARD ST	Truman	Bradley	2	2	1600	1600	1,438	1,249	0.899	0.781	D	C	0.817	0.710	D	C
HUBBARD ST	Bradley	Woodcock	2	2	1600	1600	1,253	1,034	0.783	0.646	C	B	0.712	0.588	C	A
HUBBARD ST	Woodcock	Herrick	2	2	1600	1600	1,253	1,034	0.783	0.646	C	B	0.712	0.588	C	A
HUBBARD ST	Herrick	Glenoaks	2	2	1600	1600	1,118	940	0.699	0.588	B	A	0.635	0.534	B	A
HUBBARD ST	Glenoaks	Borden	2	2	1600	1600	1,504	1,085	0.940	0.678	E	B	0.855	0.616	D	B
HUBBARD ST	Borden	Dronfield	2	2	1600	1600	1,227	984	0.767	0.615	C	B	0.697	0.559	B	A
HUBBARD ST	Dronfield	Adelphia	2	2	1600	1600	919	825	0.574	0.516	A	A	0.522	0.469	A	A
HUBBARD ST	Adelphia	Foothill	2	2	1600	1600	1,138	1,043	0.711	0.652	C	B	0.647	0.593	B	A
HUBBARD ST	Foothill	210 EB Ramps	2	2	1600	1600	1,425	1,201	0.891	0.751	D	C	0.810	0.682	D	B
HUBBARD ST	210 EB Ramps	210 WB Ramps	2	2	1600	1600	1,228	1,441	0.768	0.901	C	E	0.698	0.819	B	D
HUBBARD ST	210 WB Ramps	Gladstone	2	2	1600	1600	1,610	1,256	1.006	0.785	F	C	0.915	0.714	E	C
HUBBARD ST	Gladstone	Fenton	2	2	1600	1600	822	746	0.514	0.466	A	A	0.467	0.424	A	A
HUBBARD ST	Fenton	Eldridge	2	2	1600	1600	902	859	0.564	0.537	A	A	0.513	0.488	A	A
HUBBARD ST	Eldridge	Simshaw	2	2	1400	1400	434	434	0.310	0.310	A	A	0.282	0.282	A	A
HUBBARD ST	Simshaw	Shablow	2	2	1400	1400	278	129	0.199	0.092	A	A	0.181	0.084	A	A
HUBBARD ST	Shablow	Candlewood	2	2	1400	1400	278	129	0.199	0.092	A	A	0.181	0.084	A	A
RAJAH ST	Simshaw	Shablow	1	1	600	600	36	19	0.060	0.032	A	A	0.055	0.029	A	A
RAJAH ST	Shablow	Hubbard/Gavina	1	1	600	600	36	19	0.060	0.032	A	A	0.055	0.029	A	A
RAJAH ST	Hubbard/Gavina	Wallabi	1	1	600	600	34	41	0.057	0.068	A	A	0.052	0.062	A	A
GRIDLEY ST (north segment)	Fenton	Eldridge	1	1	600	600	279	194	0.465	0.323	A	A	0.423	0.294	A	A
GRIDLEY ST (south segment)	Fenton	Eldridge	1	1	600	600	26	19	0.043	0.032	A	A	0.039	0.029	A	A
FREMONT ST (north segment)	Gladstone	Fenton	1	1	600	600	34	12	0.057	0.020	A	A	0.052	0.018	A	A
FREMONT ST (south segment)	Gladstone	Fenton	1	1	600	600	34	12	0.057	0.020	A	A	0.052	0.018	A	A
HARDING ST	Fenton	Cranston	1	1	600	600	294	147	0.490	0.245	A	A	0.445	0.223	A	A
HARDING ST	Cranston	Eldridge	1	1	600	600	46	37	0.077	0.062	A	A	0.070	0.056	A	A
HARDING ST	Eldridge	Maclay	1	1	600	600	46	37	0.077	0.062	A	A	0.070	0.056	A	A
HARDING ST	Maclay	Via Serena	1	1	600	600	443	301	0.738	0.502	C	A	0.671	0.456	B	A
HARDING ST	Via Serena	Via Santa Marta	1	1	600	600	115	3	0.192	0.005	A	A	0.174	0.005	A	A
MACLAY ST	8th St	Bromont	2	2	1400	1400	376	188	0.269	0.134	A	A	0.244	0.122	A	A
MACLAY ST	Bromont	Foothill	2	2	1400	1400	368	188	0.263	0.134	A	A	0.239	0.122	A	A
MACLAY ST	Foothill	210 EB Ramps	2	2	1400	1400	856	360	0.611	0.257	B	A	0.556	0.234	A	A
MACLAY ST	210 EB Ramps	210 WB Ramps	2	2	1400	1400	320	644	0.229	0.460	A	A	0.208	0.418	A	A
MACLAY ST	210 WB Ramps	Gladstone	1	1	700	700	925	509	1.321	0.727	F	C	1.201	0.661	F	B
MACLAY ST	Gladstone	Fenton	1	1	700	700	674	390	0.963	0.557	E	A	0.875	0.506	D	A
MACLAY ST	Fenton	(unknown)	1	1	600	600	397	264	0.662	0.440	B	A	0.602	0.400	B	A
MACLAY ST	(unknown)	Harding	1	1	600	600	397	264	0.662	0.440	B	A	0.602	0.400	B	A
ARROYO ST	Foothill	Gladstone	1	1	600	600	321	438	0.535	0.730	A	C	0.486	0.664	A	B
RINALDI ST	5 Fwy	Laurel Canyon	2	2	1600	1600	1,965	1,829	1.228	1.143	F	F	1.116	1.039	F	F

Proposed Land Use Plan

Segment	From	To	Off Peak Lanes		Capacity		Volumes		V/C Ratio Without ATSC		Level of Service Without ATSC		V/C Ratio With ATSC		Level of Service With ATSC	
			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
ENCINITAS AVE	Roxford	Cobalt	1	1	700	700	617	430	0.881	0.614	D	B	0.801	0.558	D	A
ENCINITAS AVE	Cobalt	El Cajon	1	1	700	700	184	92	0.263	0.131	A	A	0.239	0.119	A	A
ENCINITAS AVE	El Cajon	Bledsoe	1	1	700	700	45	4	0.064	0.006	A	A	0.058	0.005	A	A
LAUREL CANYON BLVD	Hubbard	Rinaldi	1	1	700	700	1,390	1,157	1.986	1.653	F	F	1.805	1.503	F	F
YOUNGDALE AVE	Astoria	Osceola	1	1	600	600	267	54	0.445	0.090	A	A	0.405	0.082	A	A
YOUNGDALE AVE	Osceola	Envoy	1	1	600	600	466	155	0.777	0.258	C	A	0.706	0.235	C	A
YOUNGDALE AVE	Envoy	Aztec	1	1	600	600	310	27	0.517	0.045	A	A	0.470	0.041	A	A
AZTEC ST	Youngdale	Hubbard	1	1	600	600	310	27	0.517	0.045	A	A	0.470	0.041	A	A
ENVOY ST	Youngdale	Hubbard	1	1	600	600	637	691	1.062	1.152	F	F	0.965	1.047	E	F
TELFAIR AVE	A St	Roxford	1	1	600	600	273	478	0.455	0.797	A	C	0.414	0.724	A	C
TELFAIR AVE	Roxford	Larkspur	1	1	600	600	122	115	0.203	0.192	A	A	0.185	0.174	A	A
TELFAIR AVE	Larkspur	Cobalt	1	1	600	600	234	178	0.390	0.297	A	A	0.355	0.270	A	A
TELFAIR AVE	Cobalt	El Cajon	1	1	600	600	411	264	0.685	0.440	B	A	0.623	0.400	B	A
TELFAIR AVE	El Cajon	Bledsoe	1	1	600	600	497	388	0.828	0.647	D	B	0.753	0.588	C	A
TELFAIR AVE	Bledsoe	Tyler	1	1	600	600	556	367	0.927	0.612	E	B	0.842	0.556	D	A
TELFAIR AVE	Tyler	Polk	1	1	600	600	504	216	0.840	0.360	D	A	0.764	0.327	C	A
TELFAIR AVE	Polk	Oro Grande	1	1	600	600	450	166	0.750	0.277	C	A	0.682	0.252	B	A
EL DORADO AVE	Oro Grande	Astoria	1	1	600	600	450	166	0.750	0.277	C	A	0.682	0.252	B	A
SAN FERNANDO RD	Golden State Fwy	Golden State Rd	2	2	1600	1600	1,201	315	0.751	0.197	C	A	0.682	0.179	B	A
SAN FERNANDO RD	Golden State Rd	Olden	2	2	1600	1600	1,111	237	0.694	0.148	B	A	0.631	0.135	B	A
SAN FERNANDO RD	Olden	Roxford	2	2	1600	1600	1,194	448	0.746	0.280	C	A	0.678	0.255	B	A
SAN FERNANDO RD	Roxford	Cobalt	2	2	1600	1600	1,359	505	0.849	0.316	D	A	0.772	0.287	C	A
SAN FERNANDO RD	Cobalt	Bledsoe	2	2	1600	1600	1,408	568	0.880	0.355	D	A	0.800	0.323	D	A
SAN FERNANDO RD	Bledsoe	Tyler	2	2	1600	1600	1,326	587	0.829	0.367	D	A	0.753	0.334	C	A
SAN FERNANDO RD	Tyler	Polk	2	2	1600	1600	1,379	738	0.862	0.461	D	A	0.784	0.419	C	A
SAN FERNANDO RD	Polk	Astoria	2	2	1600	1600	1,464	723	0.915	0.452	E	A	0.832	0.411	D	A
SAN FERNANDO RD	Astoria	Bleeker	2	2	1600	1600	1,464	723	0.915	0.452	E	A	0.832	0.411	D	A
SAN FERNANDO RD	Bleeker	Hubbard	2	2	1600	1600	26	723	0.016	0.452	A	A	0.015	0.411	A	A
Little SAN FERNANDO RD	Cobalt	Bledsoe	1	1	600	600	60	33	0.100	0.055	A	A	0.091	0.050	A	A
RALSTON AVE	Olden	Roxford	1	1	600	600	29	37	0.048	0.062	A	A	0.044	0.056	A	A
BRADLEY AVE	Yarnell	Excelsior	1	1	600	600	163	158	0.272	0.263	A	A	0.247	0.239	A	A
BRADLEY AVE	Excelsior	Olden	1	1	600	600	55	42	0.092	0.070	A	A	0.083	0.064	A	A
BRADLEY AVE	Olden	Roxford	1	1	600	600	61	36	0.102	0.060	A	A	0.092	0.055	A	A
BRADLEY AVE	Roxford	Cobalt	1	1	600	600	99	43	0.165	0.072	A	A	0.150	0.065	A	A
BRADLEY AVE	Cobalt	Bledsoe	1	1	600	600	127	31	0.212	0.052	A	A	0.192	0.047	A	A
BRADLEY AVE (north segment)	Bledsoe	Polk	1	1	600	600	133	34	0.222	0.057	A	A	0.202	0.052	A	A
BRADLEY AVE (south segment)	Bledsoe	Polk	1	1	600	600	188	161	0.313	0.268	A	A	0.285	0.244	A	A
BRADLEY AVE	Polk	Astoria	1	1	600	600	319	88	0.532	0.147	A	A	0.483	0.133	A	A
BRADLEY AVE	Astoria	Dyer	1	1	600	600	399	204	0.665	0.340	B	A	0.605	0.309	B	A
BRADLEY AVE	Dyer	Sayre	1	1	600	600	727	333	1.212	0.555	F	A	1.102	0.505	F	A
BRADLEY AVE	Sayre	Aztec	1	1	600	600	668	302	1.113	0.503	F	A	1.012	0.458	F	A
BRADLEY AVE	Aztec	Hubbard	1	1	600	600	740	325	1.233	0.542	F	A	1.121	0.492	F	A
HERRICK AVE	Olden	Roxford	1	1	600	600	693	523	1.155	0.872	F	D	1.050	0.792	F	C
HERRICK AVE	Roxford	Cobalt	1	1	600	600	252	188	0.420	0.313	A	A	0.382	0.285	A	A
HERRICK AVE	Cobalt	Rosales	1	1	600	600	237	155	0.395	0.258	A	A	0.359	0.235	A	A
HERRICK AVE	Rosales	Bledsoe	1	1	600	600	300	200	0.500	0.333	A	A	0.455	0.303	A	A
HERRICK AVE	Bledsoe	Ryan	1	1	600	600	300	200	0.500	0.333	A	A	0.455	0.303	A	A
HERRICK AVE	Ryan	Tyler	1	1	600	600	295	190	0.492	0.317	A	A	0.447	0.288	A	A
HERRICK AVE	Tyler	Polk	1	1	600	600	434	241	0.723	0.402	C	A	0.658	0.365	B	A
HERRICK AVE	Polk	Paddock	1	1	600	600	446	295	0.743	0.492	C	A	0.676	0.447	B	A
HERRICK AVE	Paddock	Astoria	1	1	600	600	334	199	0.557	0.332	A	A	0.506	0.302	A	A
HERRICK AVE	Astoria	Sayre	1	1	600	600	566	378	0.943	0.630	E	B	0.858	0.573	D	A
HERRICK AVE	Sayre	Beaver	1	1	600	600	567	369	0.945	0.615	E	B	0.859	0.559	D	A
HERRICK AVE	Beaver	Hubbard	1	1	600	600	596	377	0.993	0.628	E	B	0.903	0.571	E	A
GLENOAKS BLVD	Foothill	Monte	2	2	1400	1400	765	376	0.546	0.269	A	A	0.497	0.244	A	A
GLENOAKS BLVD	Monte	Roxford	2	2	1400	1400	765	366	0.546	0.261	A	A	0.497	0.238	A	A
GLENOAKS BLVD	Roxford	Cobalt	2	2	1400	1400	878	255	0.627	0.182	B	A	0.570	0.166	A	A
GLENOAKS BLVD	Cobalt	Bledsoe	2	2	1400	1400	1,034	326	0.739	0.233	C	A	0.671	0.212	B	A
GLENOAKS BLVD	Bledsoe	El Casco	2	2	1400	1400	1,038	333	0.741	0.238	C	A	0.674	0.216	B	A
GLENOAKS BLVD	El Casco	Tyler	2	2	1400	1400	1,024	297	0.731	0.212	C	A	0.665	0.193	B	A
GLENOAKS BLVD	Tyler	Polk	2	2	1400	1400	1,099	324	0.785	0.231	C	A	0.714	0.210	C	A
GLENOAKS BLVD	Polk	Astoria	2	2	1400	1400	815	251	0.582	0.179	A	A	0.529	0.163	A	A

Proposed Land Use Plan

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
GLENOAKS BLVD	Astoria	Sayre	2	2	1400	1400	825	229	0.589	0.164	A	A	0.536	0.149	A	A
GLENOAKS BLVD	Sayre	Herron	2	2	1400	1400	824	222	0.589	0.159	A	A	0.535	0.144	A	A
BORDEN AVE	Roxford	Larkspur	1	1	600	600	105	21	0.175	0.035	A	A	0.159	0.032	A	A
BORDEN AVE	Larkspur	Cobalt	1	1	600	600	100	22	0.167	0.037	A	A	0.152	0.033	A	A
BORDEN AVE	Cobalt	Bledsoe	1	1	600	600	53	24	0.088	0.040	A	A	0.080	0.036	A	A
BORDEN AVE (north segment)	Bledsoe	Tyler	1	1	600	600	39	8	0.065	0.013	A	A	0.059	0.012	A	A
BORDEN AVE (south segment)	Bledsoe	Tyler	1	1	600	600	60	39	0.100	0.065	A	A	0.091	0.059	A	A
BORDEN AVE	Tyler	Lakeside	1	1	600	600	224	67	0.373	0.112	A	A	0.339	0.102	A	A
BORDEN AVE	Lakeside	Polk	1	1	600	600	354	144	0.590	0.240	A	A	0.536	0.218	A	A
BORDEN AVE	Polk	(unknown)	1	1	600	600	209	134	0.348	0.223	A	A	0.317	0.203	A	A
BORDEN AVE	(unknown)	Astoria	1	1	600	600	143	96	0.238	0.160	A	A	0.217	0.145	A	A
BORDEN AVE	Astoria	Sayre	1	1	600	600	124	45	0.207	0.075	A	A	0.188	0.068	A	A
BORDEN AVE	Sayre	Beaver	1	1	600	600	224	117	0.373	0.195	A	A	0.339	0.177	A	A
BORDEN AVE	Beaver	Hubbard	1	1	600	600	353	174	0.588	0.290	A	A	0.535	0.264	A	A
DUON FIELD AVE	Foothill	Cobalt	1	1	600	600	167	83	0.278	0.138	A	A	0.253	0.126	A	A
DUON FIELD AVE	Cobalt	Bledsoe	1	1	600	600	167	83	0.278	0.138	A	A	0.253	0.126	A	A
DUON FIELD AVE	Bledsoe	El Casco	1	1	600	600	170	89	0.283	0.148	A	A	0.258	0.135	A	A
DUON FIELD AVE	El Casco	Tyler	1	1	600	600	146	32	0.243	0.053	A	A	0.221	0.048	A	A
DUON FIELD AVE	Tyler	(unkown)	1	1	600	600	172	47	0.287	0.078	A	A	0.261	0.071	A	A
DUON FIELD AVE	(unkown)	Polk	1	1	600	600	230	77	0.383	0.128	A	A	0.348	0.117	A	A
DUON FIELD AVE	Polk	Astoria	1	1	600	600	39	18	0.065	0.030	A	A	0.059	0.027	A	A
DUON FIELD AVE	Astoria	DWY	1	1	600	600	38	40	0.063	0.067	A	A	0.058	0.061	A	A
DUON FIELD AVE	DWY	Raven	1	1	600	600	53	61	0.088	0.102	A	A	0.080	0.092	A	A
DUON FIELD AVE	Raven	Sayre	1	1	600	600	104	91	0.173	0.152	A	A	0.158	0.138	A	A
DUON FIELD AVE	Sayre	Beaver	1	1	600	600	454	273	0.757	0.455	C	A	0.688	0.414	B	A
DUON FIELD AVE	Beaver	Hubbard	1	1	600	600	365	213	0.608	0.355	B	A	0.553	0.323	A	A
SIERRA HWY (north segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,745	1,256	1.961	0.897	F	D	1.782	0.816	F	D
SIERRA HWY (south segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,745	1,256	1.961	0.897	F	D	1.782	0.816	F	D
FOOTHILL BLVD	Sierra Hwy	DWY #1	1	1	800	800	1,711	313	2.139	0.391	F	A	1.944	0.356	F	A
FOOTHILL BLVD	DWY #1	DWY #2	1	1	800	800	1,711	313	2.139	0.391	F	A	1.944	0.356	F	A
FOOTHILL BLVD	DWY #2	Balboa Blvd	1	1	800	800	1,660	489	2.075	0.611	F	B	1.886	0.556	F	A
FOOTHILL BLVD	Balboa Blvd	Balboa Blvd	2	2	1600	1600	804	622	0.503	0.389	A	A	0.457	0.353	A	A
FOOTHILL BLVD	Balboa Blvd	Filbert	2	2	1600	1600	1,080	656	0.675	0.410	B	A	0.614	0.373	B	A
FOOTHILL BLVD	Filbert	Yarnell	1	1	800	800	1,034	637	1.293	0.796	F	C	1.175	0.724	F	C
FOOTHILL BLVD	Yarnell	De Garmo	2	2	1600	1600	1,740	1,170	1.088	0.731	F	C	0.989	0.665	E	B
FOOTHILL BLVD	De Garmo	Glenoaks	2	2	1600	1600	1,445	941	0.903	0.588	E	A	0.821	0.535	D	A
FOOTHILL BLVD	Glenoaks	Roxford	2	2	1600	1600	803	596	0.502	0.373	A	A	0.456	0.339	A	A
FOOTHILL BLVD	Roxford	Ararat	2	2	1600	1600	1,560	1,130	0.975	0.706	E	C	0.886	0.642	D	B
FOOTHILL BLVD	Ararat	Cobalt	2	2	1600	1600	1,392	1,047	0.870	0.654	D	B	0.791	0.595	C	A
FOOTHILL BLVD	Cobalt	Bledsoe	2	2	1600	1600	1,451	1,061	0.907	0.663	E	B	0.824	0.603	D	B
FOOTHILL BLVD	Bledsoe	Tyler	2	2	1600	1600	1,464	1,231	0.915	0.769	E	C	0.832	0.699	D	B
FOOTHILL BLVD	Tyler	Polk	2	2	1600	1600	1,618	1,360	1.011	0.850	F	D	0.919	0.773	E	C
FOOTHILL BLVD	Polk	Astoria	2	2	1600	1600	1,534	1,232	0.959	0.770	E	C	0.872	0.700	D	C
FOOTHILL BLVD	Astoria	Sayre	2	2	1600	1600	1,852	1,715	1.158	1.072	F	F	1.052	0.974	F	E
FOOTHILL BLVD	Sayre	Hubbard	2	2	1600	1600	2,014	1,857	1.259	1.161	F	F	1.144	1.055	F	F
FOOTHILL BLVD	Hubbard	Harding	2	2	1600	1600	2,035	1,702	1.272	1.064	F	F	1.156	0.967	F	E
FOOTHILL BLVD	Harding	Maclay	2	2	1600	1600	2,161	1,746	1.351	1.091	F	F	1.228	0.992	F	E
FOOTHILL BLVD (north segment)	Maclay	Arroyo	2	2	1600	1600	2,011	1,419	1.257	0.887	F	D	1.143	0.806	F	D
FOOTHILL BLVD (south segment)	Arroyo	Vaughn	2	2	1600	1600	1,961	1,502	1.226	0.939	F	E	1.114	0.853	F	D
GLADSTONE AVE	Bledsoe	Polk (Tyler)	1	1	600	600	14	11	0.023	0.018	A	A	0.021	0.017	A	A
GLADSTONE AVE	Polk	Astoria	1	1	600	600	170	100	0.283	0.167	A	A	0.258	0.152	A	A
GLADSTONE AVE	Astoria	Oscar	1	1	600	600	170	100	0.283	0.167	A	A	0.258	0.152	A	A
GLADSTONE AVE	Oscar	Sayre	1	1	600	600	338	201	0.563	0.335	A	A	0.512	0.305	A	A
GLADSTONE AVE	Sayre	Hubbard	1	1	600	600	287	73	0.478	0.122	A	A	0.435	0.111	A	A
GLADSTONE AVE	Hubbard	Leach	1	1	600	600	476	490	0.793	0.817	C	D	0.721	0.742	C	C
GLADSTONE AVE	Leach	Fernmont	1	1	600	600	84	94	0.140	0.157	A	A	0.127	0.142	A	A
GLADSTONE AVE	Fernmont	Harding	1	1	600	600	90	82	0.150	0.137	A	A	0.136	0.124	A	A
GLADSTONE AVE	Harding	Maclay	1	1	600	600	263	104	0.438	0.173	A	A	0.398	0.158	A	A
FENTON AVE	Tyler	Polk	1	1	600	600	101	34	0.168	0.057	A	A	0.153	0.052	A	A
FENTON AVE	Polk	Astoria	1	1	600	600	11	14	0.018	0.023	A	A	0.017	0.021	A	A
FENTON AVE	Astoria	Dyer	1	1	600	600	24	23	0.040	0.038	A	A	0.036	0.035	A	A
FENTON AVE	Dyer	Sayre	1	1	600	600	98	54	0.163	0.090	A	A	0.148	0.082	A	A

Proposed Land Use Plan

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
FENTON AVE	Sayre	Hubbard	1	1	600	600	70	46	0.117	0.077	A	A	0.106	0.070	A	A
FENTON AVE	Hubbard	Leach	1	1	600	600	63	62	0.105	0.103	A	A	0.095	0.094	A	A
FENTON AVE	Gridley	Fernmont	1	1	600	600	19	18	0.032	0.030	A	A	0.029	0.027	A	A
FENTON AVE (north segment)	Fernmont	Harding	1	1	600	600	13	30	0.022	0.050	A	A	0.020	0.045	A	A
FENTON AVE (south segment)	Fernmont	Harding	1	1	600	600	3	18	0.005	0.030	A	A	0.005	0.027	A	A
FENTON AVE	Harding	Alexander	1	1	600	600	272	159	0.453	0.265	A	A	0.412	0.241	A	A
FENTON AVE	Alexander	Maclay	1	1	600	600	259	126	0.432	0.210	A	A	0.392	0.191	A	A
OLIVE VIEW DR	210 Fwy	Kennedy	2	2	1400	1400	119	30	0.085	0.021	A	A	0.077	0.019	A	A
OLIVE VIEW DR	Kennedy	Bledsoe	2	2	1400	1400	9	42	0.006	0.030	A	A	0.006	0.027	A	A
OLIVE VIEW DR	Bledsoe	Fenton	2	2	1400	1400	351	176	0.251	0.126	A	A	0.228	0.114	A	A
OLIVE VIEW DR	Fenton	Tyler	2	2	1400	1400	34	101	0.024	0.072	A	A	0.022	0.066	A	A
ELDRIDGE AVE	Polk	(unknown)	1	1	700	700	454	399	0.649	0.570	B	A	0.590	0.518	A	A
ELDRIDGE AVE	(unknown)	Astoria	1	1	700	700	466	185	0.666	0.264	B	A	0.605	0.240	B	A
ELDRIDGE AVE	Astoria	Sayre	1	1	700	700	453	176	0.647	0.251	B	A	0.588	0.229	A	A
ELDRIDGE AVE	Sayre	Aztec	2	2	1400	1400	363	133	0.259	0.095	A	A	0.236	0.086	A	A
ELDRIDGE AVE	Aztec	Hubbard	2	2	1400	1400	570	434	0.407	0.310	A	A	0.370	0.282	A	A
ELDRIDGE AVE	Hubbard	Gridley	2	2	1400	1400	236	166	0.169	0.119	A	A	0.153	0.108	A	A
ELDRIDGE AVE	Gridley	Harding	1	1	600	600	44	48	0.073	0.080	A	A	0.067	0.073	A	A
ALMETZ ST	Barner	Leedy	1	1	600	600	39	30	0.065	0.050	A	A	0.059	0.045	A	A
KINBROOK ST	Leedy	Polk	1	1	600	600	35	44	0.058	0.073	A	A	0.053	0.067	A	A
EGBERT ST	Polk	Badger	1	1	600	600	42	38	0.070	0.063	A	A	0.064	0.058	A	A
EGBERT ST	Badger	Astoria	1	1	600	600	43	40	0.072	0.067	A	A	0.065	0.061	A	A
SIMSHAW AVE	Sayre	Hubbard	1	1	600	600	17	47	0.028	0.078	A	A	0.026	0.071	A	A
SHABLOW AVE	Hubbard	Rajah	1	1	600	600	40	27	0.067	0.045	A	A	0.061	0.041	A	A
GAVINA AVE	Candlewood	Rajah	2	2	1400	1400	10	146	0.007	0.104	A	A	0.006	0.095	A	A
GAVINA AVE	Rajah	N Pacoima Canyon	2	2	1400	1400	3	133	0.002	0.095	A	A	0.002	0.086	A	A
GAVINA AVE	N Pacoima Canyon	Via Santa Marta	1	1	600	600	133	3	0.222	0.005	A	A	0.202	0.005	A	A
YARNELL ST	End	Bradley	1	1	700	700	29	42	0.041	0.060	A	A	0.038	0.055	A	A
YARNELL ST	Bradley	Foothill	1	1	700	700	188	147	0.269	0.210	A	A	0.244	0.191	A	A
YARNELL ST	Foothill	210 Fwy	2	2	1400	1400	1,323	1,109	0.945	0.792	E	C	0.859	0.720	D	C
OLDEN ST	A St	San Fernando	1	1	600	600	255	126	0.425	0.210	A	A	0.386	0.191	A	A
OLDEN ST	End	Ralston	1	1	600	600	31	46	0.052	0.077	A	A	0.047	0.070	A	A
OLDEN ST	Ralston	Bradley	1	1	600	600	40	50	0.067	0.083	A	A	0.061	0.076	A	A
OLDEN ST	Bradley	Norris	1	1	600	600	17	5	0.028	0.008	A	A	0.026	0.008	A	A
OLDEN ST	Norris	Herrick	1	1	600	600	294	398	0.490	0.663	A	B	0.445	0.603	A	B
OLDEN ST	Herrick	De Garmo	1	1	600	600	451	385	0.752	0.642	C	B	0.683	0.583	B	A
DE GARMO AVE	Olden St	Foothill	1	1	600	600	451	385	0.752	0.642	C	B	0.683	0.583	B	A
ROXFORD ST	5 Fwy	Encinitas	2	2	1600	1600	1,083	1,596	0.677	0.998	B	E	0.615	0.907	B	E
ROXFORD ST	Encinitas	Telfair	1	2	800	1600	444	651	0.555	0.407	A	A	0.505	0.370	A	A
ROXFORD ST	Telfair	El Dorado	2	2	1600	1600	322	318	0.201	0.199	A	A	0.183	0.181	A	A
ROXFORD ST	El Dorado	San Fernando	2	2	1600	1600	322	318	0.201	0.199	A	A	0.183	0.181	A	A
ROXFORD ST	San Fernando	Ralston	2	2	1600	1600	687	572	0.429	0.358	A	A	0.390	0.325	A	A
ROXFORD ST	Ralston	Bradley	1	1	800	800	687	572	0.859	0.715	D	C	0.781	0.650	C	B
ROXFORD ST	Bradley	Herrick	1	1	800	800	679	533	0.849	0.666	D	B	0.772	0.606	C	B
ROXFORD ST	Herrick	Glenoaks	1	1	800	800	274	234	0.343	0.293	A	A	0.311	0.266	A	A
ROXFORD ST	Glenoaks	Borden	1	1	800	800	355	92	0.444	0.115	A	A	0.403	0.105	A	A
ROXFORD ST	Borden	Foothill	1	1	800	800	448	99	0.560	0.124	A	A	0.509	0.113	A	A
ROXFORD ST	Foothill	210 Fwy	1	1	800	800	973	408	1.216	0.510	F	A	1.106	0.464	F	A
COBALT ST	Encinitas	unknown	1	1	600	600	363	459	0.605	0.765	B	C	0.550	0.695	A	B
COBALT ST	unknown	Telfair	1	1	600	600	221	313	0.368	0.522	A	A	0.335	0.474	A	A
COBALT ST	Telfair	El Dorado	1	1	600	600	123	124	0.205	0.207	A	A	0.186	0.188	A	A
COBALT ST	El Dorado	San Fernando	1	1	600	600	199	184	0.332	0.307	A	A	0.302	0.279	A	A
COBALT ST	Little San Fernando	Avenue 1	1	1	600	600	60	33	0.100	0.055	A	A	0.091	0.050	A	A
COBALT ST	Avenue 1	Bradley	1	1	600	600	60	33	0.100	0.055	A	A	0.091	0.050	A	A
COBALT ST	Bradley	Norris	1	1	600	600	134	68	0.223	0.113	A	A	0.203	0.103	A	A
COBALT ST	Norris	Herrick	1	1	600	600	31	47	0.052	0.078	A	A	0.047	0.071	A	A
COBALT ST	Herrick	Glenoaks	1	1	600	600	16	14	0.027	0.023	A	A	0.024	0.021	A	A
COBALT ST	Glenoaks	Fellows	1	1	600	600	172	85	0.287	0.142	A	A	0.261	0.129	A	A
COBALT ST	Fellows	Borden	1	1	600	600	44	25	0.073	0.042	A	A	0.067	0.038	A	A
COBALT ST	Borden	Chivers	1	1	600	600	30	50	0.050	0.083	A	A	0.045	0.076	A	A
COBALT ST	Chivers	Duon Field	1	1	600	600	46	50	0.077	0.083	A	A	0.070	0.076	A	A
COBALT ST	Duon Field	Foothill	1	1	600	600	31	50	0.052	0.083	A	A	0.047	0.076	A	A

