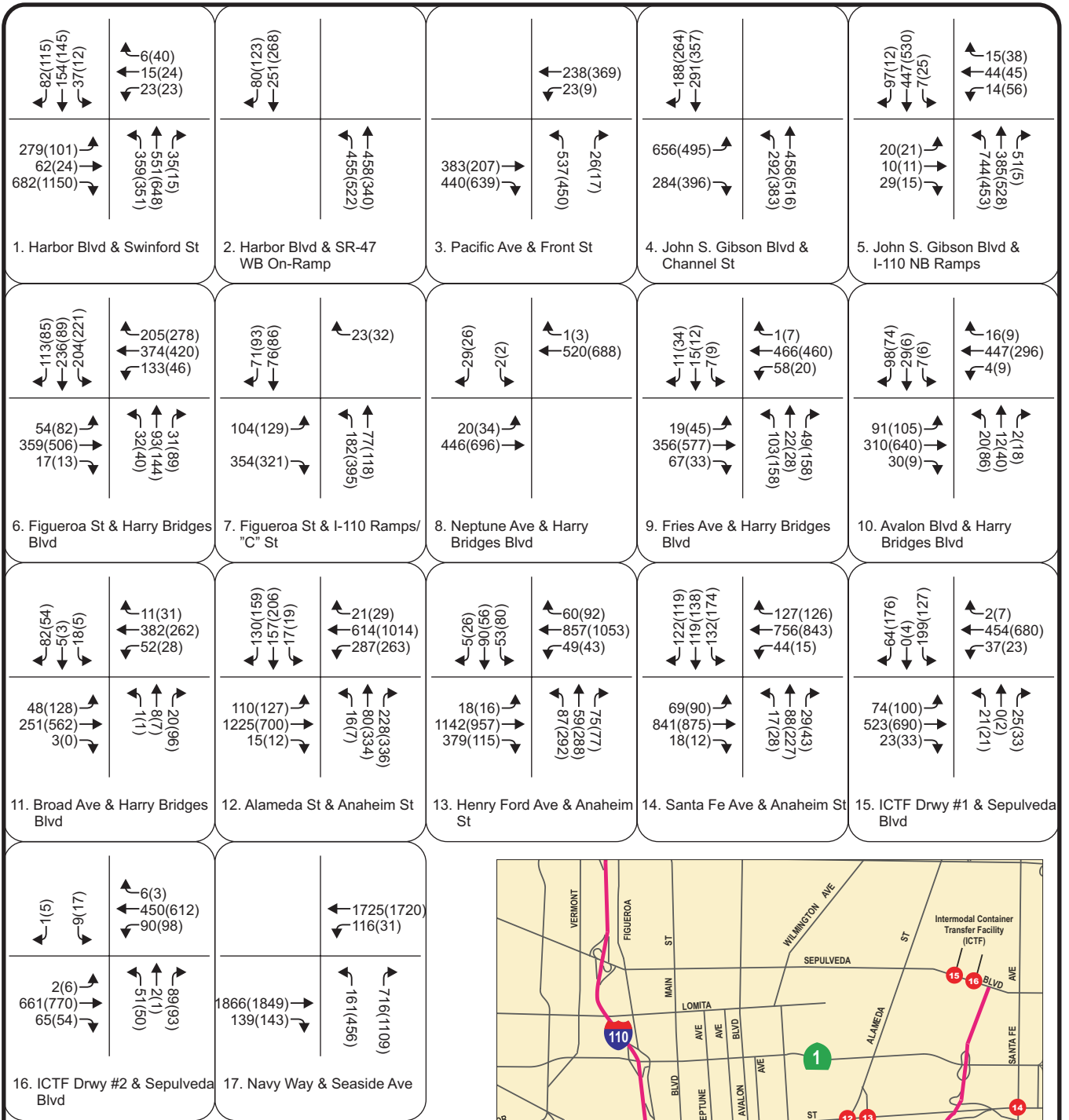


APPENDIX E

Transportation/Circulation



Legend



Study Intersection

XXX(XXX)

AM(PM) Peak Hour Volume

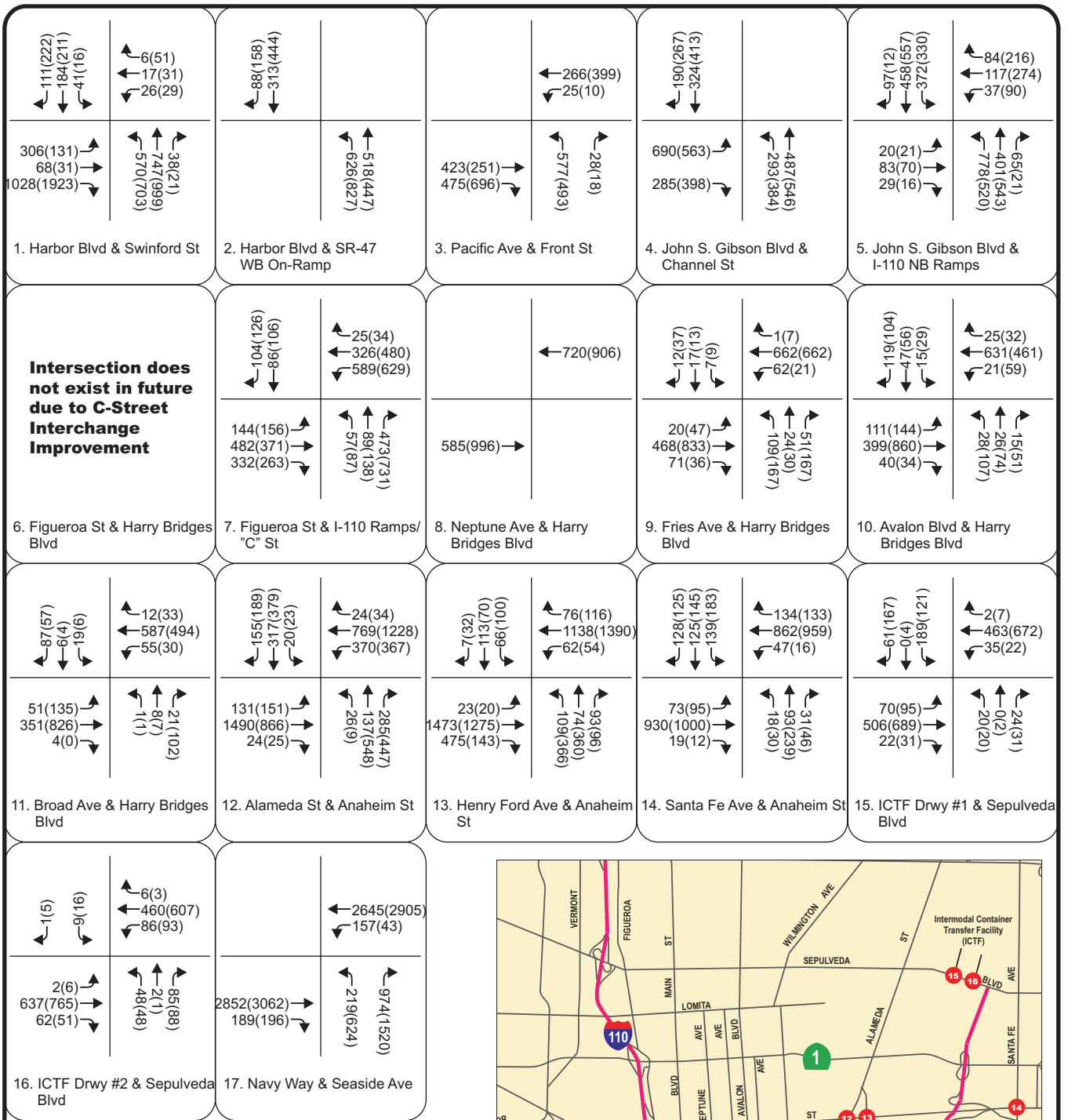


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**Existing 2003 Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

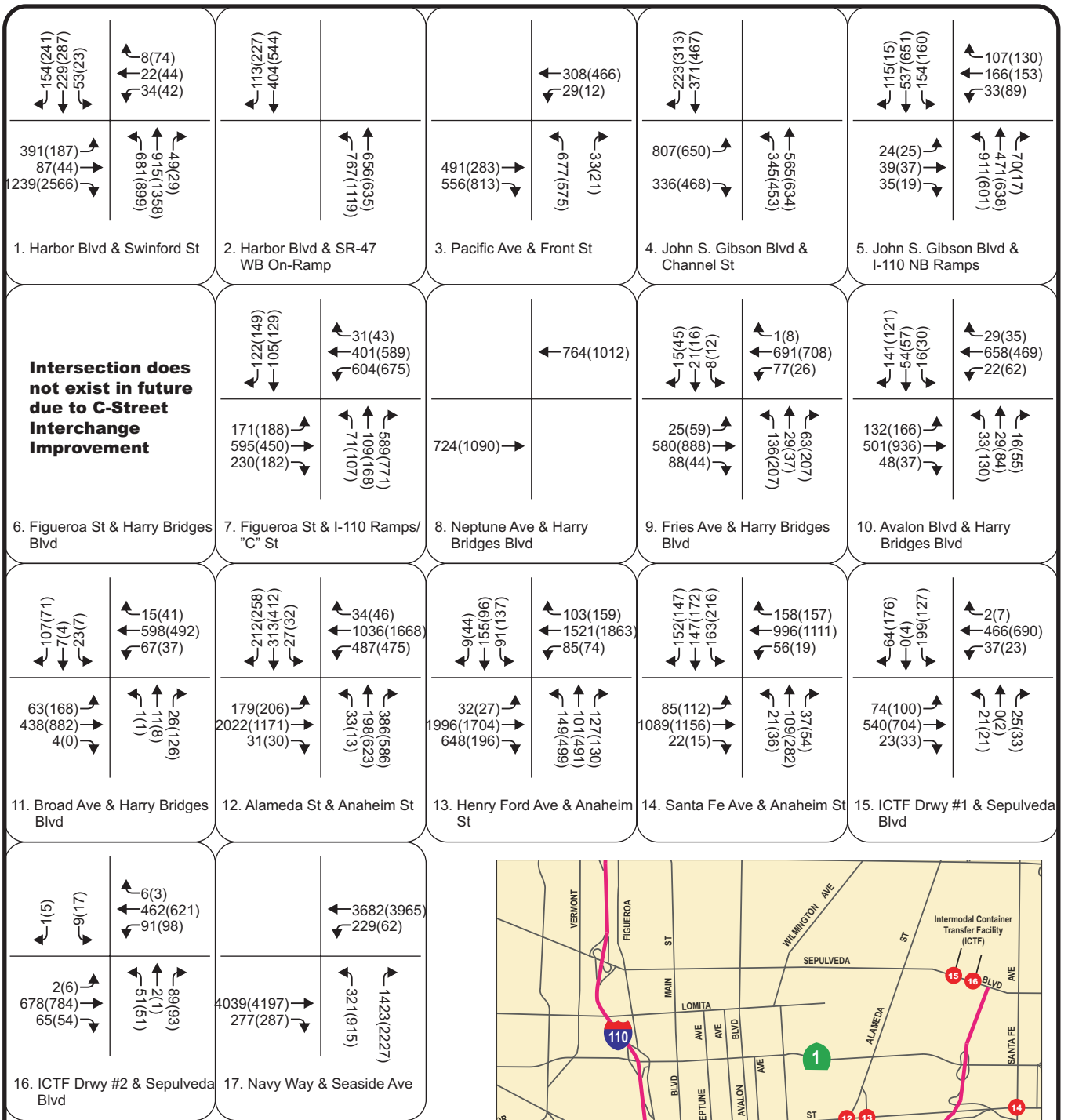


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**Year 2015 "Baseline" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