Proposed Land Use Plan

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
BLED SOE ST	Encinitas	Amboy	2	2	1400	1400	4	45	0.003	0.032	A	A	0.003	0.029	A	A
BLED SOE ST	Amboy	Telfair	2	2	1400	1400	140	194	0.100	0.139	A	A	0.091	0.126	A	A
BLED SOE ST	Telfair	San Fernando	2	2	1400	1400	130	102	0.093	0.073	A	A	0.084	0.066	A	A
BLED SOE ST	San Fernando	Little San Fernando	1	1	700	700	155	229	0.221	0.327	A	A	0.201	0.297	A	A
BLED SOE ST	Little San Fernando	Bradley	1	1	700	700	16	10	0.023	0.014	A	A	0.021	0.013	A	A
BLED SOE ST	Bradley	Herrick	1	1	700	700	23	12	0.033	0.017	A	A	0.030	0.016	A	A
BLED SOE ST	Herrick	Glenoaks	1	1	700	700	23	12	0.033	0.017	A	A	0.030	0.016	A	A
BLED SOE ST	Glenoaks	Borden	1	1	700	700	18	11	0.026	0.016	A	A	0.023	0.014	A	A
BLED SOE ST	Borden	Dronfield	1	1	700	700	3	4	0.004	0.006	A	A	0.004	0.005	A	A
BLED SOE ST	Dronfield	Foothill	1	1	700	700	6	11	0.009	0.016	A	A	0.008	0.014	A	A
BLED SOE ST	Foothill	Gladstone	1	1	700	700	170	337	0.243	0.481	A	A	0.221	0.438	A	A
BLED SOE ST	Gladstone	Olive View	1	1	700	700	178	344	0.254	0.491	A	A	0.231	0.447	A	A
TYLER ST	Telfair	El Dorado	1	1	600	600	417	319	0.695	0.532	B	A	0.632	0.483	B	A
TYLER ST	El Dorado	San Fernando	1	1	600	600	417	319	0.695	0.532	B	A	0.632	0.483	B	A
TYLER ST	Herrick	De Garmo	1	1	600	600	142	54	0.237	0.090	A	A	0.215	0.082	A	A
TYLER ST	De Garmo	Glenoaks	1	1	600	600	30	80	0.050	0.133	A	A	0.045	0.121	A	A
TYLER ST	Glenoaks	Borden	1	1	600	600	4	5	0.007	0.008	A	A	0.006	0.008	A	A
TYLER ST	Borden	Phillippi	1	1	600	600	183	57	0.305	0.095	A	A	0.277	0.086	A	A
TYLER ST	Phillippi	Duon Field	1	1	600	600	143	181	0.238	0.302	A	A	0.217	0.274	A	A
TYLER ST	Duon Field	Foothill	1	1	600	600	134	161	0.223	0.268	A	A	0.203	0.244	A	A
TYLER ST	End	Gladstone	1	1	600	600	14	11	0.023	0.018	A	A	0.021	0.017	A	A
TYLER ST	Gladstone	Fenton	1	1	600	600	32	41	0.053	0.068	A	A	0.048	0.062	A	A
TYLER ST	Fenton	Olive View	1	1	600	600	101	34	0.168	0.057	A	A	0.153	0.052	A	A
BARNER AVE	Olive View	Almetz	1	1	600	600	43	40	0.072	0.067	A	A	0.065	0.061	A	A
LEEDY AVE	Kinbrook	Almetz	1	1	600	600	39	42	0.065	0.070	A	A	0.059	0.064	A	A
POLK ST	Laurel Canyon	Edgecliff	1	1	700	700	619	422	0.884	0.603	D	B	0.804	0.548	D	A
POLK ST	Edgecliff	Telfair	1	1	700	700	643	422	0.919	0.603	E	B	0.835	0.548	D	A
POLK ST	Telfair	San Fernando	1	1	800	800	597	380	0.746	0.475	C	A	0.678	0.432	B	A
POLK ST	San Fernando	Little San Fernando	2	2	1600	1600	1,358	1,039	0.849	0.649	D	B	0.772	0.590	C	A
POLK ST	Little San Fernando	Bradley	2	2	1600	1600	1,115	831	0.697	0.519	B	A	0.634	0.472	B	A
POLK ST	Bradley	Herrick	2	2	1600	1600	1,487	999	0.929	0.624	E	B	0.845	0.568	D	A
POLK ST	Herrick	Glenoaks	2	2	1600	1600	1,237	791	0.773	0.494	C	A	0.703	0.449	C	A
POLK ST	Glenoaks	Borden	2	2	1600	1600	980	745	0.613	0.466	B	A	0.557	0.423	A	A
POLK ST	Borden	Duon Field	2	2	1600	1600	692	593	0.433	0.371	A	A	0.393	0.337	A	A
POLK ST	Duon Field	Foothill	2	2	1600	1600	751	784	0.469	0.490	A	A	0.427	0.445	A	A
POLK ST	Foothill	210 EB Ramps	2	2	1600	1600	1,152	1,142	0.720	0.714	C	C	0.655	0.649	B	B
POLK ST	210 EB Ramps	210 WB Ramps	2	2	1600	1600	715	1,149	0.447	0.718	A	C	0.406	0.653	A	B
POLK ST	210 WB Ramps	Gladstone	2	2	1600	1600	959	742	0.599	0.464	A	A	0.545	0.422	A	A
POLK ST	Gladstone	(unknown)	2	2	1600	1600	931	644	0.582	0.403	A	A	0.529	0.366	A	A
POLK ST	(unknown)	Fenton	2	2	1600	1600	454	439	0.284	0.274	A	A	0.258	0.249	A	A
POLK ST	Fenton	Eldridge	2	2	1600	1600	399	454	0.249	0.284	A	A	0.227	0.258	A	A
POLK ST	Eldridge	Egbert	1	1	600	600	27	32	0.045	0.053	A	A	0.041	0.048	A	A
ORO GRANDE ST	Telfair	El Dorado	1	1	600	600	166	450	0.277	0.750	A	C	0.252	0.682	A	B
ASTORIA ST	Youngdale	El Dorado	1	1	600	600	450	166	0.750	0.277	C	A	0.682	0.252	B	A
ASTORIA ST	El Dorado	San Fernando	1	1	600	600	25	38	0.042	0.063	A	A	0.038	0.058	A	A
ASTORIA ST	Little San Fernando	Ralston	1	1	600	600	76	57	0.127	0.095	A	A	0.115	0.086	A	A
ASTORIA ST	Ralston	Bradley	1	1	600	600	48	48	0.080	0.080	A	A	0.073	0.073	A	A
ASTORIA ST	Bradley	Herrick	1	1	600	600	79	116	0.132	0.193	A	A	0.120	0.176	A	A
ASTORIA ST	Herrick	(unknown)	1	1	600	600	312	295	0.520	0.492	A	A	0.473	0.447	A	A
ASTORIA ST	(unknown)	Glenoaks	1	1	600	600	402	383	0.670	0.638	B	B	0.609	0.580	B	A
ASTORIA ST	Glenoaks	Fellows	1	1	600	600	234	184	0.390	0.307	A	A	0.355	0.279	A	A
ASTORIA ST	Fellows	Borden	1	1	600	600	153	144	0.255	0.240	A	A	0.232	0.218	A	A
ASTORIA ST	Borden	Phillippi	1	1	600	600	203	163	0.338	0.272	A	A	0.308	0.247	A	A
ASTORIA ST	Phillippi	Dronfield	1	1	600	600	189	152	0.315	0.253	A	A	0.286	0.230	A	A
ASTORIA ST	Dronfield	Foothill	1	1	600	600	164	151	0.273	0.252	A	A	0.248	0.229	A	A
ASTORIA ST	Foothill	End	1	1	600	600	822	974	1.370	1.623	F	F	1.245	1.476	F	F
ASTORIA ST	Gladstone	Wheeler	1	1	600	600	41	26	0.068	0.043	A	A	0.062	0.039	A	A
ASTORIA ST	Wheeler	Fenton	1	1	600	600	35	34	0.058	0.057	A	A	0.053	0.052	A	A
ASTORIA ST	Fenton	Eldridge	1	1	600	600	13	9	0.022	0.015	A	A	0.020	0.014	A	A
ASTORIA ST	Eldridge	Vaults	1	1	600	600	46	42	0.077	0.070	A	A	0.070	0.064	A	A
SAYRE ST	Bradley	Norris	1	1	600	600	30	59	0.050	0.098	A	A	0.045	0.089	A	A
SAYRE ST	Norris	Herrick	1	1	600	600	43	68	0.072	0.113	A	A	0.065	0.103	A	A

Proposed Land Use Plan

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
SAYRE ST	Herrick	De Garmo	1	1	600	600	34	49	0.057	0.082	A	A	0.052	0.074	A	A
SAYRE ST	De Garmo	Glenoaks	1	1	600	600	34	49	0.057	0.082	A	A	0.052	0.074	A	A
SAYRE ST	Glenoaks	Fellows	1	1	600	600	42	50	0.070	0.083	A	A	0.064	0.076	A	A
SAYRE ST	Fellows	Borden	1	1	600	600	29	40	0.048	0.067	A	A	0.044	0.061	A	A
SAYRE ST	Borden	Phillippi	1	1	600	600	155	137	0.258	0.228	A	A	0.235	0.208	A	A
SAYRE ST	Phillippi	Duon Field	1	1	600	600	29	79	0.048	0.132	A	A	0.044	0.120	A	A
SAYRE ST	Duon Field	Bromont	1	1	600	600	418	300	0.697	0.500	B	A	0.633	0.455	B	A
SAYRE ST	Bromont	Foothill	1	1	600	600	93	233	0.155	0.388	A	A	0.141	0.353	A	A
SAYRE ST	Foothill	Gladstone	1	1	600	600	67	186	0.112	0.310	A	A	0.102	0.282	A	A
SAYRE ST	Gladstone	Wheeler	1	1	600	600	16	58	0.027	0.097	A	A	0.024	0.088	A	A
SAYRE ST	Wheeler	Fenton	1	1	600	600	16	58	0.027	0.097	A	A	0.024	0.088	A	A
SAYRE ST	Fenton	Eldridge	1	1	600	600	24	87	0.040	0.145	A	A	0.036	0.132	A	A
SAYRE ST	Eldridge	Brussels	1	1	600	600	65	175	0.108	0.292	A	A	0.098	0.265	A	A
SAYRE ST	Garrick	Simshaw	1	1	600	600	47	17	0.078	0.028	A	A	0.071	0.026	A	A
SAYRE ST	Simshaw	Shablow	1	1	600	600	36	43	0.060	0.072	A	A	0.055	0.065	A	A
HUBBARD ST	Laurel Canyon	Aztec	2	2	1600	1600	654	578	0.409	0.361	A	A	0.372	0.328	A	A
HUBBARD ST	Aztec	Envoy	2	2	1600	1600	344	578	0.215	0.361	A	A	0.195	0.328	A	A
HUBBARD ST	Envoy	San Fernando	2	2	1600	1600	644	932	0.403	0.583	A	A	0.366	0.530	A	A
HUBBARD ST	San Fernando	Truman	2	2	1600	1600	2,680	1,363	1.675	0.852	F	D	1.523	0.774	F	C
HUBBARD ST	Truman	Bradley	2	2	1600	1600	1,389	1,229	0.868	0.768	D	C	0.789	0.698	C	B
HUBBARD ST	Bradley	Woodcock	2	2	1600	1600	1,237	1,053	0.773	0.658	C	B	0.703	0.598	C	A
HUBBARD ST	Woodcock	Herrick	2	2	1600	1600	1,237	1,053	0.773	0.658	C	B	0.703	0.598	C	A
HUBBARD ST	Herrick	Glenoaks	2	2	1600	1600	1,075	891	0.672	0.557	B	A	0.611	0.506	B	A
HUBBARD ST	Glenoaks	Borden	2	2	1600	1600	1,439	979	0.899	0.612	D	B	0.818	0.556	D	A
HUBBARD ST	Borden	Dronfield	2	2	1600	1600	1,173	890	0.733	0.556	C	A	0.666	0.506	B	A
HUBBARD ST	Dronfield	Adelphia	2	2	1600	1600	819	689	0.512	0.431	A	A	0.465	0.391	A	A
HUBBARD ST	Adelphia	Foothill	2	2	1600	1600	1,008	866	0.630	0.541	B	A	0.573	0.492	A	A
HUBBARD ST	Foothill	210 EB Ramps	2	2	1600	1600	1,239	932	0.774	0.583	C	A	0.704	0.530	C	A
HUBBARD ST	210 EB Ramps	210 WB Ramps	2	2	1600	1600	1,058	1,168	0.661	0.730	B	C	0.601	0.664	B	B
HUBBARD ST	210 WB Ramps	Gladstone	2	2	1600	1600	1,390	1,033	0.869	0.646	D	B	0.790	0.587	C	A
HUBBARD ST	Gladstone	Fenton	2	2	1600	1600	692	565	0.433	0.353	A	A	0.393	0.321	A	A
HUBBARD ST	Fenton	Eldridge	2	2	1600	1600	754	649	0.471	0.406	A	A	0.428	0.369	A	A
HUBBARD ST	Eldridge	Simshaw	2	2	1400	1400	371	332	0.265	0.237	A	A	0.241	0.216	A	A
HUBBARD ST	Simshaw	Shablow	2	2	1400	1400	292	143	0.209	0.102	A	A	0.190	0.093	A	A
HUBBARD ST	Shablow	Candlewood	2	2	1400	1400	292	143	0.209	0.102	A	A	0.190	0.093	A	A
RAJAH ST	Simshaw	Shablow	1	1	600	600	13	7	0.022	0.012	A	A	0.020	0.011	A	A
RAJAH ST	Shablow	Hubbard/Gavina	1	1	600	600	13	7	0.022	0.012	A	A	0.020	0.011	A	A
RAJAH ST	Hubbard/Gavina	Wallabi	1	1	600	600	36	45	0.060	0.075	A	A	0.055	0.068	A	A
GRIDLEY ST (north segment)	Fenton	Eldridge	1	1	600	600	236	166	0.393	0.277	A	A	0.358	0.252	A	A
GRIDLEY ST (south segment)	Fenton	Eldridge	1	1	600	600	19	18	0.032	0.030	A	A	0.029	0.027	A	A
FREMONT ST (north segment)	Gladstone	Fenton	1	1	600	600	28	10	0.047	0.017	A	A	0.042	0.015	A	A
FREMONT ST (south segment)	Gladstone	Fenton	1	1	600	600	28	10	0.047	0.017	A	A	0.042	0.015	A	A
HARDING ST	Fenton	Cranston	1	1	600	600	269	141	0.448	0.235	A	A	0.408	0.214	A	A
HARDING ST	Cranston	Eldridge	1	1	600	600	28	18	0.047	0.030	A	A	0.042	0.027	A	A
HARDING ST	Eldridge	Maclay	1	1	600	600	28	18	0.047	0.030	A	A	0.042	0.027	A	A
HARDING ST	Maclay	Via Serena	1	1	600	600	352	181	0.587	0.302	A	A	0.533	0.274	A	A
HARDING ST	Via Serena	Via Santa Marta	1	1	600	600	133	3	0.222	0.005	A	A	0.202	0.005	A	A
MACLAY ST	8th St	Bromont	2	2	1400	1400	393	163	0.281	0.116	A	A	0.255	0.106	A	A
MACLAY ST	Bromont	Foothill	2	2	1400	1400	374	163	0.267	0.116	A	A	0.243	0.106	A	A
MACLAY ST	Foothill	210 EB Ramps	2	2	1400	1400	725	295	0.518	0.211	A	A	0.471	0.192	A	A
MACLAY ST	210 EB Ramps	210 WB Ramps	2	2	1400	1400	254	522	0.181	0.373	A	A	0.165	0.339	A	A
MACLAY ST	210 WB Ramps	Gladstone	1	1	700	700	847	394	1.210	0.563	F	A	1.100	0.512	F	A
MACLAY ST	Gladstone	Fenton	1	1	700	700	583	289	0.833	0.413	D	A	0.757	0.375	C	A
MACLAY ST	Fenton	(unknown)	1	1	600	600	323	163	0.538	0.272	A	A	0.489	0.247	A	A
MACLAY ST	(unknown)	Harding	1	1	600	600	323	163	0.538	0.272	A	A	0.489	0.247	A	A
ARROYO ST	Foothill	Gladstone	1	1	600	600	217	350	0.362	0.583	A	A	0.329	0.530	A	A
RINALDI ST	5 Fwy	Laurel Canyon	2	2	1600	1600	1,963	1,795	1.227	1.122	F	F	1.115	1.020	F	F

Weighted V/C

Proposed Land Use Plan

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	
								Total Links			305	305	610				
								Links at E or F (w/o ATSAC)			39	10	49	8%			
								Links at E or F (with ATSAC)			26	9	35	6%			0.695

Transportation Alternative 1

Segment	From	To	Off Peak Lanes		Capacity		Volumes		V/C Ratio Without ATSC		Level of Service Without ATSC		V/C Ratio With ATSC		Level of Service With ATSC	
			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
ENCINITAS AVE	Roxford	Cobalt	1	1	700	700	640	393	0.914	0.561	E	A	0.831	0.510	D	A
ENCINITAS AVE	Cobalt	El Cajon	1	1	700	700	198	63	0.283	0.090	A	A	0.257	0.082	A	A
ENCINITAS AVE	El Cajon	Bledsoe	1	1	700	700	84	45	0.120	0.064	A	A	0.109	0.058	A	A
LAUREL CANYON BLVD	Hubbard	Rinaldi	1	1	700	700	1,634	1,139	2.334	1.627	F	F	2.122	1.479	F	F
YOUNGDALE AVE	Astoria	Osceola	1	1	600	600	52	47	0.087	0.078	A	A	0.079	0.071	A	A
YOUNGDALE AVE	Osceola	Envoy	1	1	600	600	217	115	0.362	0.192	A	A	0.329	0.174	A	A
YOUNGDALE AVE	Envoy	Aztec	1	1	600	600	142	22	0.237	0.037	A	A	0.215	0.033	A	A
AZTEC ST	Youngdale	Hubbard	1	1	600	600	142	22	0.237	0.037	A	A	0.215	0.033	A	A
ENVOY ST	Youngdale	Hubbard	1	1	600	600	664	680	1.107	1.133	F	F	1.006	1.030	F	F
TELFAIR AVE	A St	Roxford	1	1	600	600	237	404	0.395	0.673	A	B	0.359	0.612	A	B
TELFAIR AVE	Roxford	Larkspur	1	1	600	600	117	103	0.195	0.172	A	A	0.177	0.156	A	A
TELFAIR AVE	Larkspur	Cobalt	1	1	600	600	215	166	0.358	0.277	A	A	0.326	0.252	A	A
TELFAIR AVE	Cobalt	El Cajon	1	1	600	600	394	233	0.657	0.388	B	A	0.597	0.353	A	A
TELFAIR AVE	El Cajon	Bledsoe	1	1	600	600	525	326	0.875	0.543	D	A	0.795	0.494	C	A
TELFAIR AVE	Bledsoe	Tyler	1	1	600	600	555	355	0.925	0.592	E	A	0.841	0.538	D	A
TELFAIR AVE	Tyler	Polk	1	1	600	600	440	184	0.733	0.307	C	A	0.667	0.279	B	A
TELFAIR AVE	Polk	Oro Grande	1	1	600	600	289	177	0.482	0.295	A	A	0.438	0.268	A	A
EL DORADO AVE	Oro Grande	Astoria	1	1	600	600	289	177	0.482	0.295	A	A	0.438	0.268	A	A
SAN FERNANDO RD	Golden State Fwy	Golden State Rd	2	2	1600	1600	1,272	345	0.795	0.216	C	A	0.723	0.196	C	A
SAN FERNANDO RD	Golden State Rd	Olden	2	2	1600	1600	1,192	273	0.745	0.171	C	A	0.677	0.155	B	A
SAN FERNANDO RD	Olden	Roxford	2	2	1600	1600	1,280	486	0.800	0.304	D	A	0.727	0.276	C	A
SAN FERNANDO RD	Roxford	Cobalt	2	2	1600	1600	1,461	562	0.913	0.351	E	A	0.830	0.319	D	A
SAN FERNANDO RD	Cobalt	Bledsoe	2	2	1600	1600	1,522	651	0.951	0.407	E	A	0.865	0.370	D	A
SAN FERNANDO RD	Bledsoe	Tyler	2	2	1600	1600	1,442	601	0.901	0.376	E	A	0.819	0.341	D	A
SAN FERNANDO RD	Tyler	Polk	2	2	1600	1600	1,558	772	0.974	0.483	E	A	0.885	0.439	D	A
SAN FERNANDO RD	Polk	Astoria	2	2	1600	1600	1,949	1,173	1.218	0.733	F	C	1.107	0.666	F	B
SAN FERNANDO RD	Astoria	Bleeker	2	2	1600	1600	1,949	1,173	1.218	0.733	F	C	1.107	0.666	F	B
SAN FERNANDO RD	Bleeker	Hubbard	2	2	1600	1600	1,258	1,164	0.786	0.728	C	C	0.715	0.661	C	B
Little SAN FERNANDO RD	Cobalt	Bledsoe	1	1	600	600	37	29	0.062	0.048	A	A	0.056	0.044	A	A
RALSTON AVE	Olden	Roxford	1	1	600	600	40	41	0.067	0.068	A	A	0.061	0.062	A	A
BRADLEY AVE	Yarnell	Excelsior	1	1	600	600	200	174	0.333	0.290	A	A	0.303	0.264	A	A
BRADLEY AVE	Excelsior	Olden	1	1	600	600	78	47	0.130	0.078	A	A	0.118	0.071	A	A
BRADLEY AVE	Olden	Roxford	1	1	600	600	127	41	0.212	0.068	A	A	0.192	0.062	A	A
BRADLEY AVE	Roxford	Cobalt	1	1	600	600	109	46	0.182	0.077	A	A	0.165	0.070	A	A
BRADLEY AVE	Cobalt	Bledsoe	1	1	600	600	161	36	0.268	0.060	A	A	0.244	0.055	A	A
BRADLEY AVE (north segment)	Bledsoe	Polk	1	1	600	600	169	39	0.282	0.065	A	A	0.256	0.059	A	A
BRADLEY AVE (south segment)	Bledsoe	Polk	1	1	600	600	218	194	0.363	0.323	A	A	0.330	0.294	A	A
BRADLEY AVE	Polk	Astoria	1	1	600	600	283	89	0.472	0.148	A	A	0.429	0.135	A	A
BRADLEY AVE	Astoria	Dyer	1	1	600	600	375	152	0.625	0.253	B	A	0.568	0.230	A	A
BRADLEY AVE	Dyer	Sayre	1	1	600	600	722	295	1.203	0.492	F	A	1.094	0.447	F	A
BRADLEY AVE	Sayre	Aztec	1	1	600	600	646	263	1.077	0.438	F	A	0.979	0.398	E	A
BRADLEY AVE	Aztec	Hubbard	1	1	600	600	719	288	1.198	0.480	F	A	1.089	0.436	F	A
HERRICK AVE	Olden	Roxford	1	1	600	600	669	540	1.115	0.900	F	E	1.014	0.818	F	D
HERRICK AVE	Roxford	Cobalt	1	1	600	600	276	167	0.460	0.278	A	A	0.418	0.253	A	A
HERRICK AVE	Cobalt	Rosales	1	1	600	600	261	131	0.435	0.218	A	A	0.395	0.198	A	A
HERRICK AVE	Rosales	Bledsoe	1	1	600	600	328	175	0.547	0.292	A	A	0.497	0.265	A	A
HERRICK AVE	Bledsoe	Ryan	1	1	600	600	328	175	0.547	0.292	A	A	0.497	0.265	A	A
HERRICK AVE	Ryan	Tyler	1	1	600	600	319	157	0.532	0.262	A	A	0.483	0.238	A	A
HERRICK AVE	Tyler	Polk	1	1	600	600	537	240	0.895	0.400	D	A	0.814	0.364	D	A
HERRICK AVE	Polk	Paddock	1	1	600	600	423	282	0.705	0.470	C	A	0.641	0.427	B	A
HERRICK AVE	Paddock	Astoria	1	1	600	600	296	153	0.493	0.255	A	A	0.448	0.232	A	A
HERRICK AVE	Astoria	Sayre	1	1	600	600	466	314	0.777	0.523	C	A	0.706	0.476	C	A
HERRICK AVE	Sayre	Beaver	1	1	600	600	492	318	0.820	0.530	D	A	0.745	0.482	C	A
HERRICK AVE	Beaver	Hubbard	1	1	600	600	527	313	0.878	0.522	D	A	0.798	0.474	C	A
GLENOAKS BLVD	Foothill	Monte	2	2	1400	1400	654	327	0.467	0.234	A	A	0.425	0.212	A	A
GLENOAKS BLVD	Monte	Roxford	2	2	1400	1400	653	314	0.466	0.224	A	A	0.424	0.204	A	A
GLENOAKS BLVD	Roxford	Cobalt	2	2	1400	1400	894	244	0.639	0.174	B	A	0.581	0.158	A	A
GLENOAKS BLVD	Cobalt	Bledsoe	2	2	1400	1400	1,046	311	0.747	0.222	C	A	0.679	0.202	B	A
GLENOAKS BLVD	Bledsoe	El Casco	2	2	1400	1400	1,050	318	0.750	0.227	C	A	0.682	0.206	B	A
GLENOAKS BLVD	El Casco	Tyler	2	2	1400	1400	1,031	269	0.736	0.192	C	A	0.669	0.175	B	A
GLENOAKS BLVD	Tyler	Polk	2	2	1400	1400	1,150	313	0.821	0.224	D	A	0.747	0.203	C	A
GLENOAKS BLVD	Polk	Astoria	2	2	1400	1400	840	202	0.600	0.144	B	A	0.545	0.131	A	A
GLENOAKS BLVD	Astoria	Sayre	2	2	1400	1400	850	166	0.607	0.119	B	A	0.552	0.108	A	A