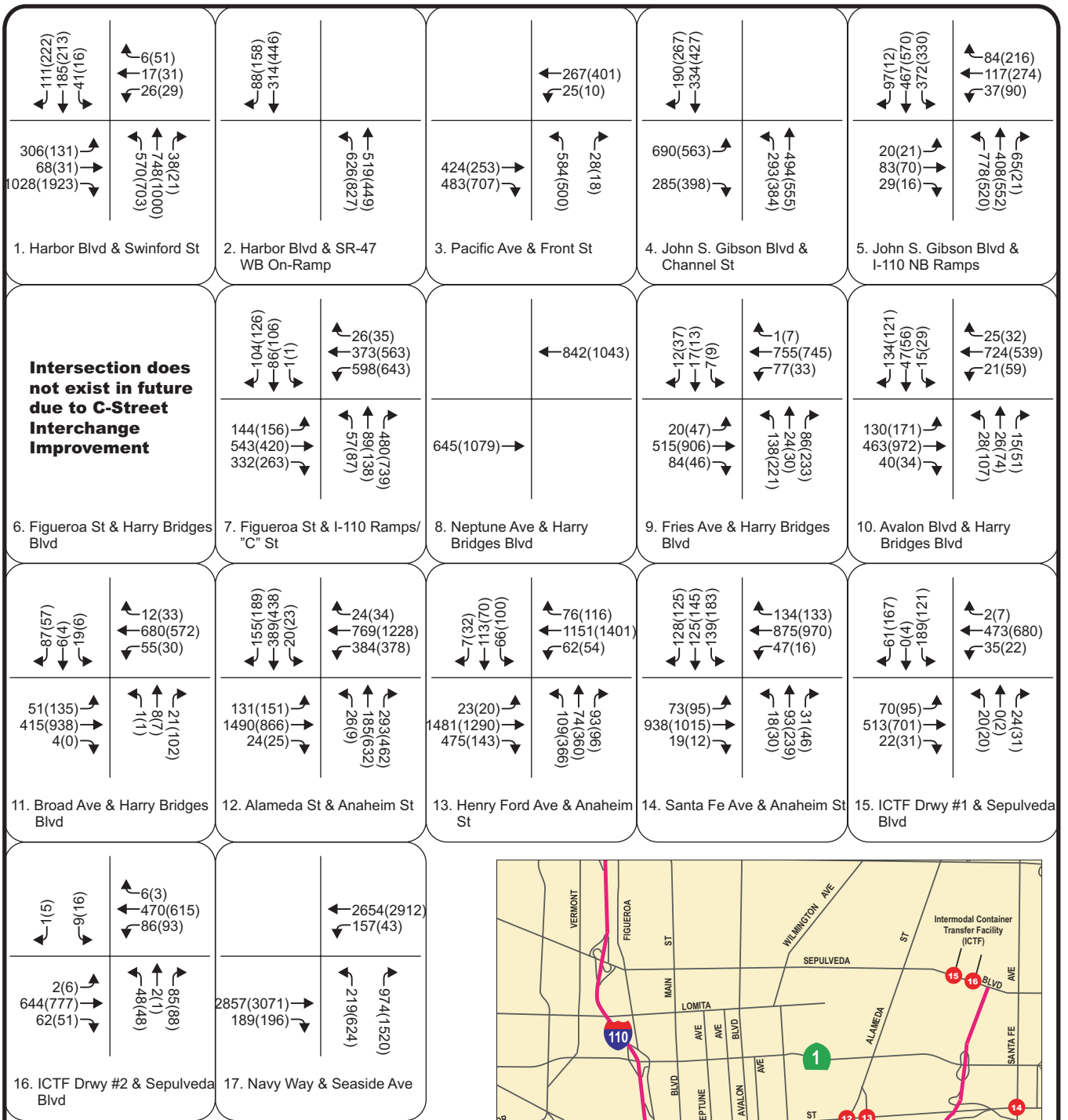


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**Year 2038 "Baseline" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

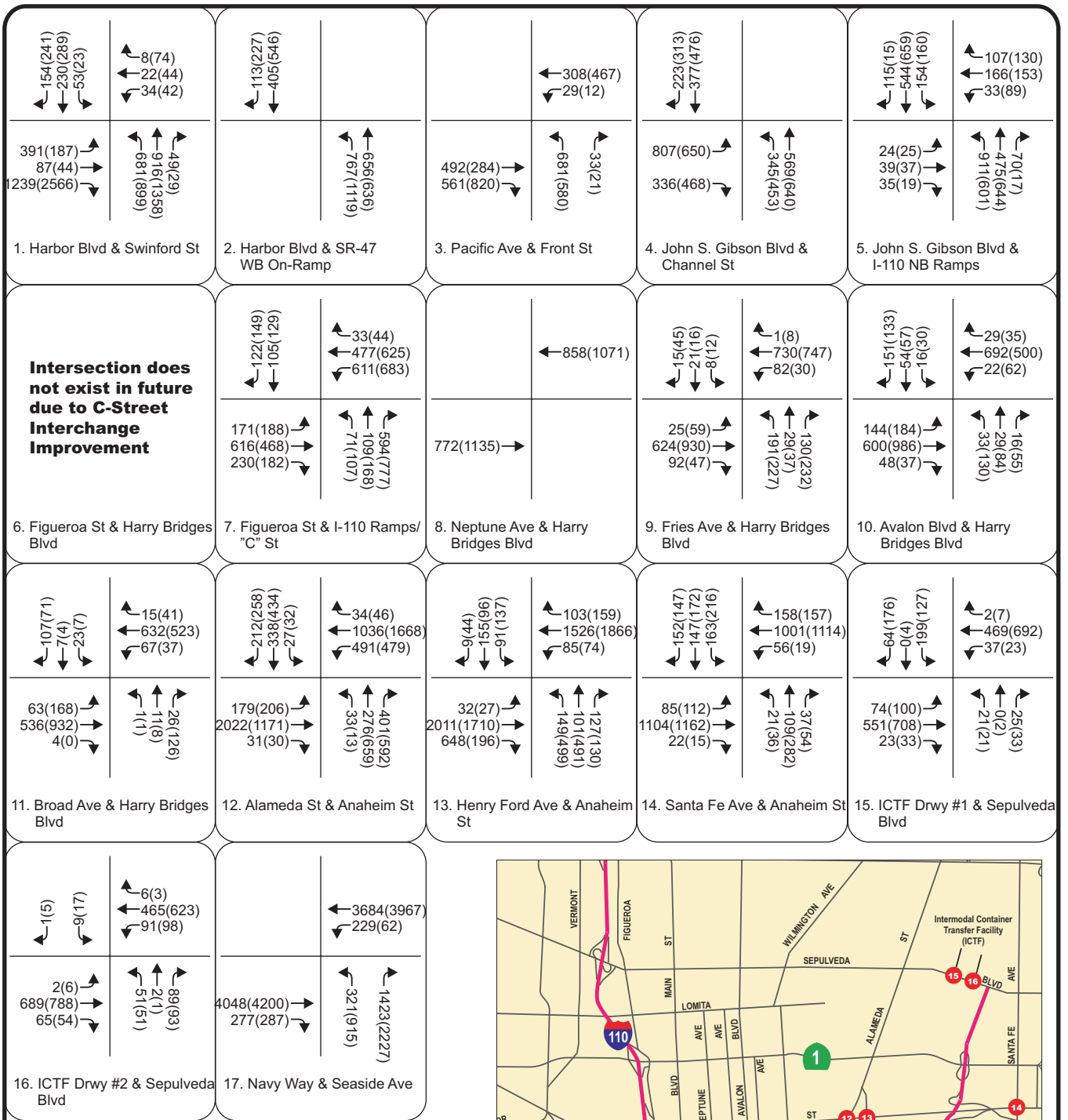


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**Year 2015 "NEPA Baseline" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

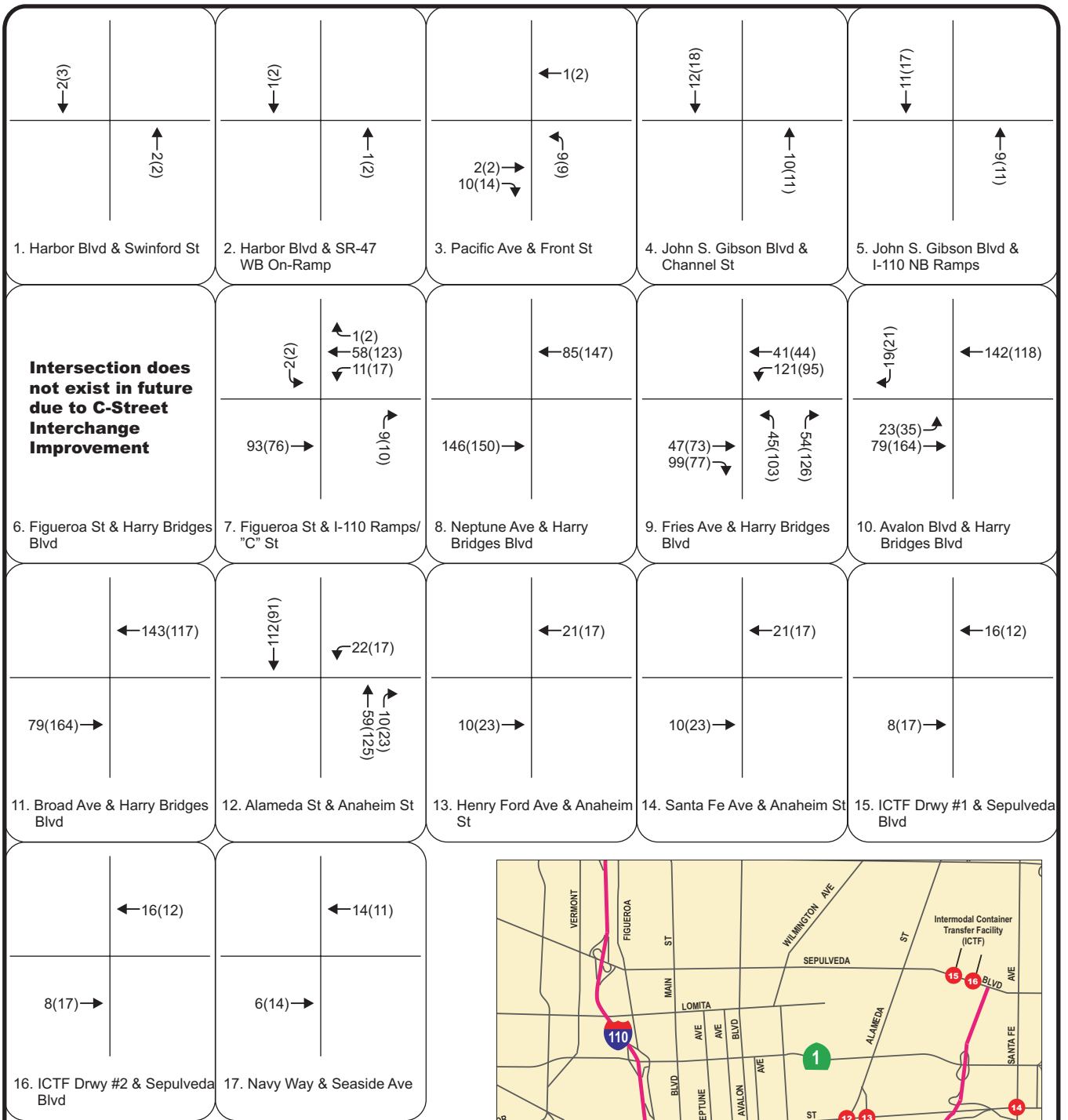


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**Year 2038 "NEPA Baseline" Intersection
Turning Movement Volumes (PCE)**



Legend

XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

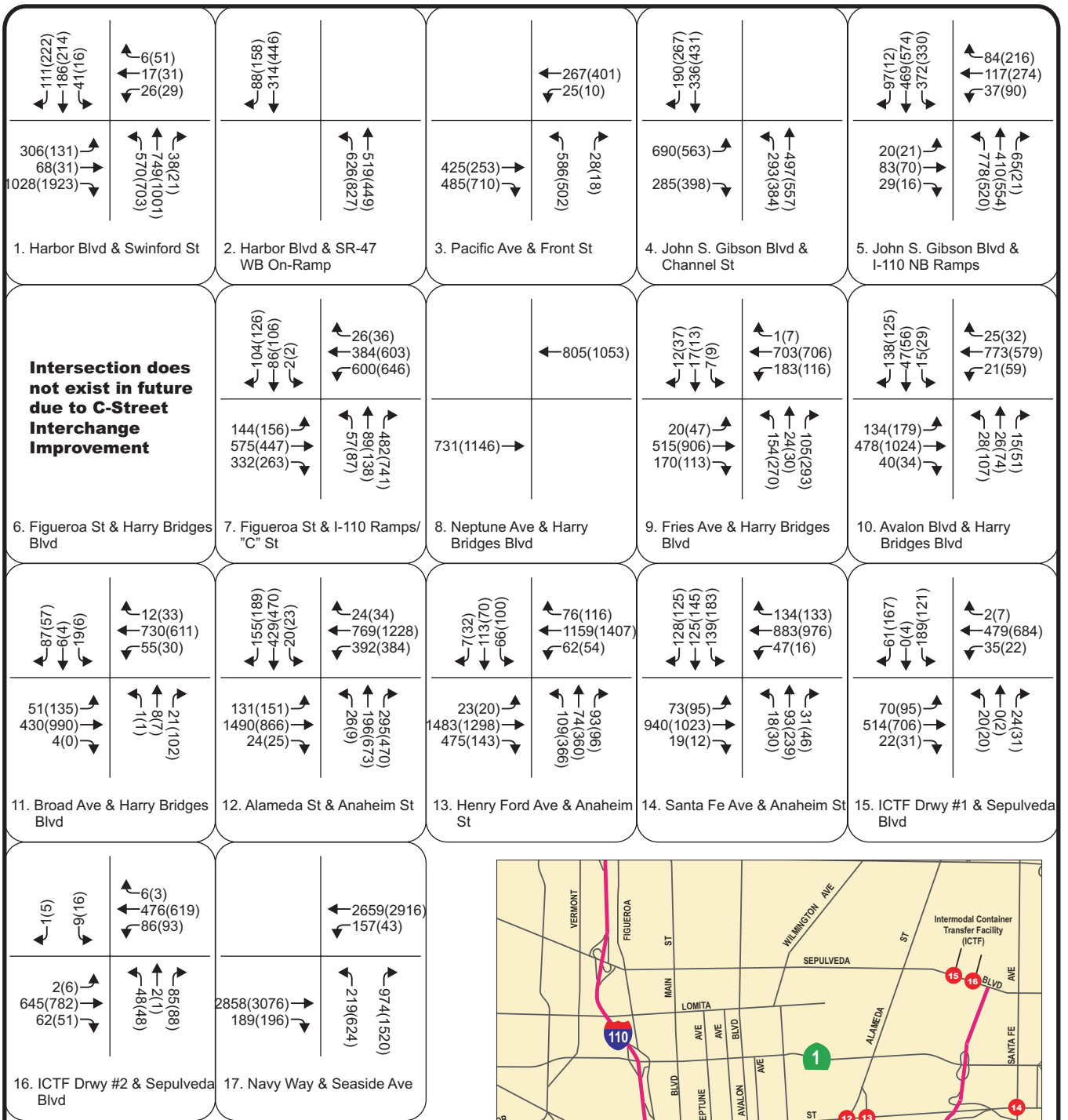


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**Year 2015 "Proposed Project" Added Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

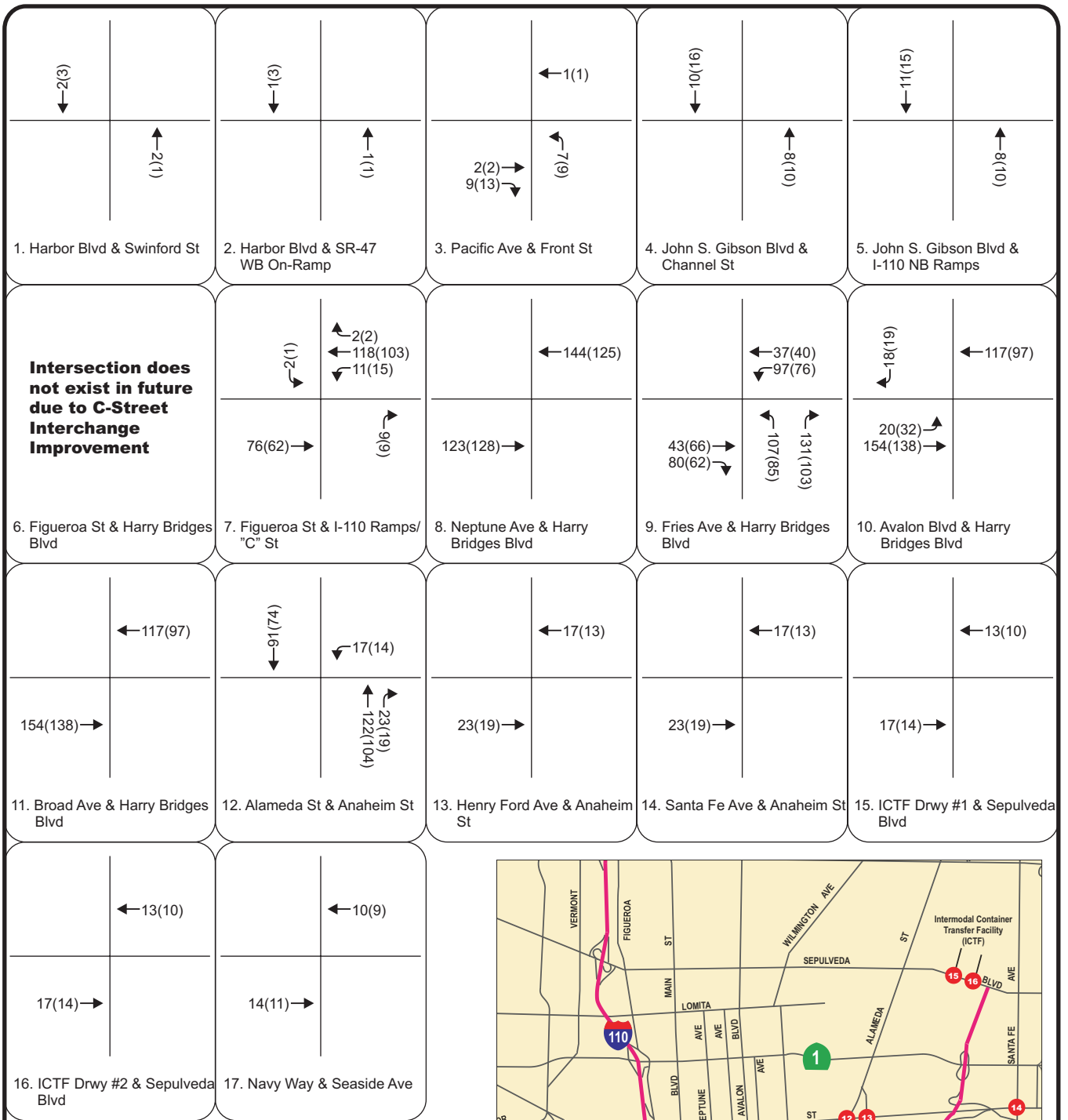


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**Year 2015 "Proposed Project" Intersection
Turning Movement Volumes (PCE)**



Legend

XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

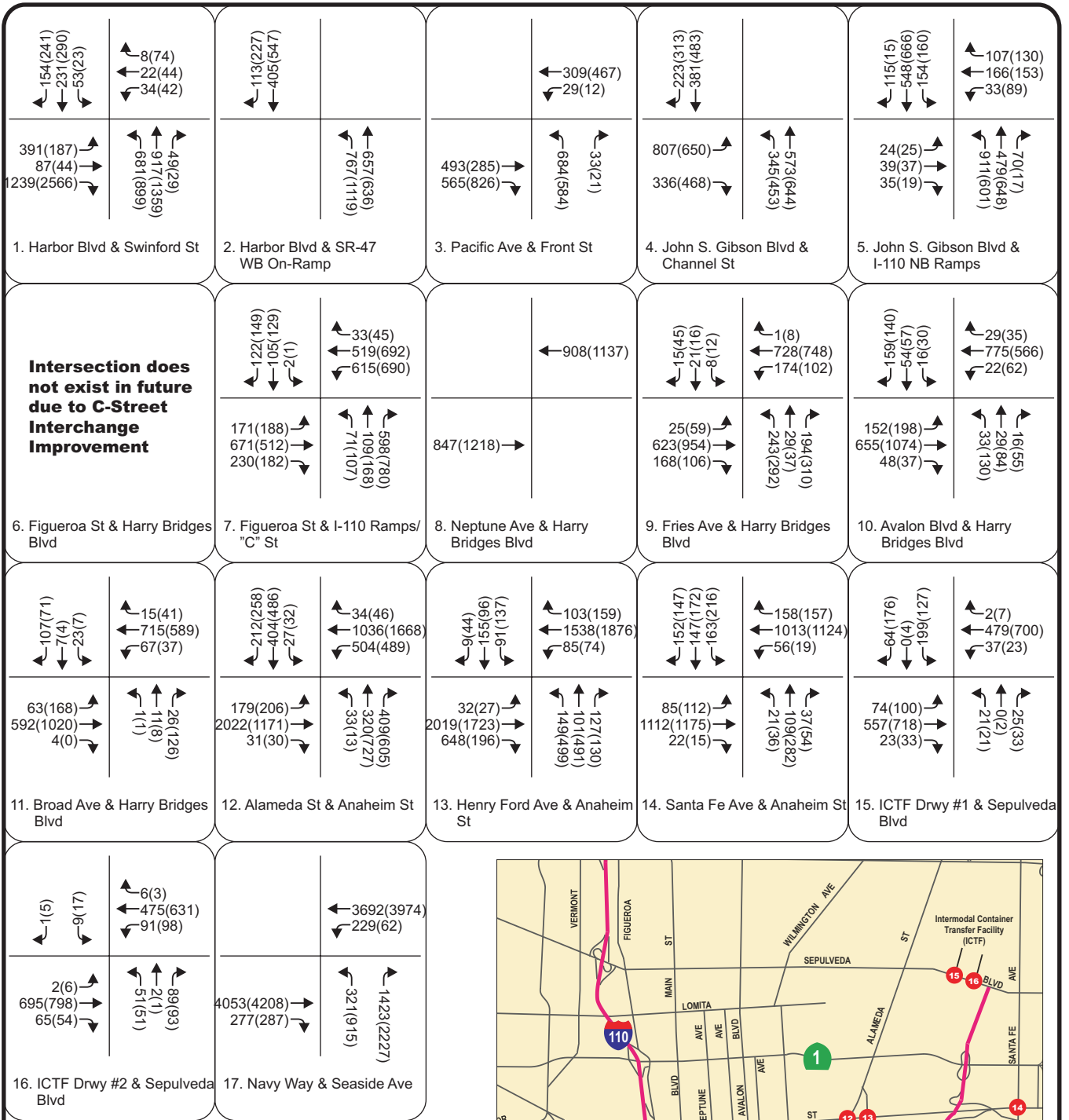


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**Port of Los Angeles
Berths 136-147**