Transportation Alternative 1

Segment	From	To	Off Peak Lanes		Capacity		Volumes		V/C Ratio Without ATSC		Level of Service Without ATSC		V/C Ratio With ATSC		Level of Service With ATSC	
			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
GLENOAKS BLVD	Sayre	Herron	2	2	1400	1400	844	160	0.603	0.114	B	A	0.548	0.104	A	A
BORDEN AVE	Roxford	Larkspur	1	1	600	600	87	21	0.145	0.035	A	A	0.132	0.032	A	A
BORDEN AVE	Larkspur	Cobalt	1	1	600	600	89	26	0.148	0.043	A	A	0.135	0.039	A	A
BORDEN AVE	Cobalt	Bledsoe	1	1	600	600	46	24	0.077	0.040	A	A	0.070	0.036	A	A
BORDEN AVE (north segment)	Bledsoe	Tyler	1	1	600	600	34	8	0.057	0.013	A	A	0.052	0.012	A	A
BORDEN AVE (south segment)	Bledsoe	Tyler	1	1	600	600	53	40	0.088	0.067	A	A	0.080	0.061	A	A
BORDEN AVE	Tyler	Lakeside	1	1	600	600	237	69	0.395	0.115	A	A	0.359	0.105	A	A
BORDEN AVE	Lakeside	Polk	1	1	600	600	384	169	0.640	0.282	B	A	0.582	0.256	A	A
BORDEN AVE	Polk	(unknown)	1	1	600	600	180	126	0.300	0.210	A	A	0.273	0.191	A	A
BORDEN AVE	(unknown)	Astoria	1	1	600	600	152	80	0.253	0.133	A	A	0.230	0.121	A	A
BORDEN AVE	Astoria	Sayre	1	1	600	600	143	40	0.238	0.067	A	A	0.217	0.061	A	A
BORDEN AVE	Sayre	Beaver	1	1	600	600	313	99	0.522	0.165	A	A	0.474	0.150	A	A
BORDEN AVE	Beaver	Hubbard	1	1	600	600	412	152	0.687	0.253	B	A	0.624	0.230	B	A
DUON FIELD AVE	Foothill	Cobalt	1	1	600	600	59	94	0.098	0.157	A	A	0.089	0.142	A	A
DUON FIELD AVE	Cobalt	Bledsoe	1	1	600	600	59	94	0.098	0.157	A	A	0.089	0.142	A	A
DUON FIELD AVE	Bledsoe	El Casco	1	1	600	600	60	95	0.100	0.158	A	A	0.091	0.144	A	A
DUON FIELD AVE	El Casco	Tyler	1	1	600	600	42	37	0.070	0.062	A	A	0.064	0.056	A	A
DUON FIELD AVE	Tyler	(unknown)	1	1	600	600	72	48	0.120	0.080	A	A	0.109	0.073	A	A
DUON FIELD AVE	(unknown)	Polk	1	1	600	600	136	83	0.227	0.138	A	A	0.206	0.126	A	A
DUON FIELD AVE	Polk	Astoria	1	1	600	600	69	29	0.115	0.048	A	A	0.105	0.044	A	A
DUON FIELD AVE	Astoria	DWY	1	1	600	600	65	62	0.108	0.103	A	A	0.098	0.094	A	A
DUON FIELD AVE	DWY	Raven	1	1	600	600	79	74	0.132	0.123	A	A	0.120	0.112	A	A
DUON FIELD AVE	Raven	Sayre	1	1	600	600	128	107	0.213	0.178	A	A	0.194	0.162	A	A
DUON FIELD AVE	Sayre	Beaver	1	1	600	600	479	256	0.798	0.427	C	A	0.726	0.388	C	A
DUON FIELD AVE	Beaver	Hubbard	1	1	600	600	328	171	0.547	0.285	A	A	0.497	0.259	A	A
SIERRA HWY (north segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,156	1,268	1.540	0.906	F	E	1.400	0.823	F	D
SIERRA HWY (south segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,156	1,268	1.540	0.906	F	E	1.400	0.823	F	D
FOOTHILL BLVD	Sierra Hwy	DWY #1	1	1	800	800	2,041	345	2.551	0.431	F	A	2.319	0.392	F	A
FOOTHILL BLVD	DWY #1	DWY #2	1	1	800	800	2,041	345	2.551	0.431	F	A	2.319	0.392	F	A
FOOTHILL BLVD	DWY #2	Balboa Blvd	1	1	800	800	2,013	492	2.516	0.615	F	B	2.288	0.559	F	A
FOOTHILL BLVD	Balboa Blvd	Balboa Blvd	2	2	1600	1600	934	484	0.584	0.303	A	A	0.531	0.275	A	A
FOOTHILL BLVD	Balboa Blvd	Filbert	2	2	1600	1600	1,170	493	0.731	0.308	C	A	0.665	0.280	B	A
FOOTHILL BLVD	Filbert	Yarnell	1	1	800	800	1,124	474	1.405	0.593	F	A	1.277	0.539	F	A
FOOTHILL BLVD	Yarnell	De Garmo	2	2	1600	1600	1,785	1,206	1.116	0.754	F	C	1.014	0.685	F	B
FOOTHILL BLVD	De Garmo	Glenoaks	2	2	1600	1600	1,498	984	0.936	0.615	E	B	0.851	0.559	D	A
FOOTHILL BLVD	Glenoaks	Roxford	2	2	1600	1600	865	665	0.541	0.416	A	A	0.491	0.378	A	A
FOOTHILL BLVD	Roxford	Ararat	2	2	1600	1600	1,594	1,201	0.996	0.751	E	C	0.906	0.682	E	B
FOOTHILL BLVD	Ararat	Cobalt	2	2	1600	1600	1,534	1,106	0.959	0.691	E	B	0.872	0.628	D	B
FOOTHILL BLVD	Cobalt	Bledsoe	2	2	1600	1600	1,588	1,127	0.993	0.704	E	C	0.902	0.640	E	B
FOOTHILL BLVD	Bledsoe	Tyler	2	2	1600	1600	1,514	974	0.946	0.609	E	B	0.860	0.553	D	A
FOOTHILL BLVD	Tyler	Polk	2	2	1600	1600	1,677	1,104	1.048	0.690	F	B	0.953	0.627	E	B
FOOTHILL BLVD	Polk	Astoria	2	2	1600	1600	1,716	1,314	1.073	0.821	F	D	0.975	0.747	E	C
FOOTHILL BLVD	Astoria	Sayre	2	2	1600	1600	2,000	1,698	1.250	1.061	F	F	1.136	0.965	F	E
FOOTHILL BLVD	Sayre	Hubbard	2	2	1600	1600	2,190	1,813	1.369	1.133	F	F	1.244	1.030	F	F
FOOTHILL BLVD	Hubbard	Harding	2	2	1600	1600	2,255	1,689	1.409	1.056	F	F	1.281	0.960	F	E
FOOTHILL BLVD	Harding	Maclay	2	2	1600	1600	2,296	1,821	1.435	1.138	F	F	1.305	1.035	F	F
FOOTHILL BLVD (north segment)	Maclay	Arroyo	2	2	1600	1600	2,238	1,438	1.399	0.899	F	D	1.272	0.817	F	D
FOOTHILL BLVD (south segment)	Arroyo	Vaughn	2	2	1600	1600	2,070	1,648	1.294	1.030	F	F	1.176	0.936	F	E
GLADSTONE AVE	Bledsoe	Polk (Tyler)	1	1	600	600	15	30	0.025	0.050	A	A	0.023	0.045	A	A
GLADSTONE AVE	Polk	Astoria	1	1	600	600	152	78	0.253	0.130	A	A	0.230	0.118	A	A
GLADSTONE AVE	Astoria	Oscar	1	1	600	600	152	78	0.253	0.130	A	A	0.230	0.118	A	A
GLADSTONE AVE	Oscar	Sayre	1	1	600	600	287	178	0.478	0.297	A	A	0.435	0.270	A	A
GLADSTONE AVE	Sayre	Hubbard	1	1	600	600	251	53	0.418	0.088	A	A	0.380	0.080	A	A
GLADSTONE AVE	Hubbard	Leach	1	1	600	600	434	451	0.723	0.752	C	C	0.658	0.683	B	B
GLADSTONE AVE	Leach	Fernmont	1	1	600	600	112	65	0.187	0.108	A	A	0.170	0.098	A	A
GLADSTONE AVE	Fernmont	Harding	1	1	600	600	101	52	0.168	0.087	A	A	0.153	0.079	A	A
GLADSTONE AVE	Harding	Maclay	1	1	600	600	216	95	0.360	0.158	A	A	0.327	0.144	A	A
FENTON AVE	Tyler	Polk	1	1	600	600	31	46	0.052	0.077	A	A	0.047	0.070	A	A
FENTON AVE	Polk	Astoria	1	1	600	600	39	44	0.065	0.073	A	A	0.059	0.067	A	A
FENTON AVE	Astoria	Dyer	1	1	600	600	13	9	0.022	0.015	A	A	0.020	0.014	A	A
FENTON AVE	Dyer	Sayre	1	1	600	600	68	39	0.113	0.065	A	A	0.103	0.059	A	A
FENTON AVE	Sayre	Hubbard	1	1	600	600	47	31	0.078	0.052	A	A	0.071	0.047	A	A
FENTON AVE	Hubbard	Leach	1	1	600	600	47	50	0.078	0.083	A	A	0.071	0.076	A	A

Transportation Alternative 1

Segment	From	To	Off Peak Lanes		Capacity		Volumes		V/C Ratio Without ATSSAC		Level of Service Without ATSSAC		V/C Ratio With ATSSAC		Level of Service With ATSSAC	
			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
FENTON AVE	Gridley	Fernmont	1	1	600	600	5	11	0.008	0.018	A	A	0.008	0.017	A	A
FENTON AVE (north segment)	Fernmont	Harding	1	1	600	600	15	24	0.025	0.040	A	A	0.023	0.036	A	A
FENTON AVE (south segment)	Fernmont	Harding	1	1	600	600	41	11	0.068	0.018	A	A	0.062	0.017	A	A
FENTON AVE	Harding	Alexander	1	1	600	600	331	180	0.552	0.300	A	A	0.502	0.273	A	A
FENTON AVE	Alexander	Maclay	1	1	600	600	321	159	0.535	0.265	A	A	0.486	0.241	A	A
OLIVE VIEW DR	210 Fwy	Kennedy	2	2	1400	1400	103	31	0.074	0.022	A	A	0.067	0.020	A	A
OLIVE VIEW DR	Kennedy	Bledsoe	2	2	1400	1400	96	42	0.069	0.030	A	A	0.062	0.027	A	A
OLIVE VIEW DR	Bledsoe	Fenton	2	2	1400	1400	183	173	0.131	0.124	A	A	0.119	0.112	A	A
OLIVE VIEW DR	Fenton	Tyler	2	2	1400	1400	153	167	0.109	0.119	A	A	0.099	0.108	A	A
ELDRIDGE AVE	Polk	(unkown)	1	1	600	600	507	459	0.845	0.765	D	C	0.768	0.695	C	B
ELDRIDGE AVE	(unkown)	Astoria	1	1	600	600	514	218	0.857	0.363	D	A	0.779	0.330	C	A
ELDRIDGE AVE	Astoria	Sayre	1	1	600	600	501	209	0.835	0.348	D	A	0.759	0.317	C	A
ELDRIDGE AVE	Sayre	Aztec	2	2	1200	1200	397	168	0.331	0.140	A	A	0.301	0.127	A	A
ELDRIDGE AVE	Aztec	Hubbard	2	2	1200	1200	640	506	0.533	0.422	A	A	0.485	0.383	A	A
ELDRIDGE AVE	Hubbard	Hubbard	2	2	1200	1200	255	183	0.213	0.153	A	A	0.193	0.139	A	A
ELDRIDGE AVE	Gridley	Harding	1	1	600	600	33	28	0.055	0.047	A	A	0.050	0.042	A	A
ALMETZ ST	Barner	Leedy	1	1	600	600	32	33	0.053	0.055	A	A	0.048	0.050	A	A
KINBROOK ST	Leedy	Polk	1	1	600	600	38	28	0.063	0.047	A	A	0.058	0.042	A	A
EGBERT ST	Polk	Badger	1	1	600	600	25	49	0.042	0.082	A	A	0.038	0.074	A	A
EGBERT ST	Badger	Astoria	1	1	600	600	30	41	0.050	0.068	A	A	0.045	0.062	A	A
SIMSHAW AVE	Sayre	Hubbard	1	1	600	600	12	45	0.020	0.075	A	A	0.018	0.068	A	A
SHABLOW AVE	Hubbard	Rajah	1	1	600	600	32	39	0.053	0.065	A	A	0.048	0.059	A	A
GAVINA AVE	Candlewood	Rajah	2	2	1400	1400	7	117	0.005	0.084	A	A	0.005	0.076	A	A
GAVINA AVE	Rajah	N Pacoima Canyon	2	2	1400	1400	3	110	0.002	0.079	A	A	0.002	0.071	A	A
GAVINA AVE	N Pacoima Canyon	Via Santa Marta	1	1	600	600	110	3	0.183	0.005	A	A	0.167	0.005	A	A
YARNELL ST	End	Bradley	1	1	700	700	30	46	0.043	0.066	A	A	0.039	0.060	A	A
YARNELL ST	Bradley	Foothill	1	1	700	700	232	157	0.331	0.224	A	A	0.301	0.204	A	A
YARNELL ST	Foothill	210 Fwy	2	2	1400	1400	1,135	1,133	0.811	0.809	D	D	0.737	0.736	C	C
OLDEN ST	A St	San Fernando	1	1	600	600	265	139	0.442	0.232	A	A	0.402	0.211	A	A
OLDEN ST	End	Ralston	1	1	600	600	38	31	0.063	0.052	A	A	0.058	0.047	A	A
OLDEN ST	Ralston	Bradley	1	1	600	600	27	30	0.045	0.050	A	A	0.041	0.045	A	A
OLDEN ST	Bradley	Norris	1	1	600	600	60	4	0.100	0.007	A	A	0.091	0.006	A	A
OLDEN ST	Norris	Herrick	1	1	600	600	318	383	0.530	0.638	A	B	0.482	0.580	A	A
OLDEN ST	Herrick	De Garmo	1	1	600	600	462	397	0.770	0.662	C	B	0.700	0.602	C	B
DE GARMO AVE	Olden St	Foothill	1	1	600	600	462	397	0.770	0.662	C	B	0.700	0.602	C	B
ROXFORD ST	5 Fwy	Encinitas	2	2	1600	1600	1,135	1,484	0.709	0.928	C	E	0.645	0.843	B	D
ROXFORD ST	Encinitas	Telfair	1	2	800	1600	406	558	0.508	0.349	A	A	0.461	0.317	A	A
ROXFORD ST	Telfair	El Dorado	2	2	1600	1600	292	262	0.183	0.164	A	A	0.166	0.149	A	A
ROXFORD ST	El Dorado	San Fernando	2	2	1600	1600	292	262	0.183	0.164	A	A	0.166	0.149	A	A
ROXFORD ST	San Fernando	Ralston	2	2	1600	1600	681	544	0.426	0.340	A	A	0.387	0.309	A	A
ROXFORD ST	Ralston	Bradley	1	1	800	800	681	544	0.851	0.680	D	B	0.774	0.618	C	B
ROXFORD ST	Bradley	Herrick	1	1	800	800	616	502	0.770	0.628	C	B	0.700	0.570	C	A
ROXFORD ST	Herrick	Glenoaks	1	1	800	800	249	155	0.311	0.194	A	A	0.283	0.176	A	A
ROXFORD ST	Glenoaks	Borden	1	1	800	800	461	56	0.576	0.070	A	A	0.524	0.064	A	A
ROXFORD ST	Borden	Foothill	1	1	800	800	536	65	0.670	0.081	B	A	0.609	0.074	B	A
ROXFORD ST	Foothill	210 Fwy	1	1	800	800	1,103	445	1.379	0.556	F	A	1.253	0.506	F	A
COBALT ST	Encinitas	unknown	1	1	600	600	349	462	0.582	0.770	A	C	0.529	0.700	A	C
COBALT ST	unknown	Telfair	1	1	600	600	215	316	0.358	0.527	A	A	0.326	0.479	A	A
COBALT ST	Telfair	El Dorado	1	1	600	600	139	128	0.232	0.213	A	A	0.211	0.194	A	A
COBALT ST	El Dorado	San Fernando	1	1	600	600	207	179	0.345	0.298	A	A	0.314	0.271	A	A
COBALT ST	Little San Fernando	Avenue 1	1	1	600	600	37	29	0.062	0.048	A	A	0.056	0.044	A	A
COBALT ST	Avenue 1	Bradley	1	1	600	600	37	29	0.062	0.048	A	A	0.056	0.044	A	A
COBALT ST	Bradley	Norris	1	1	600	600	137	66	0.228	0.110	A	A	0.208	0.100	A	A
COBALT ST	Norris	Herrick	1	1	600	600	32	49	0.053	0.082	A	A	0.048	0.074	A	A
COBALT ST	Herrick	Glenoaks	1	1	600	600	16	13	0.027	0.022	A	A	0.024	0.020	A	A
COBALT ST	Glenoaks	Fellows	1	1	600	600	172	83	0.287	0.138	A	A	0.261	0.126	A	A
COBALT ST	Fellows	Borden	1	1	600	600	5	39	0.008	0.065	A	A	0.008	0.059	A	A
COBALT ST	Borden	Chivers	1	1	600	600	7	45	0.012	0.075	A	A	0.011	0.068	A	A
COBALT ST	Chivers	Duon Field	1	1	600	600	7	45	0.012	0.075	A	A	0.011	0.068	A	A
COBALT ST	Duon Field	Foothill	1	1	600	600	7	45	0.012	0.075	A	A	0.011	0.068	A	A
BLEDSOE ST	Encinitas	Amboy	2	2	1200	1200	34	84	0.028	0.070	A	A	0.026	0.064	A	A
BLEDSOE ST	Amboy	Telfair	2	2	1200	1200	105	194	0.088	0.162	A	A	0.080	0.147	A	A
BLEDSOE ST	Telfair	San Fernando	2	2	1200	1200	55	143	0.046	0.119	A	A	0.042	0.108	A	A

Transportation Alternative 1

Segment	From	To	Off Peak Lanes		Capacity		Volumes		V/C Ratio Without ATSC		Level of Service Without ATSC		V/C Ratio With ATSC		Level of Service With ATSC	
			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
BLED SOE ST	San Fernando	Little San Fernando	1	1	600	600	135	254	0.225	0.423	A	A	0.205	0.385	A	A
BLED SOE ST	Little San Fernando	Bradley	1	1	600	600	15	7	0.025	0.012	A	A	0.023	0.011	A	A
BLED SOE ST	Bradley	Herrick	1	1	600	600	23	10	0.038	0.017	A	A	0.035	0.015	A	A
BLED SOE ST	Herrick	Glenoaks	1	1	600	600	23	10	0.038	0.017	A	A	0.035	0.015	A	A
BLED SOE ST	Glenoaks	Borden	1	1	600	600	16	7	0.027	0.012	A	A	0.024	0.011	A	A
BLED SOE ST	Borden	Dronfield	1	1	600	600	33	25	0.055	0.042	A	A	0.050	0.038	A	A
BLED SOE ST	Dronfield	Foothill	1	1	600	600	37	27	0.062	0.045	A	A	0.056	0.041	A	A
BLED SOE ST	Foothill	Gladstone	1	1	600	600	173	101	0.288	0.168	A	A	0.262	0.153	A	A
BLED SOE ST	Gladstone	Olive View	1	1	600	600	174	87	0.290	0.145	A	A	0.264	0.132	A	A
TYLER ST	Telfair	El Dorado	1	1	600	600	344	288	0.573	0.480	A	A	0.521	0.436	A	A
TYLER ST	El Dorado	San Fernando	1	1	600	600	344	288	0.573	0.480	A	A	0.521	0.436	A	A
TYLER ST	Herrick	De Garmo	1	1	600	600	220	84	0.367	0.140	A	A	0.333	0.127	A	A
TYLER ST	De Garmo	Glenoaks	1	1	600	600	49	128	0.082	0.213	A	A	0.074	0.194	A	A
TYLER ST	Glenoaks	Borden	1	1	600	600	6	9	0.010	0.015	A	A	0.009	0.014	A	A
TYLER ST	Borden	Phillippi	1	1	600	600	197	59	0.328	0.098	A	A	0.298	0.089	A	A
TYLER ST	Phillippi	Duon Field	1	1	600	600	139	192	0.232	0.320	A	A	0.211	0.291	A	A
TYLER ST	Duon Field	Foothill	1	1	600	600	129	162	0.215	0.270	A	A	0.195	0.245	A	A
TYLER ST	End	Gladstone	1	1	600	600	46	28	0.077	0.047	A	A	0.070	0.042	A	A
TYLER ST	Gladstone	Fenton	1	1	600	600	46	28	0.077	0.047	A	A	0.070	0.042	A	A
TYLER ST	Fenton	Olive View	1	1	600	600	46	28	0.077	0.047	A	A	0.070	0.042	A	A
BARNER AVE	Olive View	Almetz	1	1	600	600	46	28	0.077	0.047	A	A	0.070	0.042	A	A
LEEDY AVE	Kinbrook	Almetz	1	1	600	600	26	33	0.043	0.055	A	A	0.039	0.050	A	A
POLK ST	Laurel Canyon	Edgecliff	1	1	700	700	690	195	0.986	0.279	E	A	0.896	0.253	D	A
POLK ST	Edgecliff	Telfair	1	1	700	700	690	195	0.986	0.279	E	A	0.896	0.253	D	A
POLK ST	Telfair	San Fernando	1	1	800	800	540	188	0.675	0.235	B	A	0.614	0.214	B	A
POLK ST	San Fernando	Little San Fernando	2	2	1600	1600	1,495	1,150	0.934	0.719	E	C	0.849	0.653	D	B
POLK ST	Little San Fernando	Bradley	2	2	1600	1600	1,203	847	0.752	0.529	C	A	0.684	0.481	B	A
POLK ST	Bradley	Herrick	2	2	1600	1600	1,566	1,039	0.979	0.649	E	B	0.890	0.590	D	A
POLK ST	Herrick	Glenoaks	2	2	1600	1600	1,261	890	0.788	0.556	C	A	0.716	0.506	C	A
POLK ST	Glenoaks	Borden	2	2	1600	1600	1,040	869	0.650	0.543	B	A	0.591	0.494	A	A
POLK ST	Borden	Duon Field	2	2	1600	1600	727	716	0.454	0.448	A	A	0.413	0.407	A	A
POLK ST	Duon Field	Foothill	2	2	1600	1600	780	783	0.488	0.489	A	A	0.443	0.445	A	A
POLK ST	Foothill	210 EB Ramps	2	2	1600	1600	1,079	1,251	0.674	0.782	B	C	0.613	0.711	B	C
POLK ST	210 EB Ramps	210 WB Ramps	2	2	1600	1600	647	1,204	0.404	0.753	A	C	0.368	0.684	A	B
POLK ST	210 WB Ramps	Gladstone	2	2	1600	1600	840	603	0.525	0.377	A	A	0.477	0.343	A	A
POLK ST	Gladstone	(unknown)	2	2	1600	1600	815	505	0.509	0.316	A	A	0.463	0.287	A	A
POLK ST	(unknown)	Fenton	2	2	1600	1600	315	348	0.197	0.218	A	A	0.179	0.198	A	A
POLK ST	Fenton	Eldridge	2	2	1600	1600	315	348	0.197	0.218	A	A	0.179	0.198	A	A
POLK ST	Eldridge	Egbert	1	1	600	600	39	36	0.065	0.060	A	A	0.059	0.055	A	A
ORO GRANDE ST	Telfair	El Dorado	1	1	600	600	177	289	0.295	0.482	A	A	0.268	0.438	A	A
ASTORIA ST	Youngdale	El Dorado	1	1	600	600	289	177	0.482	0.295	A	A	0.438	0.268	A	A
ASTORIA ST	El Dorado	San Fernando	1	1	600	600	41	48	0.068	0.080	A	A	0.062	0.073	A	A
ASTORIA ST	Little San Fernando	Ralston	1	1	600	600	84	58	0.140	0.097	A	A	0.127	0.088	A	A
ASTORIA ST	Ralston	Bradley	1	1	600	600	28	29	0.047	0.048	A	A	0.042	0.044	A	A
ASTORIA ST	Bradley	Herrick	1	1	600	600	93	63	0.155	0.105	A	A	0.141	0.095	A	A
ASTORIA ST	Herrick	(unknown)	1	1	600	600	263	224	0.438	0.373	A	A	0.398	0.339	A	A
ASTORIA ST	(unknown)	Glenoaks	1	1	600	600	349	365	0.582	0.608	A	B	0.529	0.553	A	A
ASTORIA ST	Glenoaks	Fellows	1	1	600	600	204	175	0.340	0.292	A	A	0.309	0.265	A	A
ASTORIA ST	Fellows	Borden	1	1	600	600	149	154	0.248	0.257	A	A	0.226	0.233	A	A
ASTORIA ST	Borden	Phillippi	1	1	600	600	189	162	0.315	0.270	A	A	0.286	0.245	A	A
ASTORIA ST	Phillippi	Dronfield	1	1	600	600	179	155	0.298	0.258	A	A	0.271	0.235	A	A
ASTORIA ST	Dronfield	Foothill	1	1	600	600	142	155	0.237	0.258	A	A	0.215	0.235	A	A
ASTORIA ST	Foothill	End	1	1	600	600	872	985	1.453	1.642	F	F	1.321	1.492	F	F
ASTORIA ST	Gladstone	Wheeler	1	1	600	600	45	29	0.075	0.048	A	A	0.068	0.044	A	A
ASTORIA ST	Wheeler	Fenton	1	1	600	600	29	31	0.048	0.052	A	A	0.044	0.047	A	A
ASTORIA ST	Fenton	Eldridge	1	1	600	600	13	9	0.022	0.015	A	A	0.020	0.014	A	A
ASTORIA ST	Eldridge	Vaults	1	1	600	600	37	35	0.062	0.058	A	A	0.056	0.053	A	A
SAYRE ST	Bradley	Norris	1	1	600	600	31	76	0.052	0.127	A	A	0.047	0.115	A	A
SAYRE ST	Norris	Herrick	1	1	600	600	43	71	0.072	0.118	A	A	0.065	0.108	A	A
SAYRE ST	Herrick	De Garmo	1	1	600	600	34	40	0.057	0.067	A	A	0.052	0.061	A	A
SAYRE ST	De Garmo	Glenoaks	1	1	600	600	34	40	0.057	0.067	A	A	0.052	0.061	A	A
SAYRE ST	Glenoaks	Fellows	1	1	600	600	40	45	0.067	0.075	A	A	0.061	0.068	A	A
SAYRE ST	Fellows	Borden	1	1	600	600	31	37	0.052	0.062	A	A	0.047	0.056	A	A