**Year 2038 "Proposed Project" Added Intersection
Turning Movement Volumes (PCE)**



Legend



Study Intersection
AM(PM) Peak Hour Volume

XXX(XXX)

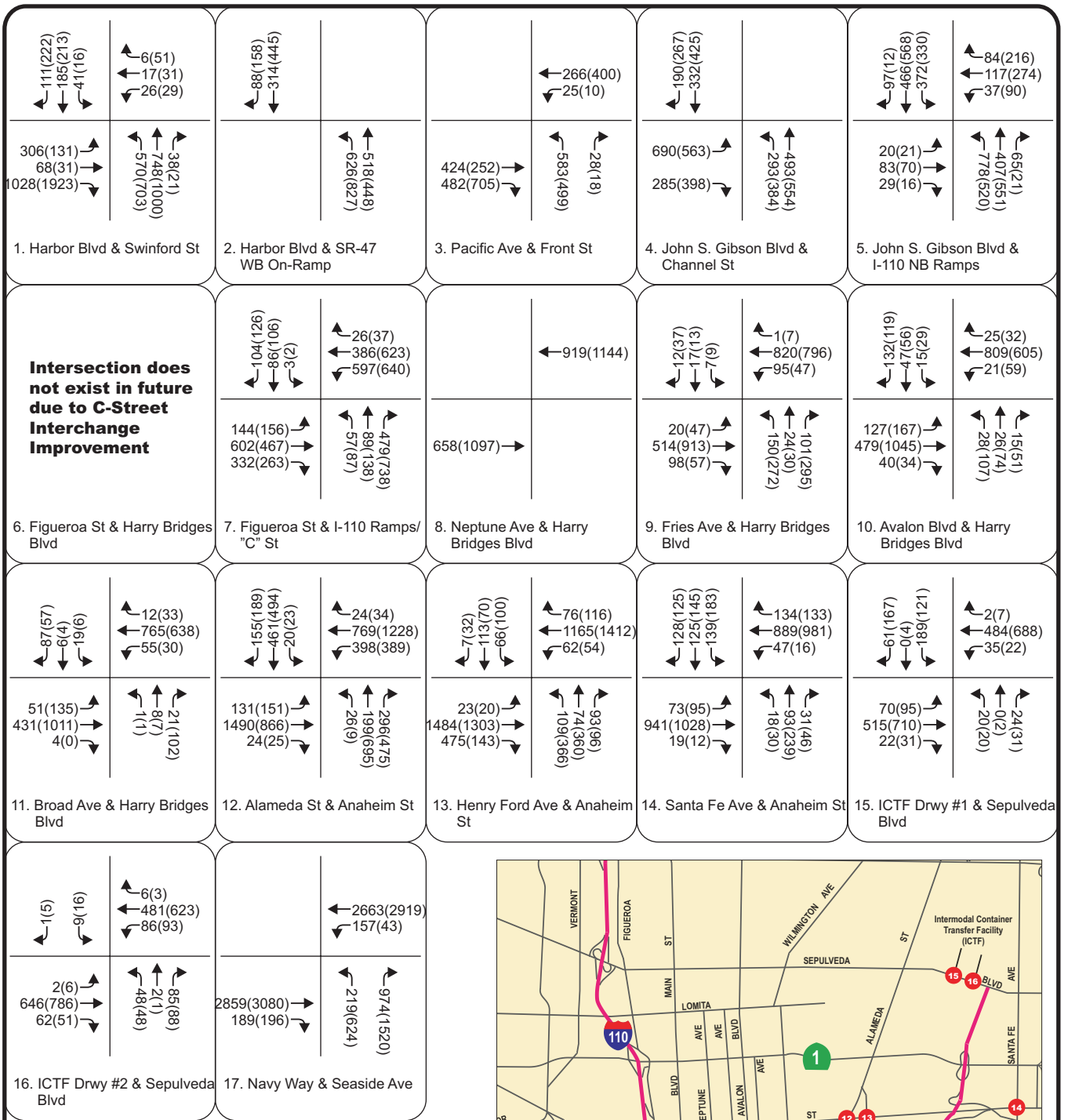


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Berths 136-147**

**Year 2038 "Proposed Project" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

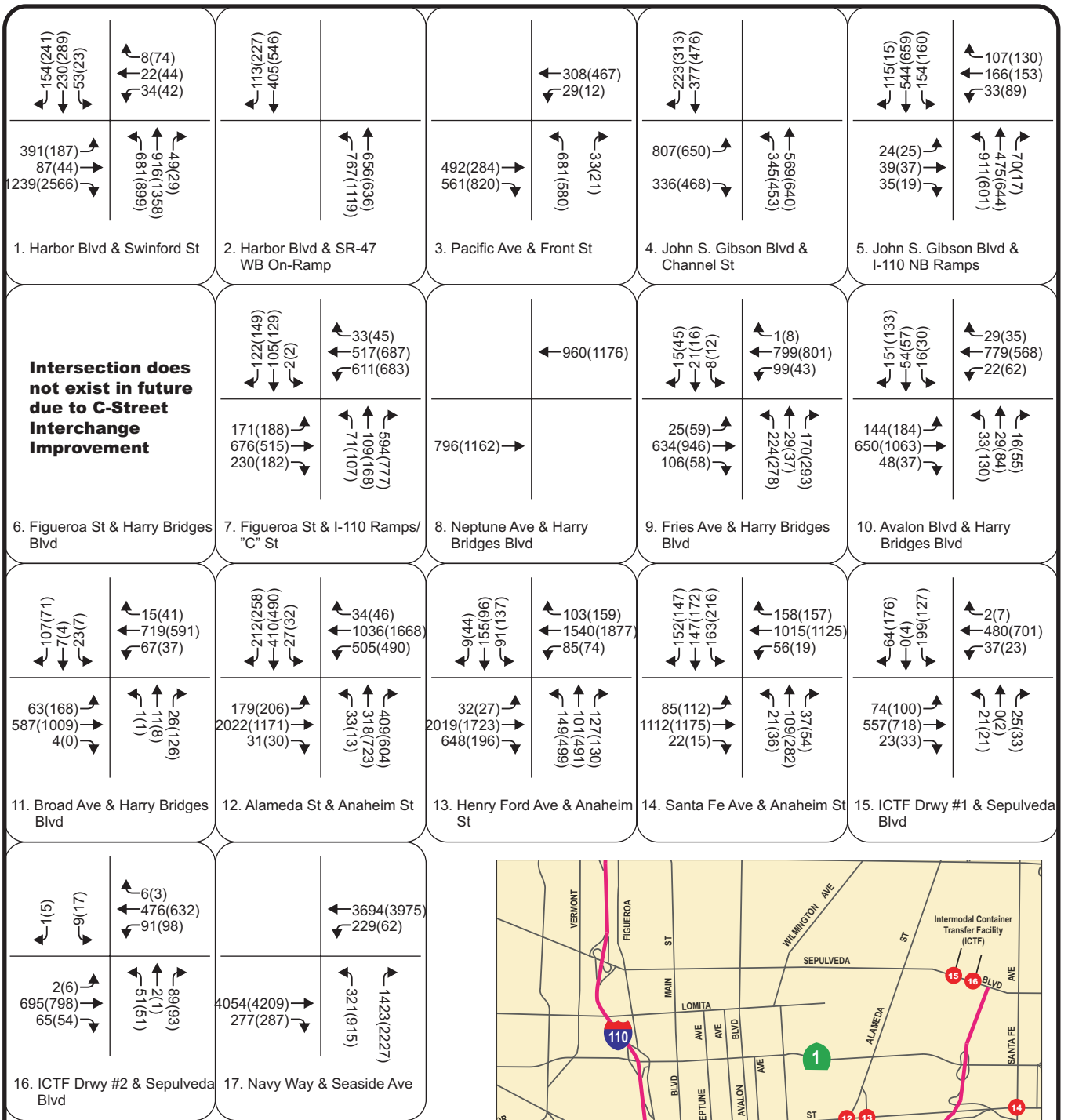


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**Port of Los Angeles
Berths 136-147**

**Year 2015 Alternative 1 "No Project" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

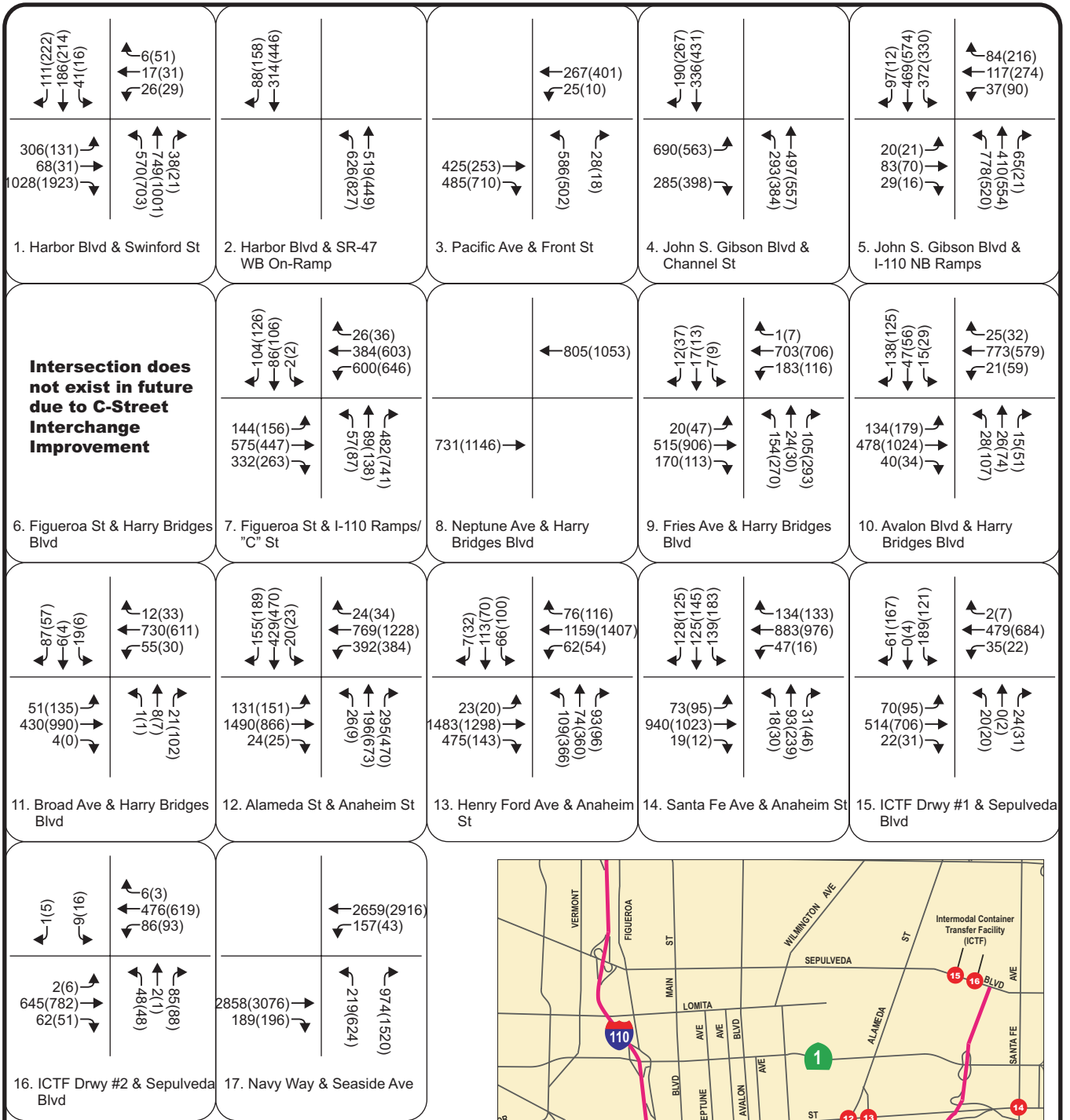


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**Year 2038 Alternative 1 "No Project" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

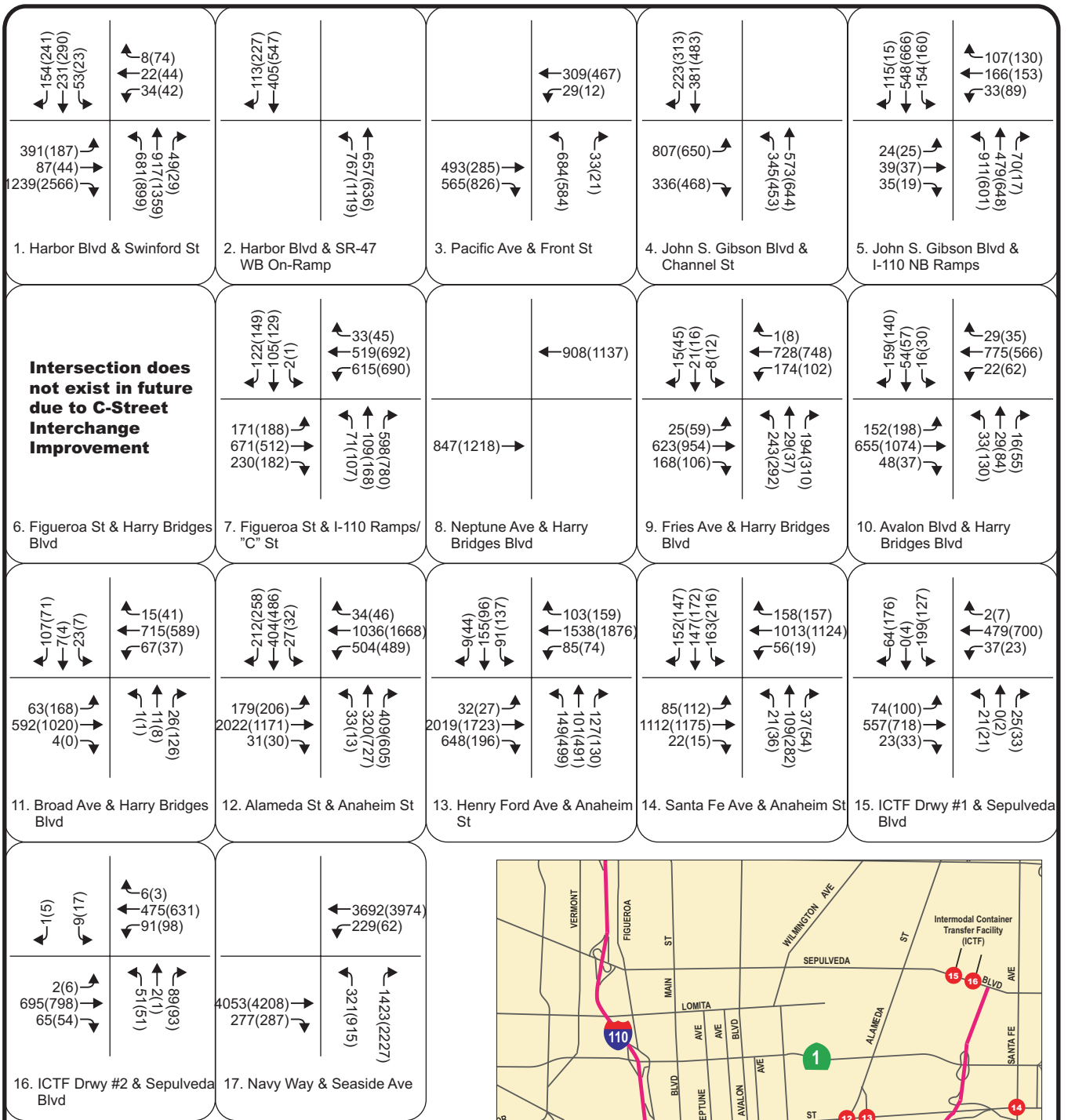


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**Year 2015 Alternative 2 "Reduced Project" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

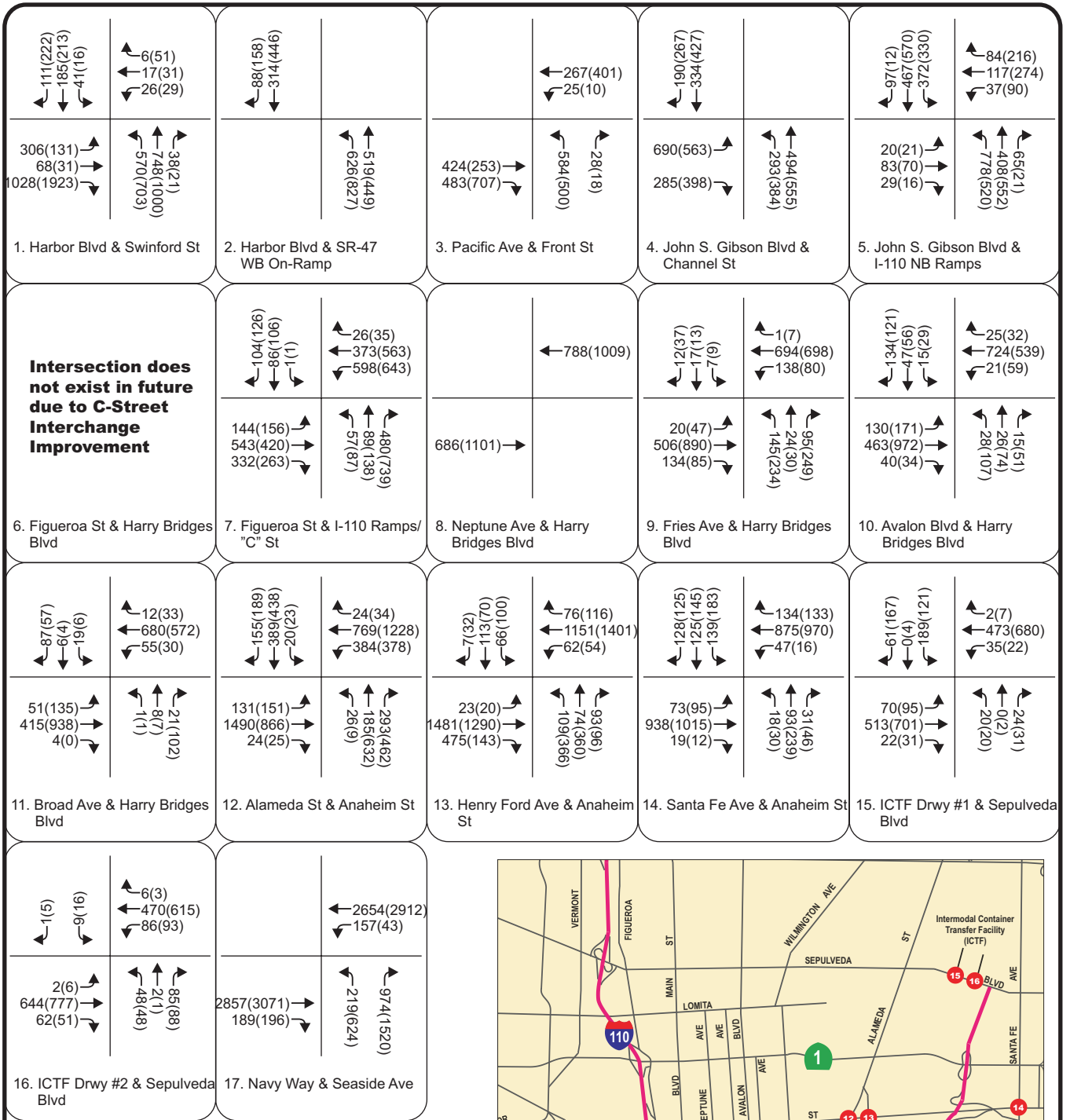


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**Port of Los Angeles
Berths 136-147**

**Year 2038 Alternative 2 "Reduced Project" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

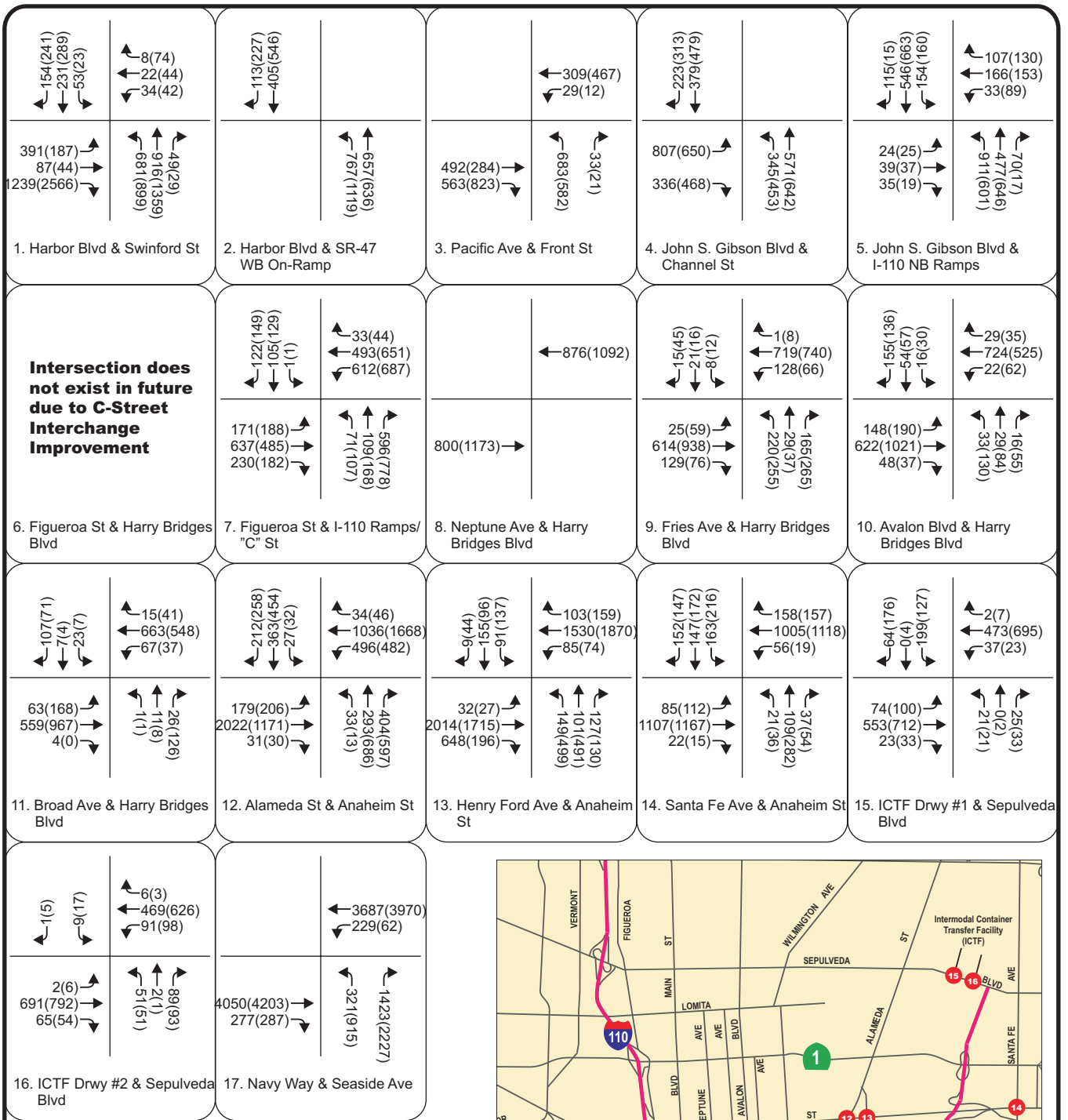


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**Port of Los Angeles
Berths 136-147**