Transportation Alternative 1

Segment	From	To	Off Peak Lanes		Capacity		Volumes		V/C Ratio Without ATSC		Level of Service Without ATSC		V/C Ratio With ATSC		Level of Service With ATSC	
			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
SAYRE ST	Borden	Phillippi	1	1	600	600	236	131	0.393	0.218	A	A	0.358	0.198	A	A
SAYRE ST	Phillippi	Duon Field	1	1	600	600	133	78	0.222	0.130	A	A	0.202	0.118	A	A
SAYRE ST	Duon Field	Bromont	1	1	600	600	490	234	0.817	0.390	D	A	0.742	0.355	C	A
SAYRE ST	Bromont	Foothill	1	1	600	600	50	273	0.083	0.455	A	A	0.076	0.414	A	A
SAYRE ST	Foothill	Gladstone	1	1	600	600	51	200	0.085	0.333	A	A	0.077	0.303	A	A
SAYRE ST	Gladstone	Wheeler	1	1	600	600	15	74	0.025	0.123	A	A	0.023	0.112	A	A
SAYRE ST	Wheeler	Fenton	1	1	600	600	15	74	0.025	0.123	A	A	0.023	0.112	A	A
SAYRE ST	Fenton	Eldridge	1	1	600	600	23	96	0.038	0.160	A	A	0.035	0.145	A	A
SAYRE ST	Eldridge	Brussels	1	1	600	600	63	199	0.105	0.332	A	A	0.095	0.302	A	A
SAYRE ST	Garrick	Simshaw	1	1	600	600	45	12	0.075	0.020	A	A	0.068	0.018	A	A
SAYRE ST	Simshaw	Shablow	1	1	600	600	36	35	0.060	0.058	A	A	0.055	0.053	A	A
HUBBARD ST	Laurel Canyon	Aztec	2	2	1600	1600	812	831	0.508	0.519	A	A	0.461	0.472	A	A
HUBBARD ST	Aztec	Envoy	2	2	1600	1600	675	813	0.422	0.508	A	A	0.384	0.462	A	A
HUBBARD ST	Envoy	San Fernando	2	2	1600	1600	911	1,066	0.569	0.666	A	B	0.518	0.606	A	B
HUBBARD ST	San Fernando	Truman	2	2	1600	1600	1,757	1,260	1.098	0.788	F	C	0.998	0.716	E	C
HUBBARD ST	Truman	Bradley	2	2	1600	1600	1,480	1,190	0.925	0.744	E	C	0.841	0.676	D	B
HUBBARD ST	Bradley	Woodcock	2	2	1600	1600	1,316	1,044	0.823	0.653	D	B	0.748	0.593	C	A
HUBBARD ST	Woodcock	Herrick	2	2	1600	1600	1,316	1,044	0.823	0.653	D	B	0.748	0.593	C	A
HUBBARD ST	Herrick	Glenoaks	2	2	1600	1600	1,094	844	0.684	0.528	B	A	0.622	0.480	B	A
HUBBARD ST	Glenoaks	Borden	2	2	1600	1600	1,505	948	0.941	0.593	E	A	0.855	0.539	D	A
HUBBARD ST	Borden	Dronfield	2	2	1600	1600	1,166	869	0.729	0.543	C	A	0.663	0.494	B	A
HUBBARD ST	Dronfield	Adelphia	2	2	1600	1600	845	706	0.528	0.441	A	A	0.480	0.401	A	A
HUBBARD ST	Adelphia	Foothill	2	2	1600	1600	1,133	947	0.708	0.592	C	A	0.644	0.538	B	A
HUBBARD ST	Foothill	210 EB Ramps	2	2	1600	1600	1,298	935	0.811	0.584	D	A	0.738	0.531	C	A
HUBBARD ST	210 EB Ramps	210 WB Ramps	2	2	1600	1600	1,000	1,135	0.625	0.709	B	C	0.568	0.645	A	B
HUBBARD ST	210 WB Ramps	Gladstone	2	2	1600	1600	1,295	931	0.809	0.582	D	A	0.736	0.529	C	A
HUBBARD ST	Gladstone	Fenton	2	2	1600	1600	656	507	0.410	0.317	A	A	0.373	0.288	A	A
HUBBARD ST	Fenton	Eldridge	2	2	1600	1600	708	578	0.443	0.361	A	A	0.402	0.328	A	A
HUBBARD ST	Eldridge	Simshaw	2	2	1400	1400	277	209	0.198	0.149	A	A	0.180	0.136	A	A
HUBBARD ST	Simshaw	Shablow	2	2	1400	1400	220	113	0.157	0.081	A	A	0.143	0.073	A	A
HUBBARD ST	Shablow	Candlewood	2	2	1400	1400	220	113	0.157	0.081	A	A	0.143	0.073	A	A
RAJAH ST	Simshaw	Shablow	1	1	600	600	6	4	0.010	0.007	A	A	0.009	0.006	A	A
RAJAH ST	Shablow	Hubbard/Gavina	1	1	600	600	6	4	0.010	0.007	A	A	0.009	0.006	A	A
RAJAH ST	Hubbard/Gavina	Wallabi	1	1	600	600	32	28	0.053	0.047	A	A	0.048	0.042	A	A
GRIDLEY ST (north segment)	Fenton	Eldridge	1	1	600	600	255	183	0.425	0.305	A	A	0.386	0.277	A	A
GRIDLEY ST (south segment)	Fenton	Eldridge	1	1	600	600	5	11	0.008	0.018	A	A	0.008	0.017	A	A
FREMONT ST (north segment)	Gladstone	Fenton	1	1	600	600	15	13	0.025	0.022	A	A	0.023	0.020	A	A
FREMONT ST (south segment)	Gladstone	Fenton	1	1	600	600	15	13	0.025	0.022	A	A	0.023	0.020	A	A
HARDING ST	Fenton	Cranston	1	1	600	600	329	168	0.548	0.280	A	A	0.498	0.255	A	A
HARDING ST	Cranston	Eldridge	1	1	600	600	36	15	0.060	0.025	A	A	0.055	0.023	A	A
HARDING ST	Eldridge	Maclay	1	1	600	600	36	15	0.060	0.025	A	A	0.055	0.023	A	A
HARDING ST	Maclay	Via Serena	1	1	600	600	334	114	0.557	0.190	A	A	0.506	0.173	A	A
HARDING ST	Via Serena	Via Santa Marta	1	1	600	600	110	3	0.183	0.005	A	A	0.167	0.005	A	A
MACLAY ST	8th St	Bromont	2	2	1400	1400	383	212	0.274	0.151	A	A	0.249	0.138	A	A
MACLAY ST	Bromont	Foothill	2	2	1400	1400	359	212	0.256	0.151	A	A	0.233	0.138	A	A
MACLAY ST	Foothill	210 EB Ramps	2	2	1400	1400	787	317	0.562	0.226	A	A	0.511	0.206	A	A
MACLAY ST	210 EB Ramps	210 WB Ramps	2	2	1400	1400	258	514	0.184	0.367	A	A	0.168	0.334	A	A
MACLAY ST	210 WB Ramps	Gladstone	1	1	700	700	836	353	1.194	0.504	F	A	1.086	0.458	F	A
MACLAY ST	Gladstone	Fenton	1	1	700	700	620	258	0.886	0.369	D	A	0.805	0.335	D	A
MACLAY ST	Fenton	(unknown)	1	1	600	600	298	99	0.497	0.165	A	A	0.452	0.150	A	A
MACLAY ST	(unknown)	Harding	1	1	600	600	298	99	0.497	0.165	A	A	0.452	0.150	A	A
ARROYO ST	Foothill	Gladstone	2	2	1200	1200	507	885	0.423	0.738	A	C	0.384	0.670	A	B
RINALDI ST	5 Fwy	Laurel Canyon	2	2	1600	1600	2,042	1,801	1.276	1.126	F	F	1.160	1.023	F	F

Weighted V/C

Total Links	305	305	610	
Links at E or F (w/o ATSC)	45	13	58	10%
Links at E or F (with ATSC)	30	9	39	6%
				0.720

Transportation Alternative 2

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
ENCINITAS AVE	Roxford	Cobalt	1	1	700	700	677	385	0.967	0.550	E	A	0.879	0.500	D	A
ENCINITAS AVE	Cobalt	El Cajon	1	1	700	700	266	126	0.380	0.180	A	A	0.345	0.164	A	A
ENCINITAS AVE	El Cajon	Bledsoe	1	1	700	700	172	71	0.246	0.101	A	A	0.223	0.092	A	A
LAUREL CANYON BLVD	Bledsoe	Polk	2	2	1400	1400	270	129	0.193	0.092	A	A	0.175	0.084	A	A
LAUREL CANYON BLVD	Hubbard	Rinaldi	1	1	700	700	1,396	1,072	1.994	1.531	F	F	1.813	1.392	F	F
YOUNGDALE AVE	Astoria	Osceola	1	1	600	600	257	113	0.428	0.188	A	A	0.389	0.171	A	A
YOUNGDALE AVE	Osceola	Envoy	1	1	600	600	290	53	0.483	0.088	A	A	0.439	0.080	A	A
YOUNGDALE AVE	Envoy	Aztec	1	1	600	600	217	79	0.362	0.132	A	A	0.329	0.120	A	A
AZTEC ST	Youngdale	Hubbard	1	1	600	600	217	79	0.362	0.132	A	A	0.329	0.120	A	A
ENVOY ST	Youngdale	Hubbard	1	1	600	600	483	635	0.805	1.058	D	F	0.732	0.962	C	E
TELFAIR AVE	A St	Roxford	1	1	600	600	277	423	0.462	0.705	A	C	0.420	0.641	A	B
TELFAIR AVE	Roxford	Larkspur	1	1	600	600	156	113	0.260	0.188	A	A	0.236	0.171	A	A
TELFAIR AVE	Larkspur	Cobalt	1	1	600	600	184	133	0.307	0.222	A	A	0.279	0.202	A	A
TELFAIR AVE	Cobalt	El Cajon	1	1	600	600	362	193	0.603	0.322	B	A	0.548	0.292	A	A
TELFAIR AVE	El Cajon	Bledsoe	1	1	600	600	484	285	0.807	0.475	D	A	0.733	0.432	C	A
TELFAIR AVE	Bledsoe	Tyler	1	1	600	600	423	246	0.705	0.410	C	A	0.641	0.373	B	A
TELFAIR AVE	Tyler	Polk	1	1	600	600	486	238	0.810	0.397	D	A	0.736	0.361	C	A
TELFAIR AVE	Polk	Oro Grande	1	1	600	600	554	285	0.923	0.475	E	A	0.839	0.432	D	A
EL DORADO AVE	Oro Grande	Astoria	1	1	600	600	554	285	0.923	0.475	E	A	0.839	0.432	D	A
SAN FERNANDO RD	Golden State Fwy	Golden State Rd	2	2	1600	1600	1,181	254	0.738	0.159	C	A	0.671	0.144	B	A
SAN FERNANDO RD	Golden State Rd	Olden	2	2	1600	1600	1,107	185	0.692	0.116	B	A	0.629	0.105	B	A
SAN FERNANDO RD	Olden	Roxford	2	2	1600	1600	1,159	386	0.724	0.241	C	A	0.659	0.219	B	A
SAN FERNANDO RD	Roxford	Cobalt	2	2	1600	1600	1,165	406	0.728	0.254	C	A	0.662	0.231	B	A
SAN FERNANDO RD	Cobalt	Bledsoe	2	2	1600	1600	1,248	452	0.780	0.283	C	A	0.709	0.257	C	A
SAN FERNANDO RD	Bledsoe	Tyler	2	2	1600	1600	1,326	440	0.829	0.275	D	A	0.753	0.250	C	A
SAN FERNANDO RD	Tyler	Polk	2	2	1600	1600	1,430	616	0.894	0.385	D	A	0.813	0.350	D	A
SAN FERNANDO RD	Polk	Astoria	2	2	1600	1600	1,493	750	0.933	0.469	E	A	0.848	0.426	D	A
SAN FERNANDO RD	Astoria	Bleeker	2	2	1600	1600	1,493	750	0.933	0.469	E	A	0.848	0.426	D	A
SAN FERNANDO RD	Bleeker	Hubbard	2	2	1600	1600	49	750	0.031	0.469	A	A	0.028	0.426	A	A
Little SAN FERNANDO RD	Cobalt	Bledsoe	1	1	600	600	247	53	0.412	0.088	A	A	0.374	0.080	A	A
RALSTON AVE	Olden	Roxford	1	1	600	600	25	38	0.042	0.063	A	A	0.038	0.058	A	A
BRADLEY AVE	Yarnell	Excelsior	1	1	600	600	266	169	0.443	0.282	A	A	0.403	0.256	A	A
BRADLEY AVE	Excelsior	Olden	1	1	600	600	146	46	0.243	0.077	A	A	0.221	0.070	A	A
BRADLEY AVE	Olden	Roxford	1	1	600	600	224	40	0.373	0.067	A	A	0.339	0.061	A	A
BRADLEY AVE	Roxford	Cobalt	1	1	600	600	161	35	0.268	0.058	A	A	0.244	0.053	A	A
BRADLEY AVE	Cobalt	Bledsoe	1	1	600	600	250	33	0.417	0.055	A	A	0.379	0.050	A	A
BRADLEY AVE (north segment)	Bledsoe	Polk	1	1	600	600	268	40	0.447	0.067	A	A	0.406	0.061	A	A
BRADLEY AVE (south segment)	Bledsoe	Polk	1	1	600	600	309	199	0.515	0.332	A	A	0.468	0.302	A	A
BRADLEY AVE	Polk	Astoria	1	1	600	600	302	169	0.503	0.282	A	A	0.458	0.256	A	A
BRADLEY AVE	Astoria	Dyer	1	1	600	600	412	258	0.687	0.430	B	A	0.624	0.391	B	A
BRADLEY AVE	Dyer	Sayre	1	1	600	600	754	386	1.257	0.643	F	B	1.142	0.585	F	A
BRADLEY AVE	Sayre	Aztec	1	1	600	600	689	339	1.148	0.565	F	A	1.044	0.514	F	A
BRADLEY AVE	Aztec	Hubbard	1	1	600	600	754	360	1.257	0.600	F	B	1.142	0.545	F	A
HERRICK AVE	Olden	Roxford	1	1	600	600	668	558	1.113	0.930	F	E	1.012	0.845	F	D
HERRICK AVE	Roxford	Cobalt	1	1	600	600	381	247	0.635	0.412	B	A	0.577	0.374	A	A
HERRICK AVE	Cobalt	Rosales	1	1	600	600	173	183	0.288	0.305	A	A	0.262	0.277	A	A
HERRICK AVE	Rosales	Bledsoe	1	1	600	600	223	212	0.372	0.353	A	A	0.338	0.321	A	A
HERRICK AVE	Bledsoe	Ryan	1	1	600	600	223	212	0.372	0.353	A	A	0.338	0.321	A	A
HERRICK AVE	Ryan	Tyler	1	1	600	600	215	194	0.358	0.323	A	A	0.326	0.294	A	A
HERRICK AVE	Tyler	Polk	1	1	600	600	417	274	0.695	0.457	B	A	0.632	0.415	B	A
HERRICK AVE	Polk	Paddock	1	1	600	600	439	246	0.732	0.410	C	A	0.665	0.373	B	A
HERRICK AVE	Paddock	Astoria	1	1	600	600	329	144	0.548	0.240	A	A	0.498	0.218	A	A
HERRICK AVE	Astoria	Sayre	1	1	600	600	511	286	0.852	0.477	D	A	0.774	0.433	C	A
HERRICK AVE	Sayre	Beaver	1	1	600	600	583	325	0.972	0.542	E	A	0.883	0.492	D	A
HERRICK AVE	Beaver	Hubbard	1	1	600	600	620	330	1.033	0.550	F	A	0.939	0.500	E	A
GLENOAKS BLVD	Foothill	Monte	2	2	1200	1200	533	407	0.444	0.339	A	A	0.404	0.308	A	A
GLENOAKS BLVD	Monte	Roxford	2	2	1200	1200	561	395	0.468	0.329	A	A	0.425	0.299	A	A
GLENOAKS BLVD	Roxford	Cobalt	2	2	1200	1200	690	325	0.575	0.271	A	A	0.523	0.246	A	A
GLENOAKS BLVD	Cobalt	Bledsoe	2	2	1200	1200	784	379	0.653	0.316	B	A	0.594	0.287	A	A
GLENOAKS BLVD	Bledsoe	El Casco	2	2	1200	1200	790	391	0.658	0.326	B	A	0.598	0.296	A	A
GLENOAKS BLVD	El Casco	Tyler	2	2	1200	1200	770	337	0.642	0.281	B	A	0.583	0.255	A	A
GLENOAKS BLVD	Tyler	Polk	2	2	1200	1200	920	384	0.767	0.320	C	A	0.697	0.291	B	A

Transportation Alternative 2

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
GLENOAKS BLVD	Polk	Astoria	2	2	1200	1200	845	345	0.704	0.288	C	A	0.640	0.261	B	A
GLENOAKS BLVD	Astoria	Sayre	2	2	1200	1200	900	330	0.750	0.275	C	A	0.682	0.250	B	A
GLENOAKS BLVD	Sayre	Herron	2	2	1200	1200	1,128	333	0.940	0.278	E	A	0.855	0.252	D	A
BORDEN AVE	Roxford	Larkspur	1	1	600	600	113	41	0.188	0.068	A	A	0.171	0.062	A	A
BORDEN AVE	Larkspur	Cobalt	1	1	600	600	93	38	0.155	0.063	A	A	0.141	0.058	A	A
BORDEN AVE	Cobalt	Bledsoe	1	1	600	600	64	31	0.107	0.052	A	A	0.097	0.047	A	A
BORDEN AVE (north segment)	Bledsoe	Tyler	1	1	600	600	53	18	0.088	0.030	A	A	0.080	0.027	A	A
BORDEN AVE (south segment)	Bledsoe	Tyler	1	1	600	600	78	72	0.130	0.120	A	A	0.118	0.109	A	A
BORDEN AVE	Tyler	Lakeside	1	1	600	600	202	68	0.337	0.113	A	A	0.306	0.103	A	A
BORDEN AVE	Lakeside	Polk	1	1	600	600	336	148	0.560	0.247	A	A	0.509	0.224	A	A
BORDEN AVE	Polk	(unknown)	1	1	600	600	202	73	0.337	0.122	A	A	0.306	0.111	A	A
BORDEN AVE	(unknown)	Astoria	1	1	600	600	192	49	0.320	0.082	A	A	0.291	0.074	A	A
BORDEN AVE	Astoria	Sayre	1	1	600	600	169	9	0.282	0.015	A	A	0.256	0.014	A	A
BORDEN AVE	Sayre	Beaver	1	1	600	600	204	71	0.340	0.118	A	A	0.309	0.108	A	A
BORDEN AVE	Beaver	Hubbard	1	1	600	600	281	122	0.468	0.203	A	A	0.426	0.185	A	A
DUON FIELD AVE	Foothill	Cobalt	1	1	600	600	70	94	0.117	0.157	A	A	0.106	0.142	A	A
DUON FIELD AVE	Cobalt	Bledsoe	1	1	600	600	70	94	0.117	0.157	A	A	0.106	0.142	A	A
DUON FIELD AVE	Bledsoe	El Casco	1	1	600	600	73	108	0.122	0.180	A	A	0.111	0.164	A	A
DUON FIELD AVE	El Casco	Tyler	1	1	600	600	53	41	0.088	0.068	A	A	0.080	0.062	A	A
DUON FIELD AVE	Tyler	(unkown)	1	1	600	600	86	55	0.143	0.092	A	A	0.130	0.083	A	A
DUON FIELD AVE	(unkown)	Polk	1	1	600	600	143	90	0.238	0.150	A	A	0.217	0.136	A	A
DUON FIELD AVE	Polk	Astoria	1	1	600	600	108	40	0.180	0.067	A	A	0.164	0.061	A	A
DUON FIELD AVE	Astoria	DWY	1	1	600	600	99	73	0.165	0.122	A	A	0.150	0.111	A	A
DUON FIELD AVE	DWY	Raven	1	1	600	600	113	86	0.188	0.143	A	A	0.171	0.130	A	A
DUON FIELD AVE	Raven	Sayre	1	1	600	600	162	120	0.270	0.200	A	A	0.245	0.182	A	A
DUON FIELD AVE	Sayre	Beaver	1	1	600	600	365	184	0.608	0.307	B	A	0.553	0.279	A	A
DUON FIELD AVE	Beaver	Hubbard	1	1	600	600	107	58	0.178	0.097	A	A	0.162	0.088	A	A
SIERRA HWY (north segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,846	1,195	2.033	0.854	F	D	1.848	0.776	F	C
SIERRA HWY (south segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,846	1,195	2.033	0.854	F	D	1.848	0.776	F	C
FOOTHILL BLVD	Sierra Hwy	DWY #1	1	1	800	800	1,685	373	2.106	0.466	F	A	1.915	0.424	F	A
FOOTHILL BLVD	DWY #1	DWY #2	1	1	800	800	1,685	373	2.106	0.466	F	A	1.915	0.424	F	A
FOOTHILL BLVD	DWY #2	Balboa Blvd	1	1	800	800	1,631	530	2.039	0.663	F	B	1.853	0.602	F	B
FOOTHILL BLVD	Balboa Blvd	Balboa Blvd	2	2	1600	1600	908	787	0.568	0.492	A	A	0.516	0.447	A	A
FOOTHILL BLVD	Balboa Blvd	Filbert	2	2	1600	1600	1,117	734	0.698	0.459	B	A	0.635	0.417	B	A
FOOTHILL BLVD	Filbert	Yarnell	1	1	800	800	1,069	713	1.336	0.891	F	D	1.215	0.810	F	D
FOOTHILL BLVD	Yarnell	De Garmo	2	2	1600	1600	1,564	1,253	0.978	0.783	E	C	0.889	0.712	D	C
FOOTHILL BLVD	De Garmo	Glenoaks	2	2	1600	1600	1,255	1,015	0.784	0.634	C	B	0.713	0.577	C	A
FOOTHILL BLVD	Glenoaks	Roxford	2	2	1600	1600	743	618	0.464	0.386	A	A	0.422	0.351	A	A
FOOTHILL BLVD	Roxford	Ararat	2	2	1600	1600	1,497	1,271	0.936	0.794	E	C	0.851	0.722	D	C
FOOTHILL BLVD	Ararat	Cobalt	2	2	1600	1600	1,426	1,176	0.891	0.735	D	C	0.810	0.668	D	B
FOOTHILL BLVD	Cobalt	Bledsoe	2	2	1600	1600	1,465	1,217	0.916	0.761	E	C	0.832	0.691	D	B
FOOTHILL BLVD	Bledsoe	Tyler	2	2	1600	1600	1,547	1,201	0.967	0.751	E	C	0.879	0.682	D	B
FOOTHILL BLVD	Tyler	Polk	2	2	1600	1600	1,709	1,327	1.068	0.829	F	D	0.971	0.754	E	C
FOOTHILL BLVD	Polk	Astoria	2	2	1600	1600	1,665	1,375	1.041	0.859	F	D	0.946	0.781	E	C
FOOTHILL BLVD	Astoria	Sayre	2	2	1600	1600	1,854	1,703	1.159	1.064	F	F	1.053	0.968	F	E
FOOTHILL BLVD	Sayre	Hubbard	2	2	1600	1600	2,226	1,944	1.391	1.215	F	F	1.265	1.105	F	F
FOOTHILL BLVD	Hubbard	Harding	2	2	1600	1600	2,290	1,724	1.431	1.078	F	F	1.301	0.980	F	E
FOOTHILL BLVD	Harding	Maclay	2	2	1600	1600	2,320	1,870	1.450	1.169	F	F	1.318	1.063	F	F
FOOTHILL BLVD (north segment)	Maclay	Arroyo	2	2	1600	1600	2,285	1,382	1.428	0.864	F	D	1.298	0.785	F	C
FOOTHILL BLVD (south segment)	Arroyo	Vaughn	2	2	1600	1600	2,131	1,606	1.332	1.004	F	F	1.211	0.913	F	E
GLADSTONE AVE	Bledsoe	Polk (Tyler)	1	1	600	600	173	258	0.288	0.430	A	A	0.262	0.391	A	A
GLADSTONE AVE	Polk	Astoria	1	1	600	600	37	50	0.062	0.083	A	A	0.056	0.076	A	A
GLADSTONE AVE	Astoria	Oscar	1	1	600	600	164	57	0.273	0.095	A	A	0.248	0.086	A	A
GLADSTONE AVE	Oscar	Sayre	1	1	600	600	379	222	0.632	0.370	B	A	0.574	0.336	A	A
GLADSTONE AVE	Sayre	Hubbard	1	1	600	600	350	117	0.583	0.195	A	A	0.530	0.177	A	A
GLADSTONE AVE	Hubbard	Leach	1	1	600	600	463	469	0.772	0.782	C	C	0.702	0.711	C	C
GLADSTONE AVE	Leach	Fernmont	1	1	600	600	220	156	0.367	0.260	A	A	0.333	0.236	A	A
GLADSTONE AVE	Fernmont	Harding	1	1	600	600	175	46	0.292	0.077	A	A	0.265	0.070	A	A
GLADSTONE AVE	Harding	Maclay	1	1	600	600	309	100	0.515	0.167	A	A	0.468	0.152	A	A
FENTON AVE	Tyler	Polk	1	1	600	600	318	45	0.530	0.075	A	A	0.482	0.068	A	A
FENTON AVE	Polk	Astoria	1	1	600	600	295	44	0.492	0.073	A	A	0.447	0.067	A	A
FENTON AVE	Astoria	Dyer	1	1	600	600	175	45	0.292	0.075	A	A	0.265	0.068	A	A