**Year 2015 Alternative 3 "Reduced Wharf" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

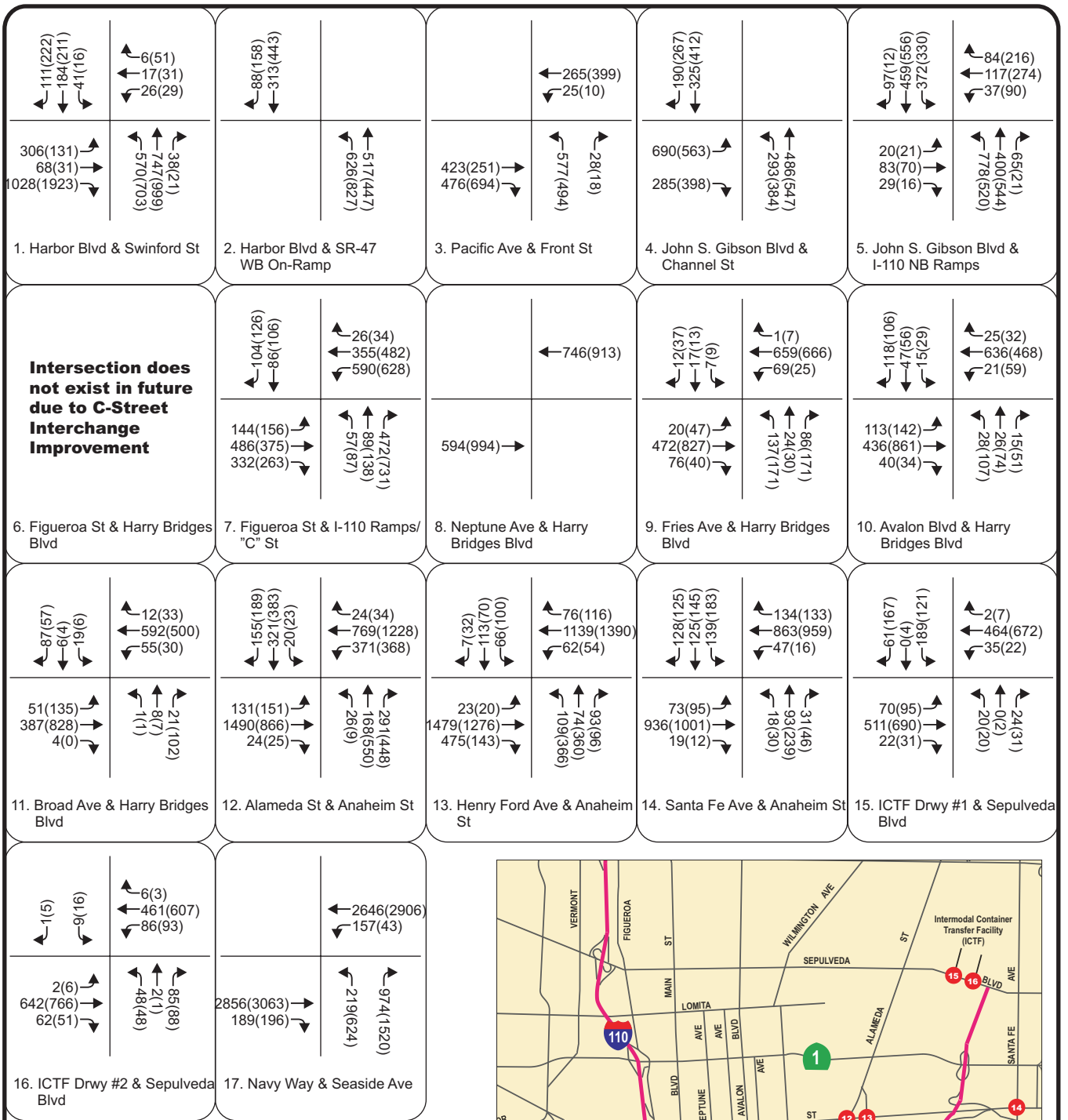


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**Port of Los Angeles
Berths 136-147**

**Year 2038 Alternative 3 "Reduced Wharf" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

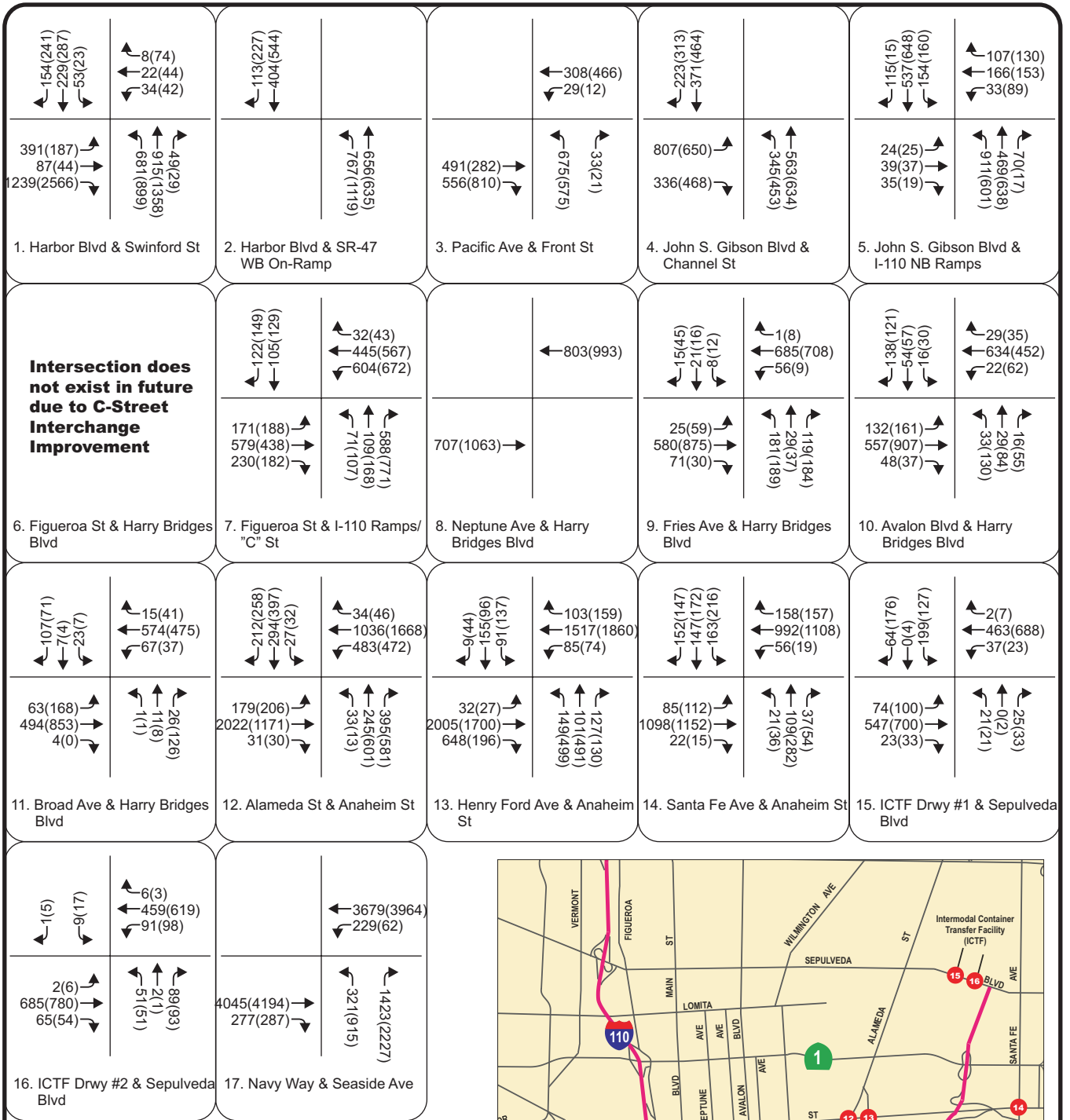


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**Port of Los Angeles
Berths 136-147**

**Year 2015 Alternative 4 "Omni Terminal" Intersection
Turning Movement Volumes (PCE)**



Legend



Study Intersection
AM(PM) Peak Hour Volume

XXX(XXX)

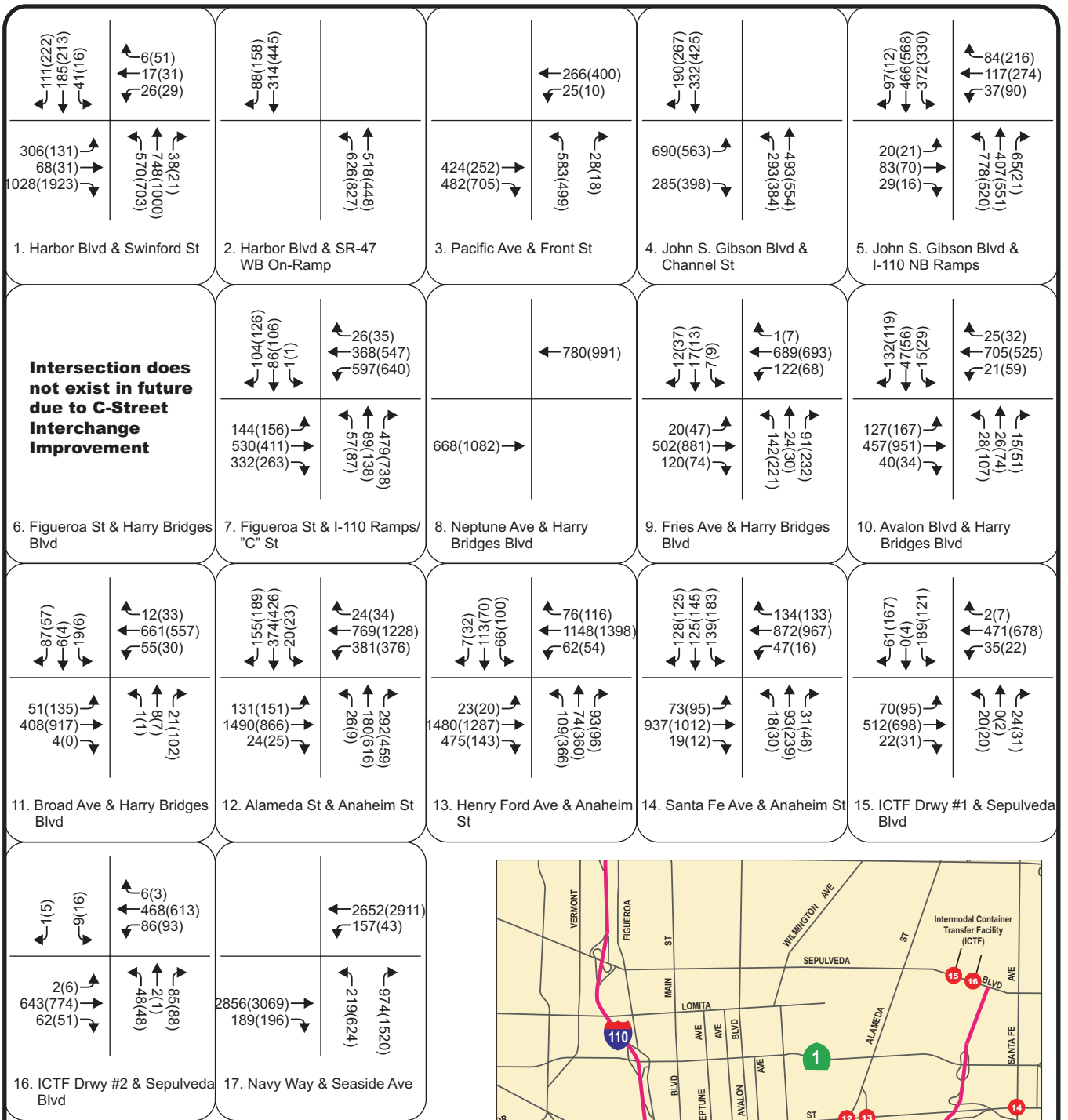


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**Year 2038 Alternative 4 "Omni Terminal" Intersection
Turning Movement Volumes (PCE)**



Legend



XXX(XXX)

Study Intersection
AM(PM) Peak Hour Volume

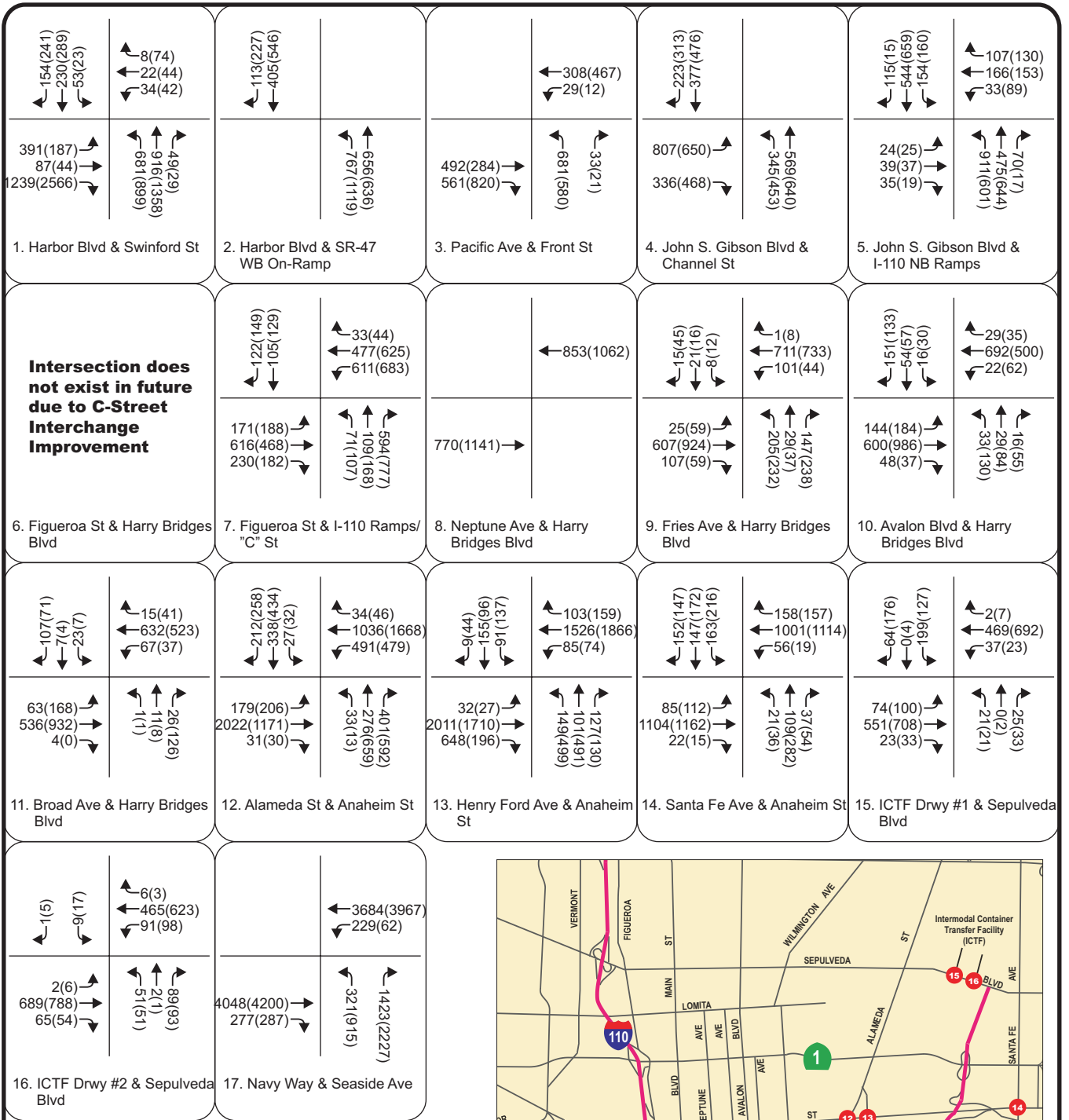


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**Port of Los Angeles
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**Year 2015 Alternative 5 "Landside Terminal" Intersection
Turning Movement Volumes (PCE)**



Legend



Study Intersection
AM(PM) Peak Hour Volume

XXX(XXX)



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Berths 136-147**

**Year 2038 Alternative 5 "Landside Terminal" Intersection
Turning Movement Volumes (PCE)**

Existing 2003

 Port of Los Angeles
 West Basin Terminal Improvement
 Year 2003 AM Peak

Scenario Report

Scenario: Existing 2003 AM Peak
 Command: Existing 2003 AM Peak
 Volume: Existing 2003 AM Peak
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Existing
 Routes: Default Routes
 Configuration: Existing 2003 AM Peak

 Port of Los Angeles
 West Basin Terminal Improvement
 Year 2003 AM Peak

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.402	A xxxxx	0.402	+ 0.000 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.297	+ 0.000 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.525	+ 0.000 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A 9.6	0.000	A 9.6	0.000	+ 0.000 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 37 Figueroa St / C-St / I-110 Ram	B 12.2	0.553	B 12.2	0.553	+ 0.000 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.511	+ 0.000 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.287	A xxxxx	0.287	+ 0.000 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.207	A xxxxx	0.207	+ 0.000 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.342	A xxxxx	0.342	+ 0.000 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.388	+ 0.000 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.379	+ 0.000 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.235	+ 0.000 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.534	A xxxxx	0.534	+ 0.000 V/C

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 32 92 31 201 233 112 53 354 17 131 369 202
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 32 93 31 204 236 113 54 359 17 133 374 205
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 32 93 31 204 236 0 54 359 17 133 374 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 32 93 31 204 236 0 54 359 17 133 374 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 32 93 31 204 236 0 54 359 17 133 374 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.41 1.19 0.40 1.00 2.00 1.00 1.00 1.91 0.09 1.00 2.00 1.00
Final Sat.: 619 1781 600 1500 3000 1500 1500 2863 137 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.05 0.05 0.05 0.14 0.08 0.00 0.04 0.13 0.13 0.09 0.12 0.00
Crit Vol: 79 204 188 133
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.297
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 1 0 1 0
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 98 91 310 30 4 447 16
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 98 91 310 30 4 447 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 98 182 310 30 8 447 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.11 0.89 1.00 0.53 1.35 0.12 0.02 1.91 0.07
Final Sat.: 1500 1324 176 158 1342 1500 804 2022 174 26 2871 103
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.02 0.07 0.11 0.15 0.17 0.15 0.16 0.16
Crit Vol: 20 98 91 236
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 80 228 17 157 130 110 1225 15 287 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 80 228 17 157 130 110 1225 15 287 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 16 80 228 17 157 130 110 1225 15 287 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.06 0.08 0.01 0.06 0.09 0.08 0.43 0.01 0.10 0.22 0.22
Crit Vol: 16 130 612 144
Crit Moves: ****

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1142 0 49 857 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1142 0 49 857 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 59 75 53 90 5 18 1142 0 49 857 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.78 1.22 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2541 1734 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.05 0.04 0.02 0.02 0.01 0.40 0.00 0.03 0.30 0.04
Crit Vol: 75 53 571 49
Crit Moves: ****

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A [9.6]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include

Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 332 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1239 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1239 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * *

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 57 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include

Min. Green: 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 551 35 37 154 82 279 62 682 23 15 6
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 551 35 37 154 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 551 35 37 154 82 279 62 682 23 15 6

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.64 0.36 1.00 1.00 0.73 0.27
Final Sat.: 1375 3882 243 1375 1790 960 2249 501 1375 1375 1000 375

Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.12 0.12 0.50 0.02 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** **** **** ****

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #34 John S. Gibson / I-110 NB Ramps
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.492
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    37          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0 0 1 1 0      0 0 1 1 0      0 0 1 0 0      0 0 1 0 0
Lanes:      2 0 1 1 0      1 0 1 1 0      1 0 0 1 0      0 1 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      738 382 51      7 443 96      20 10 29      14 44 15
Growth Adj:    1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse:    744 385 51      7 447 97      20 10 29      14 44 15
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    744 385 51      7 447 97      20 10 29      14 44 15
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   744 385 51      7 447 97      20 10 29      14 44 15
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    744 385 51      7 447 97      20 10 29      14 44 15
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 1.76 0.24 1.00 1.64 0.36 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.:   2850 2514 336 1425 2342 508 1425 365 1060 547 1718 586
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.26 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol:     372          272          20          37
Crit Moves:   ****          ****          ****          ****
*****

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Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

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*****
Intersection #37 Figueroa St / C-St / I-110 Ramps
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.553
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):  12.2
Optimal Cycle:    0          Level Of Service:      B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Min. Green:    0 0 2 0 0      0 0 1 1 0      0 0 1 0 0      0 0 0 0 1
Lanes:      1 0 2 0 0      0 0 1 1 0      1 0 1 0 0      0 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      180 76 0      0 75 70 103 0 349      0 0 23
Growth Adj:    1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse:    182 77 0      0 76 71 104 0 354      0 0 23
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    182 77 0      0 76 71 104 0 354      0 0 23
Reduct Vol:    0 0 0 0      0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   182 77 0      0 76 71 104 0 354      0 0 23
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    182 77 0      0 76 71 104 0 354      0 0 23
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 2.00 0.00 0.00 1.03 0.97 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.:   515 1100 0      0 572 592 1204 -639 639      0 0 585
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.35 0.07 xxxx xxxx 0.13 0.12 0.09 0.00 0.55 xxxx xxxx 0.04
Crit Moves:   ****          ****          ****          ****
Delay/Veh:    12.9 9.4 0.0 0.0 9.7 8.9 13.5 14.4 14.4 0.0 0.0 8.9
Delay Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   12.9 9.4 0.0 0.0 9.7 8.9 13.5 14.4 14.4 0.0 0.0 8.9
LOS by Move:  B A * * A A B B * * A
ApproachDel:  11.8          9.3          13.5          8.9
Delay Adj:    1.00          1.00          1.00          1.00
ApprAdjDel:   11.8          9.3          13.5          8.9
LOS by Appr:  B A          B A
*****

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Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 537 0 26 0 0 0 0 383 440 23 238 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 537 0 26 0 0 0 0 383 440 23 238 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 537 0 26 0 0 0 0 383 440 23 238 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 537 0 192 119
Crit Moves: ****

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 102 22 48 7 15 11 19 351 66 57 460 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 103 22 49 7 15 11 19 356 67 58 466 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103 22 49 7 15 11 19 356 67 58 466 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 103 22 49 7 15 11 19 356 67 58 466 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 103 22 49 7 15 11 38 356 67 115 466 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.44 0.56 0.42 0.91 0.67 0.09 1.62 0.29 0.24 1.75 0.01
Final Sat.: 1500 663 837 636 1364 1000 137 2428 435 371 2624 5
Capacity Analysis Module:
Vol/Sat: 0.07 0.03 0.06 0.01 0.01 0.01 0.14 0.15 0.15 0.16 0.18 0.19
Crit Vol: 103 17 19 291
Crit Moves: ****