Transportation Alternative 2

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
FENTON AVE	Dyer	Sayre	1	1	600	600	197	56	0.328	0.093	A	A	0.298	0.085	A	A
FENTON AVE	Sayre	Hubbard	1	1	600	600	339	253	0.565	0.422	A	A	0.514	0.383	A	A
FENTON AVE	Hubbard	Leach	1	1	600	600	57	54	0.095	0.090	A	A	0.086	0.082	A	A
FENTON AVE	Gridley	Fernmont	1	1	600	600	5	47	0.008	0.078	A	A	0.008	0.071	A	A
FENTON AVE (north segment)	Fernmont	Harding	1	1	600	600	50	111	0.083	0.185	A	A	0.076	0.168	A	A
FENTON AVE (south segment)	Fernmont	Harding	1	1	600	600	49	46	0.082	0.077	A	A	0.074	0.070	A	A
FENTON AVE	Harding	Alexander	1	1	600	600	333	180	0.555	0.300	A	A	0.505	0.273	A	A
FENTON AVE	Alexander	Maclay	1	1	600	600	325	170	0.542	0.283	A	A	0.492	0.258	A	A
OLIVE VIEW DR	210 Fwy	Kennedy	2	2	1400	1400	115	39	0.082	0.028	A	A	0.075	0.025	A	A
OLIVE VIEW DR	Kennedy	Bledsoe	2	2	1400	1400	108	36	0.077	0.026	A	A	0.070	0.023	A	A
OLIVE VIEW DR	Bledsoe	Fenton	2	2	1400	1400	188	96	0.134	0.069	A	A	0.122	0.062	A	A
OLIVE VIEW DR	Fenton	Tyler	2	2	1400	1400	70	167	0.050	0.119	A	A	0.045	0.108	A	A
ELDRIDGE AVE	Polk	(unkown)	1	1	600	600	176	153	0.293	0.255	A	A	0.267	0.232	A	A
ELDRIDGE AVE	(unkown)	Astoria	1	1	600	600	194	93	0.323	0.155	A	A	0.294	0.141	A	A
ELDRIDGE AVE	Astoria	Sayre	1	1	600	600	187	85	0.312	0.142	A	A	0.283	0.129	A	A
ELDRIDGE AVE	Sayre	Aztec	1	1	600	600	169	75	0.282	0.125	A	A	0.256	0.114	A	A
ELDRIDGE AVE	Aztec	Hubbard	1	1	600	600	235	129	0.392	0.215	A	A	0.356	0.195	A	A
ELDRIDGE AVE	Hubbard	Gridley	1	1	600	600	207	71	0.345	0.118	A	A	0.314	0.108	A	A
ELDRIDGE AVE	Gridley	Harding	1	1	600	600	42	46	0.070	0.077	A	A	0.064	0.070	A	A
ALMETZ ST	Barner	Leedy	1	1	600	600	37	40	0.062	0.067	A	A	0.056	0.061	A	A
KINBROOK ST	Leedy	Polk	1	1	600	600	43	45	0.072	0.075	A	A	0.065	0.068	A	A
EGBERT ST	Polk	Badger	1	1	600	600	43	45	0.072	0.075	A	A	0.065	0.068	A	A
EGBERT ST	Badger	Astoria	1	1	600	600	45	28	0.075	0.047	A	A	0.068	0.042	A	A
SIMSHAW AVE	Sayre	Hubbard	1	1	600	600	12	45	0.020	0.075	A	A	0.018	0.068	A	A
SHABLOW AVE	Hubbard	Rajah	1	1	600	600	34	27	0.057	0.045	A	A	0.052	0.041	A	A
GAVINA AVE	Candlewood	Rajah	2	2	1400	1400	21	177	0.015	0.126	A	A	0.014	0.115	A	A
GAVINA AVE	Rajah	N Pacoima Canyon	2	2	1400	1400	16	171	0.011	0.122	A	A	0.010	0.111	A	A
GAVINA AVE	N Pacoima Canyon	Via Santa Marta	1	1	600	600	171	16	0.285	0.027	A	A	0.259	0.024	A	A
YARNELL ST	End	Bradley	1	1	700	700	25	39	0.036	0.056	A	A	0.032	0.051	A	A
YARNELL ST	Bradley	Foothill	1	1	700	700	300	154	0.429	0.220	A	A	0.390	0.200	A	A
YARNELL ST	Foothill	210 Fwy	2	2	1400	1400	1,261	1,160	0.901	0.829	E	D	0.819	0.753	D	C
OLDEN ST	A St	San Fernando	1	1	600	600	282	133	0.470	0.222	A	A	0.427	0.202	A	A
OLDEN ST	End	Ralston	1	1	600	600	35	35	0.058	0.058	A	A	0.053	0.053	A	A
OLDEN ST	Ralston	Bradley	1	1	600	600	42	49	0.070	0.082	A	A	0.064	0.074	A	A
OLDEN ST	Bradley	Norris	1	1	600	600	88	5	0.147	0.008	A	A	0.133	0.008	A	A
OLDEN ST	Norris	Herrick	1	1	600	600	320	359	0.533	0.598	A	A	0.485	0.544	A	A
OLDEN ST	Herrick	De Garmo	1	1	600	600	499	428	0.832	0.713	D	C	0.756	0.648	C	B
DE GARMO AVE	Olden St	Foothill	1	1	600	600	499	428	0.832	0.713	D	C	0.756	0.648	C	B
ROXFORD ST	5 Fwy	Encinitas	2	2	1600	1600	1,053	1,359	0.658	0.849	B	D	0.598	0.772	A	C
ROXFORD ST	Encinitas	Telfair	1	2	800	1600	476	589	0.595	0.368	A	A	0.541	0.335	A	A
ROXFORD ST	Telfair	El Dorado	1	1	700	700	350	274	0.500	0.391	A	A	0.455	0.356	A	A
ROXFORD ST	El Dorado	San Fernando	1	1	700	700	350	274	0.500	0.391	A	A	0.455	0.356	A	A
ROXFORD ST	San Fernando	Ralston	1	1	700	700	686	622	0.980	0.889	E	D	0.891	0.808	D	D
ROXFORD ST	Ralston	Bradley	1	1	700	700	686	622	0.980	0.889	E	D	0.891	0.808	D	D
ROXFORD ST	Bradley	Herrick	1	1	700	700	576	570	0.823	0.814	D	D	0.748	0.740	C	C
ROXFORD ST	Herrick	Glenoaks	1	1	700	700	316	287	0.451	0.410	A	A	0.410	0.373	A	A
ROXFORD ST	Glenoaks	Borden	1	1	700	700	391	163	0.559	0.233	A	A	0.508	0.212	A	A
ROXFORD ST	Borden	Foothill	1	1	700	700	483	183	0.690	0.261	B	A	0.627	0.238	B	A
ROXFORD ST	Foothill	210 Fwy	1	1	700	700	1,057	663	1.510	0.947	F	E	1.373	0.861	F	D
COBALT ST	Encinitas	unknown	1	1	600	600	387	538	0.645	0.897	B	D	0.586	0.815	A	D
COBALT ST	unknown	Telfair	1	1	600	600	211	375	0.352	0.625	A	B	0.320	0.568	A	A
COBALT ST	Telfair	El Dorado	1	1	600	600	98	143	0.163	0.238	A	A	0.148	0.217	A	A
COBALT ST	El Dorado	San Fernando	1	1	600	600	158	196	0.263	0.327	A	A	0.239	0.297	A	A
COBALT ST	Little San Fernando	Avenue 1	1	1	600	600	247	53	0.412	0.088	A	A	0.374	0.080	A	A
COBALT ST	Avenue 1	Bradley	1	1	600	600	247	53	0.412	0.088	A	A	0.374	0.080	A	A
COBALT ST	Bradley	Norris	1	1	600	600	385	99	0.642	0.165	B	A	0.583	0.150	A	A
COBALT ST	Norris	Herrick	1	1	600	600	280	85	0.467	0.142	A	A	0.424	0.129	A	A
COBALT ST	Herrick	Glenoaks	1	1	600	600	72	21	0.120	0.035	A	A	0.109	0.032	A	A
COBALT ST	Glenoaks	Fellows	1	1	600	600	168	77	0.280	0.128	A	A	0.255	0.117	A	A
COBALT ST	Fellows	Borden	1	1	600	600	21	47	0.035	0.078	A	A	0.032	0.071	A	A
COBALT ST	Borden	Chivers	1	1	600	600	27	30	0.045	0.050	A	A	0.041	0.045	A	A
COBALT ST	Chivers	Duon Field	1	1	600	600	27	30	0.045	0.050	A	A	0.041	0.045	A	A

Transportation Alternative 2

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
COBALT ST	Duon Field	Foothill	1	1	600	600	27	30	0.045	0.050	A	A	0.041	0.045	A	A
BLED SOE ST	Encinitas	Amboy	2	2	1400	1400	98	60	0.070	0.043	A	A	0.064	0.039	A	A
BLED SOE ST	Amboy	Telfair	2	2	1400	1400	149	105	0.106	0.075	A	A	0.097	0.068	A	A
BLED SOE ST	Telfair	San Fernando	2	2	1400	1400	92	70	0.066	0.050	A	A	0.060	0.045	A	A
BLED SOE ST	San Fernando	Little San Fernando	1	1	700	700	417	308	0.596	0.440	A	A	0.542	0.400	A	A
BLED SOE ST	Little San Fernando	Bradley	1	1	700	700	62	22	0.089	0.031	A	A	0.081	0.029	A	A
BLED SOE ST	Bradley	Herrick	1	1	700	700	80	28	0.114	0.040	A	A	0.104	0.036	A	A
BLED SOE ST	Herrick	Glenoaks	1	1	700	700	80	28	0.114	0.040	A	A	0.104	0.036	A	A
BLED SOE ST	Glenoaks	Borden	1	1	700	700	72	26	0.103	0.037	A	A	0.094	0.034	A	A
BLED SOE ST	Borden	Dronfield	1	1	700	700	31	12	0.044	0.017	A	A	0.040	0.016	A	A
BLED SOE ST	Dronfield	Foothill	1	1	700	700	31	21	0.044	0.030	A	A	0.040	0.027	A	A
BLED SOE ST	Foothill	Gladstone	1	1	700	700	355	252	0.507	0.360	A	A	0.461	0.327	A	A
BLED SOE ST	Gladstone	Olive View	1	1	700	700	109	92	0.156	0.131	A	A	0.142	0.119	A	A
TYLER ST	Telfair	El Dorado	1	1	600	600	476	403	0.793	0.672	C	B	0.721	0.611	C	B
TYLER ST	El Dorado	San Fernando	1	1	600	600	476	403	0.793	0.672	C	B	0.721	0.611	C	B
TYLER ST	Herrick	De Garmo	1	1	600	600	209	87	0.348	0.145	A	A	0.317	0.132	A	A
TYLER ST	De Garmo	Glenoaks	1	1	600	600	50	138	0.083	0.230	A	A	0.076	0.209	A	A
TYLER ST	Glenoaks	Borden	1	1	600	600	29	13	0.048	0.022	A	A	0.044	0.020	A	A
TYLER ST	Borden	Phillippi	1	1	600	600	166	52	0.277	0.087	A	A	0.252	0.079	A	A
TYLER ST	Phillippi	Duon Field	1	1	600	600	139	195	0.232	0.325	A	A	0.211	0.295	A	A
TYLER ST	Duon Field	Foothill	1	1	600	600	135	171	0.225	0.285	A	A	0.205	0.259	A	A
TYLER ST	End	Gladstone	1	1	600	600	188	447	0.313	0.745	A	C	0.285	0.677	A	B
TYLER ST	Gladstone	Fenton	1	1	600	600	15	189	0.025	0.315	A	A	0.023	0.286	A	A
TYLER ST	Fenton	Olive View	1	1	600	600	129	30	0.215	0.050	A	A	0.195	0.045	A	A
BARNER AVE	Olive View	Almetz	1	1	600	600	40	37	0.067	0.062	A	A	0.061	0.056	A	A
LEEDY AVE	Kinbrook	Almetz	1	1	600	600	37	40	0.062	0.067	A	A	0.056	0.061	A	A
POLK ST	Laurel Canyon	Edgecliff	1	1	600	600	287	212	0.478	0.353	A	A	0.435	0.321	A	A
POLK ST	Edgecliff	Telfair	1	1	600	600	287	212	0.478	0.353	A	A	0.435	0.321	A	A
POLK ST	Telfair	San Fernando	1	1	600	600	335	239	0.558	0.398	A	A	0.508	0.362	A	A
POLK ST	San Fernando	Little San Fernando	1	1	600	600	957	931	1.595	1.552	F	F	1.450	1.411	F	F
POLK ST	Little San Fernando	Bradley	1	1	600	600	680	637	1.133	1.062	F	F	1.030	0.965	F	E
POLK ST	Bradley	Herrick	1	1	600	600	853	786	1.422	1.310	F	F	1.292	1.191	F	F
POLK ST	Herrick	Glenoaks	1	1	600	600	685	568	1.142	0.947	F	E	1.038	0.861	F	D
POLK ST	Glenoaks	Borden	1	1	600	600	684	604	1.140	1.007	F	F	1.036	0.915	F	E
POLK ST	Borden	Duon Field	1	1	600	600	483	462	0.805	0.770	D	C	0.732	0.700	C	C
POLK ST	Duon Field	Foothill	1	1	600	600	533	497	0.888	0.828	D	D	0.808	0.753	D	C
POLK ST	Foothill	210 EB Ramps	1	1	600	600	812	868	1.353	1.447	F	F	1.230	1.315	F	F
POLK ST	210 EB Ramps	210 WB Ramps	1	1	600	600	256	834	0.427	1.390	A	F	0.388	1.264	A	F
POLK ST	210 WB Ramps	Gladstone	1	1	600	600	265	184	0.442	0.307	A	A	0.402	0.279	A	A
POLK ST	Gladstone	(unknown)	1	1	600	600	248	180	0.413	0.300	A	A	0.376	0.273	A	A
POLK ST	(unknown)	Fenton	1	1	600	600	153	153	0.255	0.255	A	A	0.232	0.232	A	A
POLK ST	Fenton	Eldridge	1	1	600	600	153	176	0.255	0.293	A	A	0.232	0.267	A	A
POLK ST	Eldridge	Egbert	1	1	600	600	35	46	0.058	0.077	A	A	0.053	0.070	A	A
ORO GRANDE ST	Telfair	El Dorado	1	1	600	600	285	554	0.475	0.923	A	E	0.432	0.839	A	D
ASTORIA ST	Youngdale	El Dorado	1	1	600	600	554	285	0.923	0.475	E	A	0.839	0.432	D	A
ASTORIA ST	El Dorado	San Fernando	1	1	600	600	50	50	0.083	0.083	A	A	0.076	0.076	A	A
ASTORIA ST	Little San Fernando	Ralston	1	1	600	600	106	85	0.177	0.142	A	A	0.161	0.129	A	A
ASTORIA ST	Ralston	Bradley	1	1	600	600	9	5	0.015	0.008	A	A	0.014	0.008	A	A
ASTORIA ST	Bradley	Herrick	1	1	600	600	172	148	0.287	0.247	A	A	0.261	0.224	A	A
ASTORIA ST	Herrick	(unknown)	1	1	600	600	302	239	0.503	0.398	A	A	0.458	0.362	A	A
ASTORIA ST	(unknown)	Glenoaks	1	1	600	600	381	383	0.635	0.638	B	B	0.577	0.580	A	A
ASTORIA ST	Glenoaks	Fellows	1	1	600	600	258	189	0.430	0.315	A	A	0.391	0.286	A	A
ASTORIA ST	Fellows	Borden	1	1	600	600	185	155	0.308	0.258	A	A	0.280	0.235	A	A
ASTORIA ST	Borden	Phillippi	1	1	600	600	215	168	0.358	0.280	A	A	0.326	0.255	A	A
ASTORIA ST	Phillippi	Dronfield	1	1	600	600	204	162	0.340	0.270	A	A	0.309	0.245	A	A
ASTORIA ST	Dronfield	Foothill	1	1	600	600	177	177	0.295	0.295	A	A	0.268	0.268	A	A
ASTORIA ST	Foothill	End	1	1	600	600	901	1,041	1.502	1.735	F	F	1.365	1.577	F	F
ASTORIA ST	Gladstone	Wheeler	1	1	600	600	126	6	0.210	0.010	A	A	0.191	0.009	A	A
ASTORIA ST	Wheeler	Fenton	1	1	600	600	126	6	0.210	0.010	A	A	0.191	0.009	A	A
ASTORIA ST	Fenton	Eldridge	1	1	600	600	6	7	0.010	0.012	A	A	0.009	0.011	A	A
ASTORIA ST	Eldridge	Vaults	1	1	600	600	30	27	0.050	0.045	A	A	0.045	0.041	A	A
SAYRE ST	Bradley	Norris	1	1	600	600	164	183	0.273	0.305	A	A	0.248	0.277	A	A

Transportation Alternative 2

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
SAYRE ST	Norris	Herrick	1	1	600	600	178	190	0.297	0.317	A	A	0.270	0.288	A	A
SAYRE ST	Herrick	De Garmo	1	1	600	600	196	175	0.327	0.292	A	A	0.297	0.265	A	A
SAYRE ST	De Garmo	Glenoaks	1	1	600	600	196	175	0.327	0.292	A	A	0.297	0.265	A	A
SAYRE ST	Glenoaks	Fellows	1	1	600	600	401	155	0.668	0.258	B	A	0.608	0.235	B	A
SAYRE ST	Fellows	Borden	1	1	600	600	366	142	0.610	0.237	B	A	0.555	0.215	A	A
SAYRE ST	Borden	Phillippi	1	1	600	600	439	242	0.732	0.403	C	A	0.665	0.367	B	A
SAYRE ST	Phillippi	Duon Field	1	1	600	600	338	189	0.563	0.315	A	A	0.512	0.286	A	A
SAYRE ST	Duon Field	Bromont	1	1	600	600	540	252	0.900	0.420	E	A	0.818	0.382	D	A
SAYRE ST	Bromont	Foothill	1	1	600	600	193	411	0.322	0.685	A	B	0.292	0.623	A	B
SAYRE ST	Foothill	Gladstone	1	1	600	600	512	599	0.853	0.998	D	E	0.776	0.908	C	E
SAYRE ST	Gladstone	Wheeler	1	1	600	600	387	398	0.645	0.663	B	B	0.586	0.603	A	B
SAYRE ST	Wheeler	Fenton	1	1	600	600	387	398	0.645	0.663	B	B	0.586	0.603	A	B
SAYRE ST	Fenton	Eldridge	1	1	600	600	568	634	0.947	1.057	E	F	0.861	0.961	D	E
SAYRE ST	Eldridge	Brussels	1	1	600	600	579	651	0.965	1.085	E	F	0.877	0.986	D	E
SAYRE ST	Garrick	Simshaw	1	1	600	600	45	12	0.075	0.020	A	A	0.068	0.018	A	A
SAYRE ST	Simshaw	Shablow	1	1	600	600	35	49	0.058	0.082	A	A	0.053	0.074	A	A
HUBBARD ST	Laurel Canyon	Aztec	1	1	600	600	675	588	1.125	0.980	F	E	1.023	0.891	F	D
HUBBARD ST	Aztec	Envoy	1	1	600	600	458	509	0.763	0.848	C	D	0.694	0.771	B	C
HUBBARD ST	Envoy	San Fernando	1	1	600	600	432	635	0.720	1.058	C	F	0.655	0.962	B	E
HUBBARD ST	San Fernando	Truman	1	1	600	600	1,641	845	2.735	1.408	F	F	2.486	1.280	F	F
HUBBARD ST	Truman	Bradley	1	1	600	600	829	786	1.382	1.310	F	F	1.256	1.191	F	F
HUBBARD ST	Bradley	Woodcock	1	1	600	600	621	546	1.035	0.910	F	E	0.941	0.827	E	D
HUBBARD ST	Woodcock	Herrick	1	1	600	600	621	546	1.035	0.910	F	E	0.941	0.827	E	D
HUBBARD ST	Herrick	Glenoaks	1	1	600	600	526	553	0.877	0.922	D	E	0.797	0.838	C	D
HUBBARD ST	Glenoaks	Borden	1	1	600	600	834	642	1.390	1.070	F	F	1.264	0.973	F	E
HUBBARD ST	Borden	Dronfield	1	1	600	600	627	571	1.045	0.952	F	E	0.950	0.865	E	D
HUBBARD ST	Dronfield	Adelphia	1	1	600	600	519	512	0.865	0.853	D	D	0.786	0.776	C	C
HUBBARD ST	Adelphia	Foothill	1	1	600	600	792	805	1.320	1.342	F	F	1.200	1.220	F	F
HUBBARD ST	Foothill	210 EB Ramps	1	1	600	600	754	495	1.257	0.825	F	D	1.142	0.750	F	C
HUBBARD ST	210 EB Ramps	210 WB Ramps	1	1	600	600	516	757	0.860	1.262	D	F	0.782	1.147	C	F
HUBBARD ST	210 WB Ramps	Gladstone	1	1	600	600	1,058	734	1.763	1.223	F	F	1.603	1.112	F	F
HUBBARD ST	Gladstone	Fenton	1	1	600	600	436	350	0.727	0.583	C	A	0.661	0.530	B	A
HUBBARD ST	Fenton	Eldridge	1	1	600	600	302	299	0.503	0.498	A	A	0.458	0.453	A	A
HUBBARD ST	Eldridge	Simshaw	1	1	600	600	204	172	0.340	0.287	A	A	0.309	0.261	A	A
HUBBARD ST	Simshaw	Shablow	1	1	600	600	159	100	0.265	0.167	A	A	0.241	0.152	A	A
HUBBARD ST	Shablow	Candlewood	1	1	600	600	159	100	0.265	0.167	A	A	0.241	0.152	A	A
RAJAH ST	Simshaw	Shablow	1	1	600	600	6	4	0.010	0.007	A	A	0.009	0.006	A	A
RAJAH ST	Shablow	Hubbard/Gavina	1	1	600	600	6	4	0.010	0.007	A	A	0.009	0.006	A	A
RAJAH ST	Hubbard/Gavina	Wallabi	1	1	600	600	27	30	0.045	0.050	A	A	0.041	0.045	A	A
GRIDLEY ST (north segment)	Fenton	Eldridge	1	1	600	600	207	71	0.345	0.118	A	A	0.314	0.108	A	A
GRIDLEY ST (south segment)	Fenton	Eldridge	1	1	600	600	5	47	0.008	0.078	A	A	0.008	0.071	A	A
FREMONT ST (north segment)	Gladstone	Fenton	1	1	600	600	115	50	0.192	0.083	A	A	0.174	0.076	A	A
FREMONT ST (south segment)	Gladstone	Fenton	1	1	600	600	115	50	0.192	0.083	A	A	0.174	0.076	A	A
HARDING ST	Fenton	Cranston	1	1	600	600	332	179	0.553	0.298	A	A	0.503	0.271	A	A
HARDING ST	Cranston	Eldridge	1	1	600	600	36	15	0.060	0.025	A	A	0.055	0.023	A	A
HARDING ST	Eldridge	Maclay	1	1	600	600	36	15	0.060	0.025	A	A	0.055	0.023	A	A
HARDING ST	Maclay	Via Serena	1	1	600	600	407	151	0.678	0.252	B	A	0.617	0.229	B	A
HARDING ST	Via Serena	Via Santa Marta	1	1	600	600	171	16	0.285	0.027	A	A	0.259	0.024	A	A
MACLAY ST	8th St	Bromont	2	2	1400	1400	414	266	0.296	0.190	A	A	0.269	0.173	A	A
MACLAY ST	Bromont	Foothill	2	2	1400	1400	363	266	0.259	0.190	A	A	0.236	0.173	A	A
MACLAY ST	Foothill	210 EB Ramps	2	2	1400	1400	922	346	0.659	0.247	B	A	0.599	0.225	A	A
MACLAY ST	210 EB Ramps	210 WB Ramps	2	2	1400	1400	346	568	0.247	0.406	A	A	0.225	0.369	A	A
MACLAY ST	210 WB Ramps	Gladstone	1	1	700	700	1,006	407	1.437	0.581	F	A	1.306	0.529	F	A
MACLAY ST	Gladstone	Fenton	1	1	700	700	696	307	0.994	0.439	E	A	0.904	0.399	E	A
MACLAY ST	Fenton	(unknown)	1	1	600	600	371	136	0.618	0.227	B	A	0.562	0.206	A	A
MACLAY ST	(unknown)	Harding	1	1	600	600	371	136	0.618	0.227	B	A	0.562	0.206	A	A
ARROYO ST	Foothill	Gladstone	1	1	600	600	507	885	0.845	1.475	D	F	0.768	1.341	C	F
RINALDI ST	5 Fwy	Laurel Canyon	2	2	1600	1600	1,882	1,716	1.176	1.073	F	F	1.069	0.975	F	E

Transportation Alternative 2

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
											306	306	612			
											59	35	94	15%		
											41	26	67	11%		0.791

Preferred Alternative

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
ENCINITAS AVE	Roxford	Cobalt	1	1	700	700	743	404	1.061	0.577	F	A	0.965	0.525	E	A
ENCINITAS AVE	Cobalt	El Cajon	1	1	700	700	407	166	0.581	0.237	A	A	0.529	0.216	A	A
ENCINITAS AVE	El Cajon	Bledsoe	1	1	700	700	299	89	0.427	0.127	A	A	0.388	0.116	A	A
LAUREL CANYON BLVD	Bledsoe	Polk	2	2	1400	1400	395	154	0.282	0.110	A	A	0.256	0.100	A	A
LAUREL CANYON BLVD	Hubbard	Rinaldi	1	1	700	700	1,350	1,172	1.929	1.674	F	F	1.753	1.522	F	F
YOUNGDALE AVE	Astoria	Osceola	1	1	600	600	220	159	0.367	0.265	A	A	0.333	0.241	A	A
YOUNGDALE AVE	Osceola	Envoy	1	1	600	600	250	123	0.417	0.205	A	A	0.379	0.186	A	A
YOUNGDALE AVE	Envoy	Aztec	1	1	600	600	149	101	0.248	0.168	A	A	0.226	0.153	A	A
AZTEC ST	Youngdale	Hubbard	1	1	600	600	149	101	0.248	0.168	A	A	0.226	0.153	A	A
ENVOY ST	Youngdale	Hubbard	1	1	600	600	469	585	0.782	0.975	C	E	0.711	0.886	C	D
TELFAIR AVE	A St	Roxford	1	1	600	600	343	467	0.572	0.778	A	C	0.520	0.708	A	C
TELFAIR AVE	Roxford	Larkspur	1	1	600	600	170	130	0.283	0.217	A	A	0.258	0.197	A	A
TELFAIR AVE	Larkspur	Cobalt	1	1	600	600	204	140	0.340	0.233	A	A	0.309	0.212	A	A
TELFAIR AVE	Cobalt	El Cajon	1	1	600	600	330	202	0.550	0.337	A	A	0.500	0.306	A	A
TELFAIR AVE	El Cajon	Bledsoe	1	1	600	600	469	363	0.782	0.605	C	B	0.711	0.550	C	A
TELFAIR AVE	Bledsoe	Tyler	1	1	600	600	429	322	0.715	0.537	C	A	0.650	0.488	B	A
TELFAIR AVE	Tyler	Polk	1	1	600	600	406	273	0.677	0.455	B	A	0.615	0.414	B	A
TELFAIR AVE	Polk	Oro Grande	1	1	600	600	439	308	0.732	0.513	C	A	0.665	0.467	B	A
EL DORADO AVE	Oro Grande	Astoria	1	1	600	600	439	308	0.732	0.513	C	A	0.665	0.467	B	A
SAN FERNANDO RD	Golden State Fwy	Golden State Rd	2	2	1600	1600	1,439	293	0.899	0.183	D	A	0.818	0.166	D	A
SAN FERNANDO RD	Golden State Rd	Olden	2	2	1600	1600	1,332	213	0.833	0.133	D	A	0.757	0.121	C	A
SAN FERNANDO RD	Olden	Roxford	2	2	1600	1600	1,342	418	0.839	0.261	D	A	0.763	0.238	C	A
SAN FERNANDO RD	Roxford	Cobalt	2	2	1600	1600	1,468	465	0.918	0.291	E	A	0.834	0.264	D	A
SAN FERNANDO RD	Cobalt	Bledsoe	2	2	1600	1600	1,531	495	0.957	0.309	E	A	0.870	0.281	D	A
SAN FERNANDO RD	Bledsoe	Tyler	2	2	1600	1600	1,675	502	1.047	0.314	F	A	0.952	0.285	E	A
SAN FERNANDO RD	Tyler	Polk	2	2	1600	1600	1,841	693	1.151	0.433	F	A	1.046	0.394	F	A
SAN FERNANDO RD	Polk	Astoria	2	2	1600	1600	2,024	811	1.265	0.507	F	A	1.150	0.461	F	A
SAN FERNANDO RD	Astoria	Bleeker	2	2	1600	1600	2,024	811	1.265	0.507	F	A	1.150	0.461	F	A
SAN FERNANDO RD	Bleeker	Hubbard	2	2	1600	1600	2,018	802	1.261	0.501	F	A	1.147	0.456	F	A
Little SAN FERNANDO RD	Cobalt	Bledsoe	1	1	600	600	324	51	0.540	0.085	A	A	0.491	0.077	A	A
RALSTON AVE	Olden	Roxford	1	1	600	600	25	33	0.042	0.055	A	A	0.038	0.050	A	A
BRADLEY AVE	Yarnell	Excelsior	1	1	600	600	172	160	0.287	0.267	A	A	0.261	0.242	A	A
BRADLEY AVE	Excelsior	Olden	1	1	600	600	60	44	0.100	0.073	A	A	0.091	0.067	A	A
BRADLEY AVE	Olden	Roxford	1	1	600	600	66	40	0.110	0.067	A	A	0.100	0.061	A	A
BRADLEY AVE	Roxford	Cobalt	1	1	600	600	74	31	0.123	0.052	A	A	0.112	0.047	A	A
BRADLEY AVE	Cobalt	Bledsoe	1	1	600	600	122	31	0.203	0.052	A	A	0.185	0.047	A	A
BRADLEY AVE (north segment)	Bledsoe	Polk	1	1	600	600	139	39	0.232	0.065	A	A	0.211	0.059	A	A
BRADLEY AVE (south segment)	Bledsoe	Polk	1	1	600	600	166	150	0.277	0.250	A	A	0.252	0.227	A	A
BRADLEY AVE	Polk	Astoria	1	1	600	600	189	152	0.315	0.253	A	A	0.286	0.230	A	A
BRADLEY AVE	Astoria	Dyer	1	1	600	600	325	265	0.542	0.442	A	A	0.492	0.402	A	A
BRADLEY AVE	Dyer	Sayre	1	1	600	600	654	380	1.090	0.633	F	B	0.991	0.576	E	A
BRADLEY AVE	Sayre	Aztec	1	1	600	600	633	310	1.055	0.517	F	A	0.959	0.470	E	A
BRADLEY AVE	Aztec	Hubbard	1	1	600	600	708	329	1.180	0.548	F	A	1.073	0.498	F	A
HERRICK AVE	Olden	Roxford	1	1	600	600	707	517	1.178	0.862	F	D	1.071	0.783	F	C
HERRICK AVE	Roxford	Cobalt	1	1	600	600	399	219	0.665	0.365	B	A	0.605	0.332	B	A
HERRICK AVE	Cobalt	Rosales	1	1	600	600	184	173	0.307	0.288	A	A	0.279	0.262	A	A
HERRICK AVE	Rosales	Bledsoe	1	1	600	600	237	199	0.395	0.332	A	A	0.359	0.302	A	A
HERRICK AVE	Bledsoe	Ryan	1	1	600	600	237	199	0.395	0.332	A	A	0.359	0.302	A	A
HERRICK AVE	Ryan	Tyler	1	1	600	600	231	189	0.385	0.315	A	A	0.350	0.286	A	A
HERRICK AVE	Tyler	Polk	1	1	600	600	376	238	0.627	0.397	B	A	0.570	0.361	A	A
HERRICK AVE	Polk	Paddock	1	1	600	600	471	253	0.785	0.422	C	A	0.714	0.383	C	A
HERRICK AVE	Paddock	Astoria	1	1	600	600	336	142	0.560	0.237	A	A	0.509	0.215	A	A
HERRICK AVE	Astoria	Sayre	1	1	600	600	533	292	0.888	0.487	D	A	0.808	0.442	D	A
HERRICK AVE	Sayre	Beaver	1	1	600	600	591	320	0.985	0.533	E	A	0.895	0.485	D	A
HERRICK AVE	Beaver	Hubbard	1	1	600	600	621	322	1.035	0.537	F	A	0.941	0.488	E	A
GLENOAKS BLVD	Foothill	Monte	2	2	1200	1200	751	394	0.626	0.328	B	A	0.569	0.298	A	A
GLENOAKS BLVD	Monte	Roxford	2	2	1200	1200	742	381	0.618	0.318	B	A	0.562	0.289	A	A
GLENOAKS BLVD	Roxford	Cobalt	2	2	1200	1200	719	262	0.599	0.218	A	A	0.545	0.198	A	A
GLENOAKS BLVD	Cobalt	Bledsoe	2	2	1200	1200	798	320	0.665	0.267	B	A	0.605	0.242	B	A

Preferred Alternative

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
GLENOAKS BLVD	Bledsoe	El Casco	2	2	1200	1200	822	332	0.685	0.277	B	A	0.623	0.252	B	A
GLENOAKS BLVD	El Casco	Tyler	2	2	1200	1200	809	292	0.674	0.243	B	A	0.613	0.221	B	A
GLENOAKS BLVD	Tyler	Polk	2	2	1200	1200	903	320	0.753	0.267	C	A	0.684	0.242	B	A
GLENOAKS BLVD	Polk	Astoria	2	2	1200	1200	842	296	0.702	0.247	C	A	0.638	0.224	B	A
GLENOAKS BLVD	Astoria	Sayre	2	2	1200	1200	874	304	0.728	0.253	C	A	0.662	0.230	B	A
GLENOAKS BLVD	Sayre	Herron	2	2	1200	1200	1,091	294	0.909	0.245	E	A	0.827	0.223	D	A
BORDEN AVE	Roxford	Larkspur	1	1	600	600	104	43	0.173	0.072	A	A	0.158	0.065	A	A
BORDEN AVE	Larkspur	Cobalt	1	1	600	600	94	37	0.157	0.062	A	A	0.142	0.056	A	A
BORDEN AVE	Cobalt	Bledsoe	1	1	600	600	57	35	0.095	0.058	A	A	0.086	0.053	A	A
BORDEN AVE (north segment)	Bledsoe	Tyler	1	1	600	600	47	29	0.078	0.048	A	A	0.071	0.044	A	A
BORDEN AVE (south segment)	Bledsoe	Tyler	1	1	600	600	71	68	0.118	0.113	A	A	0.108	0.103	A	A
BORDEN AVE	Tyler	Lakeside	1	1	600	600	189	83	0.315	0.138	A	A	0.286	0.126	A	A
BORDEN AVE	Lakeside	Polk	1	1	600	600	314	149	0.523	0.248	A	A	0.476	0.226	A	A
BORDEN AVE	Polk	(unknown)	1	1	600	600	205	91	0.342	0.152	A	A	0.311	0.138	A	A
BORDEN AVE	(unknown)	Astoria	1	1	600	600	157	59	0.262	0.098	A	A	0.238	0.089	A	A
BORDEN AVE	Astoria	Sayre	1	1	600	600	126	10	0.210	0.017	A	A	0.191	0.015	A	A
BORDEN AVE	Sayre	Beaver	1	1	600	600	166	98	0.277	0.163	A	A	0.252	0.148	A	A
BORDEN AVE	Beaver	Hubbard	1	1	600	600	262	159	0.437	0.265	A	A	0.397	0.241	A	A
DUON FIELD AVE	Foothill	Cobalt	1	1	600	600	103	86	0.172	0.143	A	A	0.156	0.130	A	A
DUON FIELD AVE	Cobalt	Bledsoe	1	1	600	600	103	86	0.172	0.143	A	A	0.156	0.130	A	A
DUON FIELD AVE	Bledsoe	El Casco	1	1	600	600	110	103	0.183	0.172	A	A	0.167	0.156	A	A
DUON FIELD AVE	El Casco	Tyler	1	1	600	600	82	36	0.137	0.060	A	A	0.124	0.055	A	A
DUON FIELD AVE	Tyler	(unkown)	1	1	600	600	112	56	0.187	0.093	A	A	0.170	0.085	A	A
DUON FIELD AVE	(unkown)	Polk	1	1	600	600	161	77	0.268	0.128	A	A	0.244	0.117	A	A
DUON FIELD AVE	Polk	Astoria	1	1	600	600	56	21	0.093	0.035	A	A	0.085	0.032	A	A
DUON FIELD AVE	Astoria	DWY	1	1	600	600	45	44	0.075	0.073	A	A	0.068	0.067	A	A
DUON FIELD AVE	DWY	Raven	1	1	600	600	61	64	0.102	0.107	A	A	0.092	0.097	A	A
DUON FIELD AVE	Raven	Sayre	1	1	600	600	112	94	0.187	0.157	A	A	0.170	0.142	A	A
DUON FIELD AVE	Sayre	Beaver	1	1	600	600	226	155	0.377	0.258	A	A	0.342	0.235	A	A
DUON FIELD AVE	Beaver	Hubbard	1	1	600	600	103	80	0.172	0.133	A	A	0.156	0.121	A	A
SIERRA HWY (north segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,826	1,216	2.019	0.869	F	D	1.835	0.790	F	C
SIERRA HWY (south segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,826	1,216	2.019	0.869	F	D	1.835	0.790	F	C
FOOTHILL BLVD	Sierra Hwy	DWY #1	1	1	800	800	2,202	315	2.753	0.394	F	A	2.502	0.358	F	A
FOOTHILL BLVD	DWY #1	DWY #2	1	1	800	800	2,202	315	2.753	0.394	F	A	2.502	0.358	F	A
FOOTHILL BLVD	DWY #2	Balboa Blvd	1	1	800	800	2,156	516	2.695	0.645	F	B	2.450	0.586	F	A
FOOTHILL BLVD	Balboa Blvd	Balboa Blvd	2	2	1600	1600	818	627	0.511	0.392	A	A	0.465	0.356	A	A
FOOTHILL BLVD	Balboa Blvd	Filbert	2	2	1600	1600	1,088	634	0.680	0.396	B	A	0.618	0.360	B	A
FOOTHILL BLVD	Filbert	Yarnell	1	1	800	800	1,042	615	1.303	0.769	F	C	1.184	0.699	F	B
FOOTHILL BLVD	Yarnell	De Garmo	2	2	1600	1600	1,729	1,219	1.081	0.762	F	C	0.982	0.693	E	B
FOOTHILL BLVD	De Garmo	Glenoaks	2	2	1600	1600	1,421	990	0.888	0.619	D	B	0.807	0.563	D	A
FOOTHILL BLVD	Glenoaks	Roxford	2	2	1600	1600	798	626	0.499	0.391	A	A	0.453	0.356	A	A
FOOTHILL BLVD	Roxford	Ararat	2	2	1600	1600	1,577	1,285	0.986	0.803	E	D	0.896	0.730	D	C
FOOTHILL BLVD	Ararat	Cobalt	2	2	1600	1600	1,473	1,199	0.921	0.749	E	C	0.837	0.681	D	B
FOOTHILL BLVD	Cobalt	Bledsoe	2	2	1600	1600	1,524	1,236	0.953	0.773	E	C	0.866	0.702	D	C
FOOTHILL BLVD	Bledsoe	Tyler	2	2	1600	1600	1,601	1,312	1.001	0.820	F	D	0.910	0.745	E	C
FOOTHILL BLVD	Tyler	Polk	2	2	1600	1600	1,752	1,430	1.095	0.894	F	D	0.995	0.813	E	D
FOOTHILL BLVD	Polk	Astoria	2	2	1600	1600	1,585	1,254	0.991	0.784	E	C	0.901	0.713	E	C
FOOTHILL BLVD	Astoria	Sayre	2	2	1600	1600	1,897	1,754	1.186	1.096	F	F	1.078	0.997	F	E
FOOTHILL BLVD	Sayre	Hubbard	2	2	1600	1600	2,061	1,938	1.288	1.211	F	F	1.171	1.101	F	F
FOOTHILL BLVD	Hubbard	Harding	2	2	1600	1600	2,154	1,793	1.346	1.121	F	F	1.224	1.019	F	F
FOOTHILL BLVD	Harding	Maclay	2	2	1600	1600	2,271	1,851	1.419	1.157	F	F	1.290	1.052	F	F
FOOTHILL BLVD (north segment)	Maclay	Arroyo	2	2	1600	1600	2,073	1,411	1.296	0.882	F	D	1.178	0.802	F	D
FOOTHILL BLVD (south segment)	Arroyo	Vaughn	2	2	1600	1600	2,026	1,488	1.266	0.930	F	E	1.151	0.845	F	D
GLADSTONE AVE	Bledsoe	Polk (Tyler)	1	1	600	600	201	232	0.335	0.387	A	A	0.305	0.352	A	A
GLADSTONE AVE	Polk	Astoria	1	1	600	600	43	56	0.072	0.093	A	A	0.065	0.085	A	A
GLADSTONE AVE	Astoria	Oscar	1	1	600	600	182	59	0.303	0.098	A	A	0.276	0.089	A	A
GLADSTONE AVE	Oscar	Sayre	1	1	600	600	443	228	0.738	0.380	C	A	0.671	0.345	B	A
GLADSTONE AVE	Sayre	Hubbard	1	1	600	600	297	98	0.495	0.163	A	A	0.450	0.148	A	A
GLADSTONE AVE	Hubbard	Leach	1	1	600	600	457	418	0.762	0.697	C	B	0.692	0.633	B	B

Preferred Alternative

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
GLADSTONE AVE	Leach	Fernmont	1	1	600	600	116	73	0.193	0.122	A	A	0.176	0.111	A	A
GLADSTONE AVE	Fernmont	Harding	1	1	600	600	120	60	0.200	0.100	A	A	0.182	0.091	A	A
GLADSTONE AVE	Harding	Maclay	1	1	600	600	326	112	0.543	0.187	A	A	0.494	0.170	A	A
FENTON AVE	Tyler	Polk	1	1	600	600	252	49	0.420	0.082	A	A	0.382	0.074	A	A
FENTON AVE	Polk	Astoria	1	1	600	600	234	49	0.390	0.082	A	A	0.355	0.074	A	A
FENTON AVE	Astoria	Dyer	1	1	600	600	155	56	0.258	0.093	A	A	0.235	0.085	A	A
FENTON AVE	Dyer	Sayre	1	1	600	600	179	59	0.298	0.098	A	A	0.271	0.089	A	A
FENTON AVE	Sayre	Hubbard	1	1	600	600	156	32	0.260	0.053	A	A	0.236	0.048	A	A
FENTON AVE	Hubbard	Leach	1	1	600	600	75	67	0.125	0.112	A	A	0.114	0.102	A	A
FENTON AVE	Gridley	Fernmont	1	1	600	600	17	18	0.028	0.030	A	A	0.026	0.027	A	A
FENTON AVE (north segment)	Fernmont	Harding	1	1	600	600	13	31	0.022	0.052	A	A	0.020	0.047	A	A
FENTON AVE (south segment)	Fernmont	Harding	1	1	600	600	46	18	0.077	0.030	A	A	0.070	0.027	A	A
FENTON AVE	Harding	Alexander	1	1	600	600	267	167	0.445	0.278	A	A	0.405	0.253	A	A
FENTON AVE	Alexander	Maclay	1	1	600	600	256	134	0.427	0.223	A	A	0.388	0.203	A	A
OLIVE VIEW DR	210 Fwy	Kennedy	1	1	700	700	277	35	0.396	0.050	A	A	0.360	0.045	A	A
OLIVE VIEW DR	Kennedy	Bledsoe	1	1	700	700	168	25	0.240	0.036	A	A	0.218	0.032	A	A
OLIVE VIEW DR	Bledsoe	Fenton	1	1	700	700	574	375	0.820	0.536	D	A	0.745	0.487	C	A
OLIVE VIEW DR	Fenton	Tyler	1	1	700	700	192	280	0.274	0.400	A	A	0.249	0.364	A	A
OLIVE VIEW DR	Olive View	Eldridge	1	1	600	600	224	164	0.373	0.273	A	A	0.339	0.248	A	A
ELDRIDGE AVE	Polk	(unkown)	1	1	600	600	329	304	0.548	0.507	A	A	0.498	0.461	A	A
ELDRIDGE AVE	(unkown)	Astoria	1	1	600	600	592	340	0.987	0.567	E	A	0.897	0.515	D	A
ELDRIDGE AVE	Astoria	Sayre	1	1	600	600	533	330	0.888	0.550	D	A	0.808	0.500	D	A
ELDRIDGE AVE	Sayre	Aztec	1	1	600	600	386	260	0.643	0.433	B	A	0.585	0.394	A	A
ELDRIDGE AVE	Aztec	Hubbard	1	1	600	600	559	504	0.932	0.840	E	D	0.847	0.764	D	C
ELDRIDGE AVE	Hubbard	Gridley	1	1	600	600	225	162	0.375	0.270	A	A	0.341	0.245	A	A
ELDRIDGE AVE	Gridley	Harding	1	1	600	600	34	40	0.057	0.067	A	A	0.052	0.061	A	A
ALMETZ ST	Barner	Leedy	1	1	600	600	36	45	0.060	0.075	A	A	0.055	0.068	A	A
KINBROOK ST	Leedy	Polk	1	1	600	600	5	6	0.008	0.010	A	A	0.008	0.009	A	A
EGBERT ST	Polk	Badger	1	1	600	600	5	6	0.008	0.010	A	A	0.008	0.009	A	A
EGBERT ST	Badger	Astoria	1	1	600	600	25	45	0.042	0.075	A	A	0.038	0.068	A	A
SIMSHAW AVE	Sayre	Hubbard	1	1	600	600	17	47	0.028	0.078	A	A	0.026	0.071	A	A
SHABLOW AVE	Hubbard	Rajah	1	1	600	600	43	49	0.072	0.082	A	A	0.065	0.074	A	A
GAVINA AVE	Candlewood	Rajah	2	2	1400	1400	36	217	0.026	0.155	A	A	0.023	0.141	A	A
GAVINA AVE	Rajah	N Pacoima Canyon	2	2	1400	1400	29	203	0.021	0.145	A	A	0.019	0.132	A	A
GAVINA AVE	N Pacoima Canyon	Via Santa Marta	1	1	600	600	203	29	0.338	0.048	A	A	0.308	0.044	A	A
YARNELL ST	End	Bradley	1	1	700	700	48	33	0.069	0.047	A	A	0.062	0.043	A	A
YARNELL ST	Bradley	Foothill	1	1	700	700	199	146	0.284	0.209	A	A	0.258	0.190	A	A
YARNELL ST	Foothill	210 Fwy	2	2	1400	1400	1,274	1,139	0.910	0.814	E	D	0.827	0.740	D	C
OLDEN ST	A St	San Fernando	1	1	600	600	322	128	0.537	0.213	A	A	0.488	0.194	A	A
OLDEN ST	End	Ralston	1	1	600	600	44	50	0.073	0.083	A	A	0.067	0.076	A	A
OLDEN ST	Ralston	Bradley	1	1	600	600	32	42	0.053	0.070	A	A	0.048	0.064	A	A
OLDEN ST	Bradley	Norris	1	1	600	600	14	48	0.023	0.080	A	A	0.021	0.073	A	A
OLDEN ST	Norris	Herrick	1	1	600	600	288	401	0.480	0.668	A	B	0.436	0.608	A	B
OLDEN ST	Herrick	De Garmo	1	1	600	600	474	396	0.790	0.660	C	B	0.718	0.600	C	B
DE GARMO AVE	Olden St	Foothill	1	1	600	600	474	396	0.790	0.660	C	B	0.718	0.600	C	B
ROXFORD ST	5 Fwy	Encinitas	2	2	1600	1600	970	1,299	0.606	0.812	B	D	0.551	0.738	A	C
ROXFORD ST	Encinitas	Telfair	1	2	800	1600	508	694	0.635	0.434	B	A	0.577	0.394	A	A
ROXFORD ST	Telfair	El Dorado	1	1	700	700	348	371	0.497	0.530	A	A	0.452	0.482	A	A
ROXFORD ST	El Dorado	San Fernando	1	1	700	700	348	371	0.497	0.530	A	A	0.452	0.482	A	A
ROXFORD ST	San Fernando	Ralston	1	1	700	700	666	609	0.951	0.870	E	D	0.865	0.791	D	C
ROXFORD ST	Ralston	Bradley	1	1	700	700	666	609	0.951	0.870	E	D	0.865	0.791	D	C
ROXFORD ST	Bradley	Herrick	1	1	700	700	636	560	0.909	0.800	E	D	0.826	0.727	D	C
ROXFORD ST	Herrick	Glenoaks	1	1	700	700	369	303	0.527	0.433	A	A	0.479	0.394	A	A
ROXFORD ST	Borden	Glenoaks	1	1	700	700	300	138	0.429	0.197	A	A	0.390	0.179	A	A
ROXFORD ST	Borden	Foothill	1	1	700	700	391	169	0.559	0.241	A	A	0.508	0.219	A	A
ROXFORD ST	Foothill	210 Fwy	1	1	700	700	897	561	1.281	0.801	F	D	1.165	0.729	F	C
COBALT ST	Encinitas	unknown	1	1	600	600	394	492	0.657	0.820	B	D	0.597	0.745	A	C
COBALT ST	unknown	Telfair	1	1	600	600	215	334	0.358	0.557	A	A	0.326	0.506	A	A
COBALT ST	Telfair	El Dorado	1	1	600	600	88	142	0.147	0.237	A	A	0.133	0.215	A	A

Preferred Alternative

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
COBALT ST	El Dorado	San Fernando	1	1	600	600	169	202	0.282	0.337	A	A	0.256	0.306	A	A
COBALT ST	Little San Fernando	Avenue 1	1	1	600	600	324	51	0.540	0.085	A	A	0.491	0.077	A	A
COBALT ST	Avenue 1	Bradley	1	1	600	600	324	51	0.540	0.085	A	A	0.491	0.077	A	A
COBALT ST	Bradley	Norris	1	1	600	600	410	91	0.683	0.152	B	A	0.621	0.138	B	A
COBALT ST	Norris	Herrick	1	1	600	600	323	71	0.538	0.118	A	A	0.489	0.108	A	A
COBALT ST	Herrick	Glenoaks	1	1	600	600	107	24	0.178	0.040	A	A	0.162	0.036	A	A
COBALT ST	Glenoaks	Fellows	1	1	600	600	186	82	0.310	0.137	A	A	0.282	0.124	A	A
COBALT ST	Fellows	Borden	1	1	600	600	22	5	0.037	0.008	A	A	0.033	0.008	A	A
COBALT ST	Borden	Chivers	1	1	600	600	24	41	0.040	0.068	A	A	0.036	0.062	A	A
COBALT ST	Chivers	Duon Field	1	1	600	600	24	41	0.040	0.068	A	A	0.036	0.062	A	A
COBALT ST	Duon Field	Foothill	1	1	600	600	24	41	0.040	0.068	A	A	0.036	0.062	A	A
BLEDSOE ST	Encinitas	Amboy	2	2	1200	1200	105	73	0.088	0.061	A	A	0.080	0.055	A	A
BLEDSOE ST	Amboy	Telfair	2	2	1200	1200	162	133	0.135	0.111	A	A	0.123	0.101	A	A
BLEDSOE ST	Telfair	San Fernando	2	2	1200	1200	118	87	0.098	0.073	A	A	0.089	0.066	A	A
BLEDSOE ST	San Fernando	Little San Fernando	1	1	600	600	457	291	0.762	0.485	C	A	0.692	0.441	B	A
BLEDSOE ST	Little San Fernando	Bradley	1	1	600	600	58	46	0.097	0.077	A	A	0.088	0.070	A	A
BLEDSOE ST	Bradley	Herrick	1	1	600	600	73	53	0.122	0.088	A	A	0.111	0.080	A	A
BLEDSOE ST	Herrick	Glenoaks	1	1	600	600	73	53	0.122	0.088	A	A	0.111	0.080	A	A
BLEDSOE ST	Glenoaks	Borden	1	1	600	600	69	36	0.115	0.060	A	A	0.105	0.055	A	A
BLEDSOE ST	Borden	Dronfield	1	1	600	600	37	23	0.062	0.038	A	A	0.056	0.035	A	A
BLEDSOE ST	Dronfield	Foothill	1	1	600	600	40	37	0.067	0.062	A	A	0.061	0.056	A	A
BLEDSOE ST	Foothill	Gladstone	1	1	600	600	590	589	0.983	0.982	E	E	0.894	0.892	D	D
BLEDSOE ST	Gladstone	Olive View	1	1	600	600	393	423	0.655	0.705	B	C	0.595	0.641	A	B
TYLER ST	Telfair	El Dorado	1	1	600	600	418	392	0.697	0.653	B	B	0.633	0.594	B	A
TYLER ST	El Dorado	San Fernando	1	1	600	600	418	392	0.697	0.653	B	B	0.633	0.594	B	A
TYLER ST	Herrick	De Garmo	1	1	600	600	152	56	0.253	0.093	A	A	0.230	0.085	A	A
TYLER ST	De Garmo	Glenoaks	1	1	600	600	31	81	0.052	0.135	A	A	0.047	0.123	A	A
TYLER ST	Glenoaks	Borden	1	1	600	600	23	6	0.038	0.010	A	A	0.035	0.009	A	A
TYLER ST	Borden	Phillippi	1	1	600	600	159	54	0.265	0.090	A	A	0.241	0.082	A	A
TYLER ST	Phillippi	Duon Field	1	1	600	600	137	181	0.228	0.302	A	A	0.208	0.274	A	A
TYLER ST	Duon Field	Foothill	1	1	600	600	138	172	0.230	0.287	A	A	0.209	0.261	A	A
TYLER ST	End	Gladstone	1	1	600	600	222	428	0.370	0.713	A	C	0.336	0.648	A	B
TYLER ST	Gladstone	Fenton	1	1	600	600	21	196	0.035	0.327	A	A	0.032	0.297	A	A
TYLER ST	Fenton	Olive View	1	1	600	600	93	66	0.155	0.110	A	A	0.141	0.100	A	A
BARNER AVE	Olive View	Almetz	1	1	600	600	36	30	0.060	0.050	A	A	0.055	0.045	A	A
LEEDY AVE	Kinbrook	Almetz	1	1	600	600	25	48	0.042	0.080	A	A	0.038	0.073	A	A
POLK ST	Laurel Canyon	Edgecliff	1	1	600	600	171	210	0.285	0.350	A	A	0.259	0.318	A	A
POLK ST	Edgecliff	Telfair	1	1	600	600	171	210	0.285	0.350	A	A	0.259	0.318	A	A
POLK ST	Telfair	San Fernando	1	1	600	600	185	226	0.308	0.377	A	A	0.280	0.342	A	A
POLK ST	San Fernando	Little San Fernando	2	2	1200	1200	971	944	0.809	0.787	D	C	0.736	0.715	C	C
POLK ST	Little San Fernando	Bradley	2	2	1200	1200	710	689	0.592	0.574	A	A	0.538	0.522	A	A
POLK ST	Bradley	Herrick	2	2	1200	1200	820	778	0.683	0.648	B	B	0.621	0.589	B	A
POLK ST	Herrick	Glenoaks	2	2	1200	1200	691	570	0.576	0.475	A	A	0.523	0.432	A	A
POLK ST	Glenoaks	Borden	2	2	1200	1200	690	607	0.575	0.506	A	A	0.523	0.460	A	A
POLK ST	Borden	Duon Field	2	2	1200	1200	476	444	0.397	0.370	A	A	0.361	0.336	A	A
POLK ST	Duon Field	Foothill	2	2	1200	1200	528	545	0.440	0.454	A	A	0.400	0.413	A	A
POLK ST	Foothill	210 EB Ramps	2	2	1200	1200	807	815	0.673	0.679	B	B	0.611	0.617	B	B
POLK ST	210 EB Ramps	210 WB Ramps	2	2	1200	1200	244	790	0.203	0.658	A	B	0.185	0.598	A	A
POLK ST	210 WB Ramps	Gladstone	2	2	600	600	282	152	0.470	0.253	A	A	0.427	0.230	A	A
POLK ST	Gladstone	(unknown)	2	2	600	600	262	145	0.437	0.242	A	A	0.397	0.220	A	A
POLK ST	(unknown)	Fenton	2	2	600	600	157	104	0.262	0.173	A	A	0.238	0.158	A	A
POLK ST	Fenton	Eldridge	2	2	600	600	139	104	0.232	0.173	A	A	0.211	0.158	A	A
POLK ST	Eldridge	Egbert	1	1	600	600	31	50	0.052	0.083	A	A	0.047	0.076	A	A
ORO GRANDE ST	Telfair	El Dorado	1	1	600	600	308	439	0.513	0.732	A	C	0.467	0.665	A	B
ASTORIA ST	Youngdale	El Dorado	1	1	600	600	439	308	0.732	0.513	C	A	0.665	0.467	B	A
ASTORIA ST	El Dorado	San Fernando	1	1	600	600	38	34	0.063	0.057	A	A	0.058	0.052	A	A
ASTORIA ST	Little San Fernando	Ralston	1	1	600	600	95	108	0.158	0.180	A	A	0.144	0.164	A	A
ASTORIA ST	Ralston	Bradley	1	1	600	600	10	29	0.017	0.048	A	A	0.015	0.044	A	A
ASTORIA ST	Bradley	Herrick	1	1	600	600	196	192	0.327	0.320	A	A	0.297	0.291	A	A

Preferred Alternative

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			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
ASTORIA ST	Herrick	(unknown)	1	1	600	600	313	263	0.522	0.438	A	A	0.474	0.398	A	A
ASTORIA ST	(unknown)	Glenoaks	1	1	600	600	451	388	0.752	0.647	C	B	0.683	0.588	B	A
ASTORIA ST	Glenoaks	Fellows	1	1	600	600	286	199	0.477	0.332	A	A	0.433	0.302	A	A
ASTORIA ST	Fellows	Borden	1	1	600	600	204	147	0.340	0.245	A	A	0.309	0.223	A	A
ASTORIA ST	Borden	Phillippi	1	1	600	600	251	176	0.418	0.293	A	A	0.380	0.267	A	A
ASTORIA ST	Phillippi	Dronfield	1	1	600	600	234	168	0.390	0.280	A	A	0.355	0.255	A	A
ASTORIA ST	Dronfield	Foothill	1	1	600	600	214	181	0.357	0.302	A	A	0.324	0.274	A	A
ASTORIA ST	Foothill	End	1	1	600	600	934	1,090	1.557	1.817	F	F	1.415	1.652	F	F
ASTORIA ST	Gladstone	Wheeler	1	1	600	600	138	48	0.230	0.080	A	A	0.209	0.073	A	A
ASTORIA ST	Wheeler	Fenton	1	1	600	600	138	40	0.230	0.067	A	A	0.209	0.061	A	A
ASTORIA ST	Fenton	Eldridge	1	1	600	600	59	9	0.098	0.015	A	A	0.089	0.014	A	A
ASTORIA ST	Eldridge	Vaults	1	1	600	600	47	36	0.078	0.060	A	A	0.071	0.055	A	A
SAYRE ST	Bradley	Norris	1	1	600	600	191	142	0.318	0.237	A	A	0.289	0.215	A	A
SAYRE ST	Norris	Herrick	1	1	600	600	206	146	0.343	0.243	A	A	0.312	0.221	A	A
SAYRE ST	Herrick	De Garmo	1	1	600	600	218	128	0.363	0.213	A	A	0.330	0.194	A	A
SAYRE ST	De Garmo	Glenoaks	1	1	600	600	218	128	0.363	0.213	A	A	0.330	0.194	A	A
SAYRE ST	Glenoaks	Fellows	1	1	600	600	436	120	0.727	0.200	C	A	0.661	0.182	B	A
SAYRE ST	Fellows	Borden	1	1	600	600	386	98	0.643	0.163	B	A	0.585	0.148	A	A
SAYRE ST	Borden	Phillippi	1	1	600	600	454	212	0.757	0.353	C	A	0.688	0.321	B	A
SAYRE ST	Phillippi	Duon Field	1	1	600	600	334	151	0.557	0.252	A	A	0.506	0.229	A	A
SAYRE ST	Duon Field	Bromont	1	1	600	600	480	244	0.800	0.407	D	A	0.727	0.370	C	A
SAYRE ST	Bromont	Foothill	1	1	600	600	187	211	0.312	0.352	A	A	0.283	0.320	A	A
SAYRE ST	Foothill	Gladstone	1	1	600	600	493	537	0.822	0.895	D	D	0.747	0.814	C	D
SAYRE ST	Gladstone	Wheeler	1	1	600	600	231	290	0.385	0.483	A	A	0.350	0.439	A	A
SAYRE ST	Wheeler	Fenton	1	1	600	600	231	290	0.385	0.483	A	A	0.350	0.439	A	A
SAYRE ST	Fenton	Eldridge	1	1	600	600	220	275	0.367	0.458	A	A	0.333	0.417	A	A
SAYRE ST	Eldridge	Brussels	1	1	600	600	102	232	0.170	0.387	A	A	0.155	0.352	A	A
SAYRE ST	Garrick	Simshaw	1	1	600	600	47	17	0.078	0.028	A	A	0.071	0.026	A	A
SAYRE ST	Simshaw	Shablow	1	1	600	600	49	45	0.082	0.075	A	A	0.074	0.068	A	A
HUBBARD ST	Laurel Canyon	Aztec	2	2	1200	1200	595	586	0.496	0.488	A	A	0.451	0.444	A	A
HUBBARD ST	Aztec	Envoy	2	2	1200	1200	445	483	0.371	0.403	A	A	0.337	0.366	A	A
HUBBARD ST	Envoy	San Fernando	2	2	1200	1200	461	616	0.384	0.513	A	A	0.349	0.467	A	A
HUBBARD ST	San Fernando	Truman	2	2	1200	1200	1,076	1,017	0.897	0.848	D	D	0.815	0.770	D	C
HUBBARD ST	Truman	Bradley	2	2	1200	1200	896	772	0.747	0.643	C	B	0.679	0.585	B	A
HUBBARD ST	Bradley	Woodcock	2	2	1200	1200	679	538	0.566	0.448	A	A	0.514	0.408	A	A
HUBBARD ST	Woodcock	Herrick	2	2	1200	1200	679	538	0.566	0.448	A	A	0.514	0.408	A	A
HUBBARD ST	Herrick	Glenoaks	2	2	1200	1200	545	504	0.454	0.420	A	A	0.413	0.382	A	A
HUBBARD ST	Glenoaks	Borden	2	2	1200	1200	785	660	0.654	0.550	B	A	0.595	0.500	A	A
HUBBARD ST	Borden	Dronfield	2	2	1200	1200	582	561	0.485	0.468	A	A	0.441	0.425	A	A
HUBBARD ST	Dronfield	Adelphia	2	2	1200	1200	479	481	0.399	0.401	A	A	0.363	0.364	A	A
HUBBARD ST	Adelphia	Foothill	2	2	1200	1200	676	686	0.563	0.572	A	A	0.512	0.520	A	A
HUBBARD ST	Foothill	210 EB Ramps	2	2	1200	1200	730	512	0.608	0.427	B	A	0.553	0.388	A	A
HUBBARD ST	210 EB Ramps	210 WB Ramps	2	2	1200	1200	514	771	0.428	0.643	A	B	0.389	0.584	A	A
HUBBARD ST	210 WB Ramps	Gladstone	2	2	1200	1200	1,076	785	0.897	0.654	D	B	0.815	0.595	D	A
HUBBARD ST	Gladstone	Fenton	2	2	1200	1200	508	379	0.423	0.316	A	A	0.385	0.287	A	A
HUBBARD ST	Fenton	Eldridge	2	2	1200	1200	521	509	0.434	0.424	A	A	0.395	0.386	A	A
HUBBARD ST	Eldridge	Simshaw	2	2	1200	1200	287	267	0.239	0.223	A	A	0.217	0.202	A	A
HUBBARD ST	Simshaw	Shablow	2	2	1200	1200	230	117	0.192	0.098	A	A	0.174	0.089	A	A
HUBBARD ST	Shablow	Candlewood	2	2	1200	1200	230	117	0.192	0.098	A	A	0.174	0.089	A	A
RAJAH ST	Simshaw	Shablow	1	1	600	600	13	6	0.022	0.010	A	A	0.020	0.009	A	A
RAJAH ST	Shablow	Hubbard/Gavina	1	1	600	600	13	6	0.022	0.010	A	A	0.020	0.009	A	A
RAJAH ST	Hubbard/Gavina	Wallabi	1	1	600	600	34	41	0.057	0.068	A	A	0.052	0.062	A	A
GRIDLEY ST (north segment)	Fenton	Eldridge	1	1	600	600	225	162	0.375	0.270	A	A	0.341	0.245	A	A
GRIDLEY ST (south segment)	Fenton	Eldridge	1	1	600	600	17	18	0.028	0.030	A	A	0.026	0.027	A	A
FREMONT ST (north segment)	Gladstone	Fenton	1	1	600	600	27	10	0.045	0.017	A	A	0.041	0.015	A	A
FREMONT ST (south segment)	Gladstone	Fenton	1	1	600	600	27	10	0.045	0.017	A	A	0.041	0.015	A	A
HARDING ST	Fenton	Cranston	1	1	600	600	264	149	0.440	0.248	A	A	0.400	0.226	A	A
HARDING ST	Cranston	Eldridge	1	1	600	600	28	17	0.047	0.028	A	A	0.042	0.026	A	A
HARDING ST	Eldridge	Maclay	1	1	600	600	28	17	0.047	0.028	A	A	0.042	0.026	A	A

Preferred Alternative

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
HARDING ST	Maclay	Via Serena	1	1	600	600	439	250	0.732	0.417	C	A	0.665	0.379	B	A
HARDING ST	Via Serena	Via Santa Marta	1	1	600	600	203	29	0.338	0.048	A	A	0.308	0.044	A	A
MACLAY ST	8th St	Bromont	2	2	1400	1400	511	211	0.365	0.151	A	A	0.332	0.137	A	A
MACLAY ST	Bromont	Foothill	2	2	1400	1400	468	211	0.334	0.151	A	A	0.304	0.137	A	A
MACLAY ST	Foothill	210 EB Ramps	2	2	1400	1400	932	374	0.666	0.267	B	A	0.605	0.243	B	A
MACLAY ST	210 EB Ramps	210 WB Ramps	2	2	1400	1400	332	634	0.237	0.453	A	A	0.216	0.412	A	A
MACLAY ST	210 WB Ramps	Gladstone	1	1	700	700	994	479	1.420	0.684	F	B	1.291	0.622	F	B
MACLAY ST	Gladstone	Fenton	1	1	700	700	667	367	0.953	0.524	E	A	0.866	0.477	D	A
MACLAY ST	Fenton	(unknown)	1	1	600	600	411	233	0.685	0.388	B	A	0.623	0.353	B	A
MACLAY ST	(unknown)	Harding	1	1	600	600	411	233	0.685	0.388	B	A	0.623	0.353	B	A
ARROYO ST	Foothill	Gladstone	1	1	600	600	225	350	0.375	0.583	A	A	0.341	0.530	A	A
RINALDI ST	5 Fwy	Laurel Canyon	2	2	1600	1600	1,925	1,714	1.203	1.071	F	F	1.094	0.974	F	E

Weighted V/C

Total Links	307	307	614		
Links at E or F (w/o ATSAC)	47	10	57	9%	
Links at E or F (with ATSAC)	32	7	39	6%	0.739

Proposed Plan with TIMP

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
ENCINITAS AVE	Roxford	Cobalt	1	1	700	700	743	404	1.061	0.577	F	A	0.965	0.525	E	A
ENCINITAS AVE	Cobalt	El Cajon	1	1	700	700	407	166	0.581	0.237	A	A	0.529	0.216	A	A
ENCINITAS AVE	El Cajon	Bledsoe	1	1	700	700	299	89	0.427	0.127	A	A	0.388	0.116	A	A
LAUREL CANYON BLVD	Bledsoe	Polk	2	2	1400	1400	395	154	0.282	0.110	A	A	0.256	0.100	A	A
LAUREL CANYON BLVD	Hubbard	Rinaldi	1	1	700	700	1,350	1,172	1.929	1.674	F	F	1.753	1.522	F	F
YOUNGDALE AVE	Astoria	Osceola	1	1	600	600	220	159	0.367	0.265	A	A	0.333	0.241	A	A
YOUNGDALE AVE	Osceola	Envoy	1	1	600	600	250	123	0.417	0.205	A	A	0.379	0.186	A	A
YOUNGDALE AVE	Envoy	Aztec	1	1	600	600	149	101	0.248	0.168	A	A	0.226	0.153	A	A
AZTEC ST	Youngdale	Hubbard	1	1	600	600	149	101	0.248	0.168	A	A	0.226	0.153	A	A
ENVOY ST	Youngdale	Hubbard	1	1	600	600	469	585	0.782	0.975	C	E	0.711	0.886	C	D
TELFAIR AVE	A St	Roxford	1	1	600	600	343	467	0.572	0.778	A	C	0.520	0.708	A	C
TELFAIR AVE	Roxford	Larkspur	1	1	600	600	170	130	0.283	0.217	A	A	0.258	0.197	A	A
TELFAIR AVE	Larkspur	Cobalt	1	1	600	600	204	140	0.340	0.233	A	A	0.309	0.212	A	A
TELFAIR AVE	Cobalt	El Cajon	1	1	600	600	330	202	0.550	0.337	A	A	0.500	0.306	A	A
TELFAIR AVE	El Cajon	Bledsoe	1	1	600	600	469	363	0.782	0.605	C	B	0.711	0.550	C	A
TELFAIR AVE	Bledsoe	Tyler	1	1	600	600	429	322	0.715	0.537	C	A	0.650	0.488	B	A
TELFAIR AVE	Tyler	Polk	1	1	600	600	406	273	0.677	0.455	B	A	0.615	0.414	B	A
TELFAIR AVE	Polk	Oro Grande	1	1	600	600	439	308	0.732	0.513	C	A	0.665	0.467	B	A
EL DORADO AVE	Oro Grande	Astoria	1	1	600	600	439	308	0.732	0.513	C	A	0.665	0.467	B	A
SAN FERNANDO RD	Golden State Fwy	Golden State Rd	2	2	1600	1600	1,439	293	0.899	0.183	D	A	0.818	0.166	D	A
SAN FERNANDO RD	Golden State Rd	Olden	2	2	1600	1600	1,332	213	0.833	0.133	D	A	0.757	0.121	C	A
SAN FERNANDO RD	Olden	Roxford	2	2	1600	1600	1,342	418	0.839	0.261	D	A	0.763	0.238	C	A
SAN FERNANDO RD	Roxford	Cobalt	2	2	1600	1600	1,468	465	0.918	0.291	E	A	0.834	0.264	D	A
SAN FERNANDO RD	Cobalt	Bledsoe	2	2	1600	1600	1,531	495	0.957	0.309	E	A	0.870	0.281	D	A
SAN FERNANDO RD	Bledsoe	Tyler	2	2	1600	1600	1,675	502	1.047	0.314	F	A	0.952	0.285	E	A
SAN FERNANDO RD	Tyler	Polk	2	2	1600	1600	1,841	693	1.151	0.433	F	A	1.046	0.394	F	A
SAN FERNANDO RD	Polk	Astoria	2	2	1600	1600	2,024	811	1.265	0.507	F	A	1.150	0.461	F	A
SAN FERNANDO RD	Astoria	Bleeker	2	2	1600	1600	2,024	811	1.265	0.507	F	A	1.150	0.461	F	A
SAN FERNANDO RD	Bleeker	Hubbard	2	2	1600	1600	2,018	802	1.261	0.501	F	A	1.147	0.456	F	A
Little SAN FERNANDO RD	Cobalt	Bledsoe	1	1	600	600	324	51	0.540	0.085	A	A	0.491	0.077	A	A
RALSTON AVE	Olden	Roxford	1	1	600	600	25	33	0.042	0.055	A	A	0.038	0.050	A	A
BRADLEY AVE	Yarnell	Excelsior	1	1	600	600	172	160	0.287	0.267	A	A	0.261	0.242	A	A
BRADLEY AVE	Excelsior	Olden	1	1	600	600	60	44	0.100	0.073	A	A	0.091	0.067	A	A
BRADLEY AVE	Olden	Roxford	1	1	600	600	66	40	0.110	0.067	A	A	0.100	0.061	A	A
BRADLEY AVE	Roxford	Cobalt	1	1	600	600	74	31	0.123	0.052	A	A	0.112	0.047	A	A
BRADLEY AVE	Cobalt	Bledsoe	1	1	600	600	122	31	0.203	0.052	A	A	0.185	0.047	A	A
BRADLEY AVE (north segment)	Bledsoe	Polk	1	1	600	600	139	39	0.232	0.065	A	A	0.211	0.059	A	A
BRADLEY AVE (south segment)	Bledsoe	Polk	1	1	600	600	166	150	0.277	0.250	A	A	0.252	0.227	A	A
BRADLEY AVE	Polk	Astoria	1	1	600	600	189	152	0.315	0.253	A	A	0.286	0.230	A	A
BRADLEY AVE	Astoria	Dyer	1	1	600	600	325	265	0.542	0.442	A	A	0.492	0.402	A	A
BRADLEY AVE	Dyer	Sayre	1	1	600	600	654	380	1.090	0.633	F	B	0.991	0.576	E	A
BRADLEY AVE	Sayre	Aztec	1	1	600	600	633	310	1.055	0.517	F	A	0.959	0.470	E	A
BRADLEY AVE	Aztec	Hubbard	1	1	600	600	708	329	1.180	0.548	F	A	1.073	0.498	F	A
HERRICK AVE	Olden	Roxford	1	1	600	600	707	517	1.178	0.862	F	D	1.071	0.783	F	C
HERRICK AVE	Roxford	Cobalt	1	1	600	600	399	219	0.665	0.365	B	A	0.605	0.332	B	A
HERRICK AVE	Cobalt	Rosales	1	1	600	600	184	173	0.307	0.288	A	A	0.279	0.262	A	A
HERRICK AVE	Rosales	Bledsoe	1	1	600	600	237	199	0.395	0.332	A	A	0.359	0.302	A	A
HERRICK AVE	Bledsoe	Ryan	1	1	600	600	237	199	0.395	0.332	A	A	0.359	0.302	A	A
HERRICK AVE	Ryan	Tyler	1	1	600	600	231	189	0.385	0.315	A	A	0.350	0.286	A	A
HERRICK AVE	Tyler	Polk	1	1	600	600	376	238	0.627	0.397	B	A	0.570	0.361	A	A
HERRICK AVE	Polk	Paddock	1	1	600	600	471	253	0.785	0.422	C	A	0.714	0.383	C	A
HERRICK AVE	Paddock	Astoria	1	1	600	600	336	142	0.560	0.237	A	A	0.509	0.215	A	A
HERRICK AVE	Astoria	Sayre	1	1	600	600	533	292	0.888	0.487	D	A	0.808	0.442	D	A
HERRICK AVE	Sayre	Beaver	1	1	600	600	591	320	0.985	0.533	E	A	0.895	0.485	D	A
HERRICK AVE	Beaver	Hubbard	1	1	600	600	621	322	1.035	0.537	F	A	0.941	0.488	E	A
GLENOAKS BLVD	Foothill	Monte	2	2	1200	1200	751	394	0.626	0.328	B	A	0.569	0.298	A	A
GLENOAKS BLVD	Monte	Roxford	2	2	1200	1200	742	381	0.618	0.318	B	A	0.562	0.289	A	A
GLENOAKS BLVD	Roxford	Cobalt	2	2	1200	1200	719	262	0.599	0.218	A	A	0.545	0.198	A	A
GLENOAKS BLVD	Cobalt	Bledsoe	2	2	1200	1200	798	320	0.665	0.267	B	A	0.605	0.242	B	A

Proposed Plan with TIMP

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
GLENOAKS BLVD	Bledsoe	El Casco	2	2	1200	1200	822	332	0.685	0.277	B	A	0.623	0.252	B	A
GLENOAKS BLVD	El Casco	Tyler	2	2	1200	1200	809	292	0.674	0.243	B	A	0.613	0.221	B	A
GLENOAKS BLVD	Tyler	Polk	2	2	1200	1200	903	320	0.753	0.267	C	A	0.684	0.242	B	A
GLENOAKS BLVD	Polk	Astoria	2	2	1200	1200	842	296	0.702	0.247	C	A	0.638	0.224	B	A
GLENOAKS BLVD	Astoria	Sayre	2	2	1200	1200	874	304	0.728	0.253	C	A	0.662	0.230	B	A
GLENOAKS BLVD	Sayre	Herron	2	2	1200	1200	1,091	294	0.909	0.245	E	A	0.827	0.223	D	A
BORDEN AVE	Roxford	Larkspur	1	1	600	600	104	43	0.173	0.072	A	A	0.158	0.065	A	A
BORDEN AVE	Larkspur	Cobalt	1	1	600	600	94	37	0.157	0.062	A	A	0.142	0.056	A	A
BORDEN AVE	Cobalt	Bledsoe	1	1	600	600	57	35	0.095	0.058	A	A	0.086	0.053	A	A
BORDEN AVE (north segment)	Bledsoe	Tyler	1	1	600	600	47	29	0.078	0.048	A	A	0.071	0.044	A	A
BORDEN AVE (south segment)	Bledsoe	Tyler	1	1	600	600	71	68	0.118	0.113	A	A	0.108	0.103	A	A
BORDEN AVE	Tyler	Lakeside	1	1	600	600	189	83	0.315	0.138	A	A	0.286	0.126	A	A
BORDEN AVE	Lakeside	Polk	1	1	600	600	314	149	0.523	0.248	A	A	0.476	0.226	A	A
BORDEN AVE	Polk	(unknown)	1	1	600	600	205	91	0.342	0.152	A	A	0.311	0.138	A	A
BORDEN AVE	(unknown)	Astoria	1	1	600	600	157	59	0.262	0.098	A	A	0.238	0.089	A	A
BORDEN AVE	Astoria	Sayre	1	1	600	600	126	10	0.210	0.017	A	A	0.191	0.015	A	A
BORDEN AVE	Sayre	Beaver	1	1	600	600	166	98	0.277	0.163	A	A	0.252	0.148	A	A
BORDEN AVE	Beaver	Hubbard	1	1	600	600	262	159	0.437	0.265	A	A	0.397	0.241	A	A
DUON FIELD AVE	Foothill	Cobalt	1	1	600	600	103	86	0.172	0.143	A	A	0.156	0.130	A	A
DUON FIELD AVE	Cobalt	Bledsoe	1	1	600	600	103	86	0.172	0.143	A	A	0.156	0.130	A	A
DUON FIELD AVE	Bledsoe	El Casco	1	1	600	600	110	103	0.183	0.172	A	A	0.167	0.156	A	A
DUON FIELD AVE	El Casco	Tyler	1	1	600	600	82	36	0.137	0.060	A	A	0.124	0.055	A	A
DUON FIELD AVE	Tyler	(unkown)	1	1	600	600	112	56	0.187	0.093	A	A	0.170	0.085	A	A
DUON FIELD AVE	(unkown)	Polk	1	1	600	600	161	77	0.268	0.128	A	A	0.244	0.117	A	A
DUON FIELD AVE	Polk	Astoria	1	1	600	600	56	21	0.093	0.035	A	A	0.085	0.032	A	A
DUON FIELD AVE	Astoria	DWY	1	1	600	600	45	44	0.075	0.073	A	A	0.068	0.067	A	A
DUON FIELD AVE	DWY	Raven	1	1	600	600	61	64	0.102	0.107	A	A	0.092	0.097	A	A
DUON FIELD AVE	Raven	Sayre	1	1	600	600	112	94	0.187	0.157	A	A	0.170	0.142	A	A
DUON FIELD AVE	Sayre	Beaver	1	1	600	600	226	155	0.377	0.258	A	A	0.342	0.235	A	A
DUON FIELD AVE	Beaver	Hubbard	1	1	600	600	103	80	0.172	0.133	A	A	0.156	0.121	A	A
SIERRA HWY (north segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,826	1,216	2.019	0.869	F	D	1.835	0.790	F	C
SIERRA HWY (south segment)	14 Fwy	The Old Rd	2	2	1400	1400	2,826	1,216	2.019	0.869	F	D	1.835	0.790	F	C
FOOTHILL BLVD	Sierra Hwy	DWY #1	1	1	800	800	2,202	315	2.753	0.394	F	A	2.502	0.358	F	A
FOOTHILL BLVD	DWY #1	DWY #2	1	1	800	800	2,202	315	2.753	0.394	F	A	2.502	0.358	F	A
FOOTHILL BLVD	DWY #2	Balboa Blvd	1	1	800	800	2,156	516	2.695	0.645	F	B	2.450	0.586	F	A
FOOTHILL BLVD	Balboa Blvd	Balboa Blvd	2	2	1600	1600	818	627	0.511	0.392	A	A	0.465	0.356	A	A
FOOTHILL BLVD	Balboa Blvd	Filbert	2	2	1600	1600	1,088	634	0.680	0.396	B	A	0.618	0.360	B	A
FOOTHILL BLVD	Filbert	Yarnell	1	1	800	800	1,042	615	1.303	0.769	F	C	1.184	0.699	F	B
FOOTHILL BLVD	Yarnell	De Garmo	2	2	1600	1600	1,729	1,219	1.081	0.762	F	C	0.982	0.693	E	B
FOOTHILL BLVD	De Garmo	Glenoaks	2	2	1600	1600	1,421	990	0.888	0.619	D	B	0.807	0.563	D	A
FOOTHILL BLVD	Glenoaks	Roxford	2	2	1600	1600	798	626	0.499	0.391	A	A	0.453	0.356	A	A
FOOTHILL BLVD	Roxford	Ararat	2	2	1600	1600	1,577	1,285	0.986	0.803	E	D	0.896	0.730	D	C
FOOTHILL BLVD	Ararat	Cobalt	2	2	1600	1600	1,473	1,199	0.921	0.749	E	C	0.837	0.681	D	B
FOOTHILL BLVD	Cobalt	Bledsoe	2	2	1600	1600	1,524	1,236	0.953	0.773	E	C	0.866	0.702	D	C
FOOTHILL BLVD	Bledsoe	Tyler	2	2	1600	1600	1,601	1,312	1.001	0.820	F	D	0.910	0.745	E	C
FOOTHILL BLVD	Tyler	Polk	2	2	1600	1600	1,752	1,430	1.095	0.894	F	D	0.995	0.813	E	D
FOOTHILL BLVD	Polk	Astoria	2	2	1600	1600	1,585	1,254	0.991	0.784	E	C	0.901	0.713	E	C
FOOTHILL BLVD	Astoria	Sayre	2	2	1600	1600	1,897	1,754	1.186	1.096	F	F	1.078	0.997	F	E
FOOTHILL BLVD	Sayre	Hubbard	2	2	1600	1600	2,061	1,938	1.288	1.211	F	F	1.171	1.101	F	F
FOOTHILL BLVD	Hubbard	Harding	2	2	1600	1600	2,154	1,793	1.346	1.121	F	F	1.224	1.019	F	F
FOOTHILL BLVD	Harding	Maclay	2	2	1600	1600	2,271	1,851	1.419	1.157	F	F	1.290	1.052	F	F
FOOTHILL BLVD (north segment)	Maclay	Arroyo	2	2	1600	1600	2,073	1,411	1.296	0.882	F	D	1.178	0.802	F	D
FOOTHILL BLVD (south segment)	Arroyo	Vaughn	2	2	1600	1600	2,026	1,488	1.266	0.930	F	E	1.151	0.845	F	D
GLADSTONE AVE	Bledsoe	Polk (Tyler)	1	1	600	600	201	232	0.335	0.387	A	A	0.305	0.352	A	A
GLADSTONE AVE	Polk	Astoria	1	1	600	600	43	56	0.072	0.093	A	A	0.065	0.085	A	A
GLADSTONE AVE	Astoria	Oscar	1	1	600	600	182	59	0.303	0.098	A	A	0.276	0.089	A	A
GLADSTONE AVE	Oscar	Sayre	1	1	600	600	443	228	0.738	0.380	C	A	0.671	0.345	B	A
GLADSTONE AVE	Sayre	Hubbard	1	1	600	600	297	98	0.495	0.163	A	A	0.450	0.148	A	A
GLADSTONE AVE	Hubbard	Leach	1	1	600	600	457	418	0.762	0.697	C	B	0.692	0.633	B	B

Proposed Plan with TIMP

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
GLADSTONE AVE	Leach	Fernmont	1	1	600	600	116	73	0.193	0.122	A	A	0.176	0.111	A	A
GLADSTONE AVE	Fernmont	Harding	1	1	600	600	120	60	0.200	0.100	A	A	0.182	0.091	A	A
GLADSTONE AVE	Harding	Maclay	1	1	600	600	326	112	0.543	0.187	A	A	0.494	0.170	A	A
FENTON AVE	Tyler	Polk	1	1	600	600	252	49	0.420	0.082	A	A	0.382	0.074	A	A
FENTON AVE	Polk	Astoria	1	1	600	600	234	49	0.390	0.082	A	A	0.355	0.074	A	A
FENTON AVE	Astoria	Dyer	1	1	600	600	155	56	0.258	0.093	A	A	0.235	0.085	A	A
FENTON AVE	Dyer	Sayre	1	1	600	600	179	59	0.298	0.098	A	A	0.271	0.089	A	A
FENTON AVE	Sayre	Hubbard	1	1	600	600	156	32	0.260	0.053	A	A	0.236	0.048	A	A
FENTON AVE	Hubbard	Leach	1	1	600	600	75	67	0.125	0.112	A	A	0.114	0.102	A	A
FENTON AVE	Gridley	Fernmont	1	1	600	600	17	18	0.028	0.030	A	A	0.026	0.027	A	A
FENTON AVE (north segment)	Fernmont	Harding	1	1	600	600	13	31	0.022	0.052	A	A	0.020	0.047	A	A
FENTON AVE (south segment)	Fernmont	Harding	1	1	600	600	46	18	0.077	0.030	A	A	0.070	0.027	A	A
FENTON AVE	Harding	Alexander	1	1	600	600	267	167	0.445	0.278	A	A	0.405	0.253	A	A
FENTON AVE	Alexander	Maclay	1	1	600	600	256	134	0.427	0.223	A	A	0.388	0.203	A	A
OLIVE VIEW DR	210 Fwy	Kennedy	1	1	700	700	277	35	0.396	0.050	A	A	0.360	0.045	A	A
OLIVE VIEW DR	Kennedy	Bledsoe	1	1	700	700	168	25	0.240	0.036	A	A	0.218	0.032	A	A
OLIVE VIEW DR	Bledsoe	Fenton	1	1	700	700	574	375	0.820	0.536	D	A	0.745	0.487	C	A
OLIVE VIEW DR	Fenton	Tyler	1	1	700	700	192	280	0.274	0.400	A	A	0.249	0.364	A	A
OLIVE VIEW DR	Olive View	Eldridge	1	1	600	600	224	164	0.373	0.273	A	A	0.339	0.248	A	A
ELDRIDGE AVE	Polk	(unkown)	1	1	600	600	329	304	0.548	0.507	A	A	0.498	0.461	A	A
ELDRIDGE AVE	(unkown)	Astoria	1	1	600	600	592	340	0.987	0.567	E	A	0.897	0.515	D	A
ELDRIDGE AVE	Astoria	Sayre	1	1	600	600	533	330	0.888	0.550	D	A	0.808	0.500	D	A
ELDRIDGE AVE	Sayre	Aztec	1	1	600	600	386	260	0.643	0.433	B	A	0.585	0.394	A	A
ELDRIDGE AVE	Aztec	Hubbard	1	1	600	600	559	504	0.932	0.840	E	D	0.847	0.764	D	C
ELDRIDGE AVE	Hubbard	Gridley	1	1	600	600	225	162	0.375	0.270	A	A	0.341	0.245	A	A
ELDRIDGE AVE	Gridley	Harding	1	1	600	600	34	40	0.057	0.067	A	A	0.052	0.061	A	A
ALMETZ ST	Barner	Leedy	1	1	600	600	36	45	0.060	0.075	A	A	0.055	0.068	A	A
KINBROOK ST	Leedy	Polk	1	1	600	600	5	6	0.008	0.010	A	A	0.008	0.009	A	A
EGBERT ST	Polk	Badger	1	1	600	600	5	6	0.008	0.010	A	A	0.008	0.009	A	A
EGBERT ST	Badger	Astoria	1	1	600	600	25	45	0.042	0.075	A	A	0.038	0.068	A	A
SIMSHAW AVE	Sayre	Hubbard	1	1	600	600	17	47	0.028	0.078	A	A	0.026	0.071	A	A
SHABLOW AVE	Hubbard	Rajah	1	1	600	600	43	49	0.072	0.082	A	A	0.065	0.074	A	A
GAVINA AVE	Candlewood	Rajah	2	2	1400	1400	36	217	0.026	0.155	A	A	0.023	0.141	A	A
GAVINA AVE	Rajah	N Pacoima Canyon	2	2	1400	1400	29	203	0.021	0.145	A	A	0.019	0.132	A	A
GAVINA AVE	N Pacoima Canyon	Via Santa Marta	1	1	600	600	203	29	0.338	0.048	A	A	0.308	0.044	A	A
YARNELL ST	End	Bradley	1	1	700	700	48	33	0.069	0.047	A	A	0.062	0.043	A	A
YARNELL ST	Bradley	Foothill	1	1	700	700	199	146	0.284	0.209	A	A	0.258	0.190	A	A
YARNELL ST	Foothill	210 Fwy	2	2	1400	1400	1,274	1,139	0.910	0.814	E	D	0.827	0.740	D	C
OLDEN ST	A St	San Fernando	1	1	600	600	322	128	0.537	0.213	A	A	0.488	0.194	A	A
OLDEN ST	End	Ralston	1	1	600	600	44	50	0.073	0.083	A	A	0.067	0.076	A	A
OLDEN ST	Ralston	Bradley	1	1	600	600	32	42	0.053	0.070	A	A	0.048	0.064	A	A
OLDEN ST	Bradley	Norris	1	1	600	600	14	48	0.023	0.080	A	A	0.021	0.073	A	A
OLDEN ST	Norris	Herrick	1	1	600	600	288	401	0.480	0.668	A	B	0.436	0.608	A	B
OLDEN ST	Herrick	De Garmo	1	1	600	600	474	396	0.790	0.660	C	B	0.718	0.600	C	B
DE GARMO AVE	Olden St	Foothill	1	1	600	600	474	396	0.790	0.660	C	B	0.718	0.600	C	B
ROXFORD ST	5 Fwy	Encinitas	2	2	1600	1600	970	1,299	0.606	0.812	B	D	0.551	0.738	A	C
ROXFORD ST	Encinitas	Telfair	1	2	800	1600	508	694	0.635	0.434	B	A	0.577	0.394	A	A
ROXFORD ST	Telfair	El Dorado	1	1	700	700	348	371	0.497	0.530	A	A	0.452	0.482	A	A
ROXFORD ST	El Dorado	San Fernando	1	1	700	700	348	371	0.497	0.530	A	A	0.452	0.482	A	A
ROXFORD ST	San Fernando	Ralston	1	1	700	700	666	609	0.951	0.870	E	D	0.865	0.791	D	C
ROXFORD ST	Ralston	Bradley	1	1	700	700	666	609	0.951	0.870	E	D	0.865	0.791	D	C
ROXFORD ST	Bradley	Herrick	1	1	700	700	636	560	0.909	0.800	E	D	0.826	0.727	D	C
ROXFORD ST	Herrick	Glenoaks	1	1	700	700	369	303	0.527	0.433	A	A	0.479	0.394	A	A
ROXFORD ST	Borden	Glenoaks	1	1	700	700	300	138	0.429	0.197	A	A	0.390	0.179	A	A
ROXFORD ST	Borden	Foothill	1	1	700	700	391	169	0.559	0.241	A	A	0.508	0.219	A	A
ROXFORD ST	Foothill	210 Fwy	1	1	700	700	897	561	1.281	0.801	F	D	1.165	0.729	F	C
COBALT ST	Encinitas	unknown	1	1	600	600	394	492	0.657	0.820	B	D	0.597	0.745	A	C
COBALT ST	unknown	Telfair	1	1	600	600	215	334	0.358	0.557	A	A	0.326	0.506	A	A
COBALT ST	Telfair	El Dorado	1	1	600	600	88	142	0.147	0.237	A	A	0.133	0.215	A	A

Proposed Plan with TIMP

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
COBALT ST	El Dorado	San Fernando	1	1	600	600	169	202	0.282	0.337	A	A	0.256	0.306	A	A
COBALT ST	Little San Fernando	Avenue 1	1	1	600	600	324	51	0.540	0.085	A	A	0.491	0.077	A	A
COBALT ST	Avenue 1	Bradley	1	1	600	600	324	51	0.540	0.085	A	A	0.491	0.077	A	A
COBALT ST	Bradley	Norris	1	1	600	600	410	91	0.683	0.152	B	A	0.621	0.138	B	A
COBALT ST	Norris	Herrick	1	1	600	600	323	71	0.538	0.118	A	A	0.489	0.108	A	A
COBALT ST	Herrick	Glenoaks	1	1	600	600	107	24	0.178	0.040	A	A	0.162	0.036	A	A
COBALT ST	Glenoaks	Fellows	1	1	600	600	186	82	0.310	0.137	A	A	0.282	0.124	A	A
COBALT ST	Fellows	Borden	1	1	600	600	22	5	0.037	0.008	A	A	0.033	0.008	A	A
COBALT ST	Borden	Chivers	1	1	600	600	24	41	0.040	0.068	A	A	0.036	0.062	A	A
COBALT ST	Chivers	Duon Field	1	1	600	600	24	41	0.040	0.068	A	A	0.036	0.062	A	A
COBALT ST	Duon Field	Foothill	1	1	600	600	24	41	0.040	0.068	A	A	0.036	0.062	A	A
BLEDSOE ST	Encinitas	Amboy	2	2	1200	1200	105	73	0.088	0.061	A	A	0.080	0.055	A	A
BLEDSOE ST	Amboy	Telfair	2	2	1200	1200	162	133	0.135	0.111	A	A	0.123	0.101	A	A
BLEDSOE ST	Telfair	San Fernando	2	2	1200	1200	118	87	0.098	0.073	A	A	0.089	0.066	A	A
BLEDSOE ST	San Fernando	Little San Fernando	1	1	600	600	457	291	0.762	0.485	C	A	0.692	0.441	B	A
BLEDSOE ST	Little San Fernando	Bradley	1	1	600	600	58	46	0.097	0.077	A	A	0.088	0.070	A	A
BLEDSOE ST	Bradley	Herrick	1	1	600	600	73	53	0.122	0.088	A	A	0.111	0.080	A	A
BLEDSOE ST	Herrick	Glenoaks	1	1	600	600	73	53	0.122	0.088	A	A	0.111	0.080	A	A
BLEDSOE ST	Glenoaks	Borden	1	1	600	600	69	36	0.115	0.060	A	A	0.105	0.055	A	A
BLEDSOE ST	Borden	Dronfield	1	1	600	600	37	23	0.062	0.038	A	A	0.056	0.035	A	A
BLEDSOE ST	Dronfield	Foothill	1	1	600	600	40	37	0.067	0.062	A	A	0.061	0.056	A	A
BLEDSOE ST	Foothill	Gladstone	1	1	600	600	590	589	0.983	0.982	E	E	0.894	0.892	D	D
BLEDSOE ST	Gladstone	Olive View	1	1	600	600	393	423	0.655	0.705	B	C	0.595	0.641	A	B
TYLER ST	Telfair	El Dorado	1	1	600	600	418	392	0.697	0.653	B	B	0.633	0.594	B	A
TYLER ST	El Dorado	San Fernando	1	1	600	600	418	392	0.697	0.653	B	B	0.633	0.594	B	A
TYLER ST	Herrick	De Garmo	1	1	600	600	152	56	0.253	0.093	A	A	0.230	0.085	A	A
TYLER ST	De Garmo	Glenoaks	1	1	600	600	31	81	0.052	0.135	A	A	0.047	0.123	A	A
TYLER ST	Glenoaks	Borden	1	1	600	600	23	6	0.038	0.010	A	A	0.035	0.009	A	A
TYLER ST	Borden	Phillippi	1	1	600	600	159	54	0.265	0.090	A	A	0.241	0.082	A	A
TYLER ST	Phillippi	Duon Field	1	1	600	600	137	181	0.228	0.302	A	A	0.208	0.274	A	A
TYLER ST	Duon Field	Foothill	1	1	600	600	138	172	0.230	0.287	A	A	0.209	0.261	A	A
TYLER ST	End	Gladstone	1	1	600	600	222	428	0.370	0.713	A	C	0.336	0.648	A	B
TYLER ST	Gladstone	Fenton	1	1	600	600	21	196	0.035	0.327	A	A	0.032	0.297	A	A
TYLER ST	Fenton	Olive View	1	1	600	600	93	66	0.155	0.110	A	A	0.141	0.100	A	A
BARNER AVE	Olive View	Almetz	1	1	600	600	36	30	0.060	0.050	A	A	0.055	0.045	A	A
LEEDY AVE	Kinbrook	Almetz	1	1	600	600	25	48	0.042	0.080	A	A	0.038	0.073	A	A
POLK ST	Laurel Canyon	Edgecliff	1	1	600	600	171	210	0.285	0.350	A	A	0.259	0.318	A	A
POLK ST	Edgecliff	Telfair	1	1	600	600	171	210	0.285	0.350	A	A	0.259	0.318	A	A
POLK ST	Telfair	San Fernando	1	1	600	600	185	226	0.308	0.377	A	A	0.280	0.342	A	A
POLK ST	San Fernando	Little San Fernando	2	2	1200	1200	971	944	0.809	0.787	D	C	0.736	0.715	C	C
POLK ST	Little San Fernando	Bradley	2	2	1200	1200	710	689	0.592	0.574	A	A	0.538	0.522	A	A
POLK ST	Bradley	Herrick	2	2	1200	1200	820	778	0.683	0.648	B	B	0.621	0.589	B	A
POLK ST	Herrick	Glenoaks	2	2	1200	1200	691	570	0.576	0.475	A	A	0.523	0.432	A	A
POLK ST	Glenoaks	Borden	2	2	1200	1200	690	607	0.575	0.506	A	A	0.523	0.460	A	A
POLK ST	Borden	Duon Field	2	2	1200	1200	476	444	0.397	0.370	A	A	0.361	0.336	A	A
POLK ST	Duon Field	Foothill	2	2	1200	1200	528	545	0.440	0.454	A	A	0.400	0.413	A	A
POLK ST	Foothill	210 EB Ramps	2	2	1200	1200	807	815	0.673	0.679	B	B	0.611	0.617	B	B
POLK ST	210 EB Ramps	210 WB Ramps	2	2	1200	1200	244	790	0.203	0.658	A	B	0.185	0.598	A	A
POLK ST	210 WB Ramps	Gladstone	2	2	600	600	282	152	0.470	0.253	A	A	0.427	0.230	A	A
POLK ST	Gladstone	(unknown)	2	2	600	600	262	145	0.437	0.242	A	A	0.397	0.220	A	A
POLK ST	(unknown)	Fenton	2	2	600	600	157	104	0.262	0.173	A	A	0.238	0.158	A	A
POLK ST	Fenton	Eldridge	2	2	600	600	139	104	0.232	0.173	A	A	0.211	0.158	A	A
POLK ST	Eldridge	Egbert	1	1	600	600	31	50	0.052	0.083	A	A	0.047	0.076	A	A
ORO GRANDE ST	Telfair	El Dorado	1	1	600	600	308	439	0.513	0.732	A	C	0.467	0.665	A	B
ASTORIA ST	Youngdale	El Dorado	1	1	600	600	439	308	0.732	0.513	C	A	0.665	0.467	B	A
ASTORIA ST	El Dorado	San Fernando	1	1	600	600	38	34	0.063	0.057	A	A	0.058	0.052	A	A
ASTORIA ST	Little San Fernando	Ralston	1	1	600	600	95	108	0.158	0.180	A	A	0.144	0.164	A	A
ASTORIA ST	Ralston	Bradley	1	1	600	600	10	29	0.017	0.048	A	A	0.015	0.044	A	A
ASTORIA ST	Bradley	Herrick	1	1	600	600	196	192	0.327	0.320	A	A	0.297	0.291	A	A

Proposed Plan with TIMP

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			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
ASTORIA ST	Herrick	(unknown)	1	1	600	600	313	263	0.522	0.438	A	A	0.474	0.398	A	A
ASTORIA ST	(unknown)	Glenoaks	1	1	600	600	451	388	0.752	0.647	C	B	0.683	0.588	B	A
ASTORIA ST	Glenoaks	Fellows	1	1	600	600	286	199	0.477	0.332	A	A	0.433	0.302	A	A
ASTORIA ST	Fellows	Borden	1	1	600	600	204	147	0.340	0.245	A	A	0.309	0.223	A	A
ASTORIA ST	Borden	Phillippi	1	1	600	600	251	176	0.418	0.293	A	A	0.380	0.267	A	A
ASTORIA ST	Phillippi	Dronfield	1	1	600	600	234	168	0.390	0.280	A	A	0.355	0.255	A	A
ASTORIA ST	Dronfield	Foothill	1	1	600	600	214	181	0.357	0.302	A	A	0.324	0.274	A	A
ASTORIA ST	Foothill	End	1	1	600	600	934	1,090	1.557	1.817	F	F	1.415	1.652	F	F
ASTORIA ST	Gladstone	Wheeler	1	1	600	600	138	48	0.230	0.080	A	A	0.209	0.073	A	A
ASTORIA ST	Wheeler	Fenton	1	1	600	600	138	40	0.230	0.067	A	A	0.209	0.061	A	A
ASTORIA ST	Fenton	Eldridge	1	1	600	600	59	9	0.098	0.015	A	A	0.089	0.014	A	A
ASTORIA ST	Eldridge	Vaults	1	1	600	600	47	36	0.078	0.060	A	A	0.071	0.055	A	A
SAYRE ST	Bradley	Norris	1	1	600	600	191	142	0.318	0.237	A	A	0.289	0.215	A	A
SAYRE ST	Norris	Herrick	1	1	600	600	206	146	0.343	0.243	A	A	0.312	0.221	A	A
SAYRE ST	Herrick	De Garmo	1	1	600	600	218	128	0.363	0.213	A	A	0.330	0.194	A	A
SAYRE ST	De Garmo	Glenoaks	1	1	600	600	218	128	0.363	0.213	A	A	0.330	0.194	A	A
SAYRE ST	Glenoaks	Fellows	1	1	600	600	436	120	0.727	0.200	C	A	0.661	0.182	B	A
SAYRE ST	Fellows	Borden	1	1	600	600	386	98	0.643	0.163	B	A	0.585	0.148	A	A
SAYRE ST	Borden	Phillippi	1	1	600	600	454	212	0.757	0.353	C	A	0.688	0.321	B	A
SAYRE ST	Phillippi	Duon Field	1	1	600	600	334	151	0.557	0.252	A	A	0.506	0.229	A	A
SAYRE ST	Duon Field	Bromont	1	1	600	600	480	244	0.800	0.407	D	A	0.727	0.370	C	A
SAYRE ST	Bromont	Foothill	1	1	600	600	187	211	0.312	0.352	A	A	0.283	0.320	A	A
SAYRE ST	Foothill	Gladstone	1	1	600	600	493	537	0.822	0.895	D	D	0.747	0.814	C	D
SAYRE ST	Gladstone	Wheeler	1	1	600	600	231	290	0.385	0.483	A	A	0.350	0.439	A	A
SAYRE ST	Wheeler	Fenton	1	1	600	600	231	290	0.385	0.483	A	A	0.350	0.439	A	A
SAYRE ST	Fenton	Eldridge	1	1	600	600	220	275	0.367	0.458	A	A	0.333	0.417	A	A
SAYRE ST	Eldridge	Brussels	1	1	600	600	102	232	0.170	0.387	A	A	0.155	0.352	A	A
SAYRE ST	Garrick	Simshaw	1	1	600	600	47	17	0.078	0.028	A	A	0.071	0.026	A	A
SAYRE ST	Simshaw	Shablow	1	1	600	600	49	45	0.082	0.075	A	A	0.074	0.068	A	A
HUBBARD ST	Laurel Canyon	Aztec	2	2	1200	1200	595	586	0.496	0.488	A	A	0.451	0.444	A	A
HUBBARD ST	Aztec	Envoy	2	2	1200	1200	445	483	0.371	0.403	A	A	0.337	0.366	A	A
HUBBARD ST	Envoy	San Fernando	2	2	1200	1200	461	616	0.384	0.513	A	A	0.349	0.467	A	A
HUBBARD ST	San Fernando	Truman	2	2	1200	1200	1,076	1,017	0.897	0.848	D	D	0.815	0.770	D	C
HUBBARD ST	Truman	Bradley	2	2	1200	1200	896	772	0.747	0.643	C	B	0.679	0.585	B	A
HUBBARD ST	Bradley	Woodcock	2	2	1200	1200	679	538	0.566	0.448	A	A	0.514	0.408	A	A
HUBBARD ST	Woodcock	Herrick	2	2	1200	1200	679	538	0.566	0.448	A	A	0.514	0.408	A	A
HUBBARD ST	Herrick	Glenoaks	2	2	1200	1200	545	504	0.454	0.420	A	A	0.413	0.382	A	A
HUBBARD ST	Glenoaks	Borden	2	2	1200	1200	785	660	0.654	0.550	B	A	0.595	0.500	A	A
HUBBARD ST	Borden	Dronfield	2	2	1200	1200	582	561	0.485	0.468	A	A	0.441	0.425	A	A
HUBBARD ST	Dronfield	Adelphia	2	2	1200	1200	479	481	0.399	0.401	A	A	0.363	0.364	A	A
HUBBARD ST	Adelphia	Foothill	2	2	1200	1200	676	686	0.563	0.572	A	A	0.512	0.520	A	A
HUBBARD ST	Foothill	210 EB Ramps	2	2	1200	1200	730	512	0.608	0.427	B	A	0.553	0.388	A	A
HUBBARD ST	210 EB Ramps	210 WB Ramps	2	2	1200	1200	514	771	0.428	0.643	A	B	0.389	0.584	A	A
HUBBARD ST	210 WB Ramps	Gladstone	2	2	1200	1200	1,076	785	0.897	0.654	D	B	0.815	0.595	D	A
HUBBARD ST	Gladstone	Fenton	2	2	1200	1200	508	379	0.423	0.316	A	A	0.385	0.287	A	A
HUBBARD ST	Fenton	Eldridge	2	2	1200	1200	521	509	0.434	0.424	A	A	0.395	0.386	A	A
HUBBARD ST	Eldridge	Simshaw	2	2	1200	1200	287	267	0.239	0.223	A	A	0.217	0.202	A	A
HUBBARD ST	Simshaw	Shablow	2	2	1200	1200	230	117	0.192	0.098	A	A	0.174	0.089	A	A
HUBBARD ST	Shablow	Candlewood	2	2	1200	1200	230	117	0.192	0.098	A	A	0.174	0.089	A	A
RAJAH ST	Simshaw	Shablow	1	1	600	600	13	6	0.022	0.010	A	A	0.020	0.009	A	A
RAJAH ST	Shablow	Hubbard/Gavina	1	1	600	600	13	6	0.022	0.010	A	A	0.020	0.009	A	A
RAJAH ST	Hubbard/Gavina	Wallabi	1	1	600	600	34	41	0.057	0.068	A	A	0.052	0.062	A	A
GRIDLEY ST (north segment)	Fenton	Eldridge	1	1	600	600	225	162	0.375	0.270	A	A	0.341	0.245	A	A
GRIDLEY ST (south segment)	Fenton	Eldridge	1	1	600	600	17	18	0.028	0.030	A	A	0.026	0.027	A	A
FREMONT ST (north segment)	Gladstone	Fenton	1	1	600	600	27	10	0.045	0.017	A	A	0.041	0.015	A	A
FREMONT ST (south segment)	Gladstone	Fenton	1	1	600	600	27	10	0.045	0.017	A	A	0.041	0.015	A	A
HARDING ST	Fenton	Cranston	1	1	600	600	264	149	0.440	0.248	A	A	0.400	0.226	A	A
HARDING ST	Cranston	Eldridge	1	1	600	600	28	17	0.047	0.028	A	A	0.042	0.026	A	A
HARDING ST	Eldridge	Maclay	1	1	600	600	28	17	0.047	0.028	A	A	0.042	0.026	A	A

Proposed Plan with TIMP

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
HARDING ST	Maclay	Via Serena	1	1	600	600	439	250	0.732	0.417	C	A	0.665	0.379	B	A
HARDING ST	Via Serena	Via Santa Marta	1	1	600	600	203	29	0.338	0.048	A	A	0.308	0.044	A	A
MACLAY ST	8th St	Bromont	2	2	1400	1400	511	211	0.365	0.151	A	A	0.332	0.137	A	A
MACLAY ST	Bromont	Foothill	2	2	1400	1400	468	211	0.334	0.151	A	A	0.304	0.137	A	A
MACLAY ST	Foothill	210 EB Ramps	2	2	1400	1400	932	374	0.666	0.267	B	A	0.605	0.243	B	A
MACLAY ST	210 EB Ramps	210 WB Ramps	2	2	1400	1400	332	634	0.237	0.453	A	A	0.216	0.412	A	A
MACLAY ST	210 WB Ramps	Gladstone	1	1	700	700	994	479	1.420	0.684	F	B	1.291	0.622	F	B
MACLAY ST	Gladstone	Fenton	1	1	700	700	667	367	0.953	0.524	E	A	0.866	0.477	D	A
MACLAY ST	Fenton	(unknown)	1	1	600	600	411	233	0.685	0.388	B	A	0.623	0.353	B	A
MACLAY ST	(unknown)	Harding	1	1	600	600	411	233	0.685	0.388	B	A	0.623	0.353	B	A
ARROYO ST	Foothill	Gladstone	1	1	600	600	225	350	0.375	0.583	A	A	0.341	0.530	A	A
RINALDI ST	5 Fwy	Laurel Canyon	2	2	1600	1600	1,925	1,714	1.203	1.071	F	F	1.094	0.974	F	E

Weighted V/C

Total Links	307	307	614		
Links at E or F (w/o ATSAC)	47	10	57	9%	
Links at E or F (with ATSAC)	32	7	39	6%	0.739