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.207
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 440 0 0 513 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 446 0 0 520 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 446 0 0 520 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 446 0 0 520 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 41 446 0 0 520 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.18 1.82 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 273 2727 0 0 2994 6
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.07 0.16 0.00 0.00 0.17 0.17
Crit Vol: 0 29 20 260
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 523 23 37 454 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 523 23 37 454 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 199 0 64 74 523 23 37 454 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2156 0 694 1425 2730 120 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.03 0.11 0.11
Crit Vol: 46 131 273 37
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 661 65 90 450 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 661 65 90 450 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 661 65 90 450 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2595 255 1425 4219 56
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.25 0.25 0.06 0.11 0.11
Crit Vol: 91 9 363 90
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.379
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 841 18 44 756 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 841 18 44 756 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 841 18 44 756 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4038 87 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 286 44
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0
Volume Module:
Base Vol: 290 454 0 0 289 187 651 0 282 0 0 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 292 458 0 0 291 188 656 0 284 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 292 458 0 0 291 188 656 0 284 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 458 0 0 291 188 656 0 284 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 292 458 0 0 291 188 656 0 284 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.16 0.00 0.00 0.10 0.13 0.23 0.00 0.20 0.00 0.00 0.00
Crit Vol: 292 188 328 0
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.235
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 8 20 18 5 81 47 248 3 51 377 11
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 1 8 20 18 5 82 48 251 3 52 382 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 20 18 5 82 48 251 3 52 382 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 20 18 5 82 48 251 3 52 382 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 20 18 5 82 95 251 3 52 382 11
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.07 0.93 1.00 0.35 0.65 1.00 0.37 1.61 0.02 0.23 1.72 0.05
Final Sat.: 103 1397 1500 519 981 1500 562 2412 26 349 2576 75
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.05 0.08 0.10 0.12 0.15 0.15 0.15
Crit Vol: 1 82 48 222
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 AM Peak

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	2	0	3

-----|-----|-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Ignore Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 0 0 1 0 0 0 0 0 2 0 3 0 0

-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 161 0 716 0 0 0 0 1866 139 116 1725 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 161 0 716 0 0 0 0 1866 139 116 1725 0

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 161 0 0 0 0 0 0 1866 139 116 1725 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 161 0 0 0 0 0 0 1866 139 116 1725 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 161 0 0 0 0 0 0 1866 139 116 1725 0

-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00

Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00

Crit Vol: 81 0 622 58

Crit Moves: ****

 Port of Los Angeles
 West Basin Terminal Improvement
 Year 2003 - PM Peak

Scenario Report

Scenario: Existing 2003 PM Peak
 Command: Existing 2003 PM Peak
 Volume: Existing 2003 PM Peak
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Existing
 Routes: Default Routes
 Configuration: Existing 2003 PM Peak

 Port of Los Angeles
 West Basin Terminal Improvement
 Year 2003 - PM Peak

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.399	+ 0.000 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.573	A xxxxx	0.573	+ 0.000 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B 10.5	0.000	B 10.5	0.000	+ 0.000 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.413	+ 0.000 V/C
# 37 Figueroa St / C-St / I-110 Ram	C 18.7	0.778	C 18.7	0.778	+ 0.000 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.445	+ 0.000 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.315	A xxxxx	0.315	+ 0.000 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.565	+ 0.000 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.436	+ 0.000 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.316	+ 0.000 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.603	B xxxxx	0.603	+ 0.000 V/C

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 39 142 88 218 88 84 81 500 13 45 415 274
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 40 144 89 221 89 85 82 506 13 46 420 278
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 40 144 89 221 89 0 82 506 13 46 420 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 144 89 221 89 0 82 506 13 46 420 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 40 144 89 221 89 0 82 507 13 46 420 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.29 1.06 0.65 1.00 2.00 1.00 1.00 1.95 0.05 1.00 2.00 1.00
Final Sat.: 435 1584 981 1500 3000 1500 1500 2924 76 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.15 0.03 0.00 0.05 0.17 0.17 0.03 0.14 0.00
Crit Vol: 136 221 260 46
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 1 0 1 0
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 74 105 640 9 9 296 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 74 105 640 9 9 296 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 74 211 640 9 36 296 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.14 0.86 1.00 0.32 1.66 0.02 0.06 1.89 0.05
Final Sat.: 1500 1120 380 212 1288 1500 487 2481 32 95 2824 80
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.05 0.22 0.26 0.29 0.10 0.10 0.11
Crit Vol: 86 74 430 9
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 334 336 19 206 159 127 700 12 263 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 334 336 19 206 159 127 700 12 263 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 7 334 336 19 206 159 127 700 12 263 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 1.50 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 2131 2144 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.16 0.16 0.01 0.07 0.11 0.09 0.25 0.01 0.09 0.37 0.37
Crit Vol: 223 19 350 521
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 957 0 43 1053 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 957 0 43 1053 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 292 288 77 80 56 26 16 957 0 43 1053 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.34 0.00 0.03 0.37 0.06
Crit Vol: 193 80 16 526
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[10.5]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 340 0 0 268 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 340 0 0 268 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 390 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1179 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1179 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * *

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 648 15 12 145 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 648 15 12 145 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 648 15 12 145 115 101 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.12 0.88 1.62 0.38 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1534 1216 2227 523 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.09 0.09 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 130 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 528 5 25 530 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 528 5 25 530 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 453 528 5 25 530 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2786 64 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.16 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 226 271 21 70
Crit Moves: **** **** **** ****

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 395 118 0 0 86 93 129 0 321 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 395 118 0 0 86 93 129 0 321 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 395 118 0 0 86 93 129 0 321 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 508 1074 0 0 506 561 1047 -552 552 0 0 488
Capacity Analysis Module:
Vol/Sat: 0.78 0.11 xxxxx xxxxx 0.17 0.17 0.12 0.00 0.58 xxxxx xxxxx 0.07
Crit Moves: **** **** **** ****
Delay/Veh: 29.3 10.0 0.0 0.0 10.7 9.8 15.5 16.9 16.9 0.0 0.0 10.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 29.3 10.0 0.0 0.0 10.7 9.8 15.5 16.9 16.9 0.0 0.0 10.1
LOS by Move: D A * * B A C C * * B
ApproachDel: 24.9 10.3 15.5 10.1
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 24.9 10.3 15.5 10.1
LOS by Appr: C B C B

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 0 207 639 9 369 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 450 0 17 0 0 0 0 0 207 639 9 369 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 450 0 17 0 0 0 0 0 207 639 9 369 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 450 0 17 0 0 0 0 0 207 639 9 369 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 450 0 184
Crit Moves: **** 0 **** ****

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0 0 1 0 0
Volume Module:
Base Vol: 156 28 156 9 12 34 44 570 33 20 454 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 158 28 158 9 12 34 45 577 33 20 460 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 158 28 158 9 12 34 45 577 33 20 460 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 158 28 158 9 12 34 45 577 33 20 460 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 158 28 158 9 12 34 89 577 33 81 460 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 0.16 0.92 0.33 0.67 1.00 0.15 1.76 0.09 0.09 1.88 0.03
Final Sat.: 1376 247 1376 491 1009 1500 219 2638 143 143 2819 39
Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.02 0.01 0.02 0.20 0.22 0.23 0.14 0.16 0.18
Crit Vol: 158 34 350 20
Crit Moves: **** **** **** ****

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.315
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 687 0 0 679 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 696 0 0 688 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 696 0 0 688 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 696 0 0 688 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 696 0 0 688 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.44 1.56 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 659 2341 0 0 2987 13
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.30 0.00 0.00 0.23 0.23
Crit Vol: 0 26 446 0
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 690 33 23 680 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 690 33 23 680 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 127 4 176 100 690 33 23 680 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2720 130 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.09 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 362 23
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 770 54 98 612 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 770 54 98 612 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 770 54 98 612 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2663 187 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.14 0.14
Crit Vol: 94 17 412 98
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 875 12 15 843 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 875 12 15 843 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 875 12 15 843 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4069 56 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.22 0.22 0.01 0.20 0.09
Crit Vol: 135 174 90 281
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 380 512 0 0 354 262 491 0 393 0 0 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 383 516 0 0 357 264 495 0 396 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 383 516 0 0 357 264 495 0 396 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 383 516 0 0 357 264 495 0 396 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 383 516 0 0 357 264 495 0 396 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.67 0.00 1.33 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2374 0 1901 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.18 0.00 0.00 0.13 0.19 0.21 0.00 0.21 0.00 0.00 0.00
Crit Vol: 383 264 297 0
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 7 95 5 3 53 126 555 0 28 259 31
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 1 7 96 5 3 54 128 562 0 28 262 31
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 96 5 3 54 128 562 0 28 262 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 96 5 3 54 128 562 0 28 262 31
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 96 5 3 54 128 562 0 57 262 31
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.16 0.84 1.00 0.37 1.63 0.00 0.19 1.63 0.18
Final Sat.: 29 1471 1500 246 1254 1500 555 2445 0 290 2442 269
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.06 0.02 0.00 0.04 0.23 0.23 0.00 0.10 0.11 0.12
Crit Vol: 96 5 345 28
Crit Moves: **** **

Port of Los Angeles
West Basin Terminal Improvement
Year 2003 - PM Peak

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

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Control: Permitted Permitted Protected Protected

Rights: Ignore Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 0 0 1 0 0 0 0 0 2 0 3 0 0

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Volume Module:

Base Vol: 456 0 1109 0 0 0 0 1849 143 31 1720 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 456 0 1109 0 0 0 0 1849 143 31 1720 0

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 456 0 0 0 0 0 0 1849 143 31 1720 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 456 0 0 0 0 0 0 1849 143 31 1720 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 456 0 0 0 0 0 0 1849 143 31 1720 0

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Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00

Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

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Capacity Analysis Module:

Vol/Sat: 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.10 0.01 0.40 0.00

Crit Vol: 228 0 616 16

Crit Moves: ****

CEQA

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Proposed Project (AM Peak)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Proposed Project (AM Peak)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	44.00	64.00	44	64	108	39.7
	Zone 3 Subtotal					44	64	108	39.7
4	Trapac Truck	1.00	Trapac Trucks	65.00	99.00	65	99	164	60.3
	Zone 4 Subtotal					65	99	164	60.3
TOTAL						109	163	272	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Proposed Project (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Proposed Project (AM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.492	+ 0.028 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.333	+ 0.036 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.633	B xxxxx	0.636	+ 0.002 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.529	+ 0.004 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.492	A xxxxx	0.495	+ 0.003 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	14.0 0.632	+ 0.078 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.515	+ 0.004 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	B xxxxx	0.629	+ 0.087 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.279	+ 0.022 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.342	A xxxxx	0.345	+ 0.003 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.391	+ 0.003 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.381	+ 0.002 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.269	+ 0.034 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.534	A xxxxx	0.535	+ 0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 37 0 0 0 6 0 0 9 56
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 477 0 113 54 382 0 0 415 354
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 477 0 0 54 382 0 0 415 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 477 0 0 54 382 0 0 415 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 477 0 0 54 382 0 0 415 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.32 0.00 0.00 0.04 0.13 0.00 0.00 0.14 0.00
Crit Vol: 0 477 54 208
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 12 18 74 0 0 49 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 110 109 384 30 4 496 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 110 109 384 30 4 496 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 110 109 384 30 4 496 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 110 218 384 30 8 496 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.53 1.38 0.09 0.02 1.92 0.06
Final Sat.: 1500 1324 176 145 1355 1500 790 2066 144 24 2883 93
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.14 0.19 0.21 0.17 0.17 0.17
Crit Vol: 20 110 109 260
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 56 10 0 37 0 0 0 0 7 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 136 238 17 194 130 110 1225 15 294 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 136 238 17 194 130 110 1225 15 294 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 136 238 17 194 130 110 1225 15 294 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 16 136 238 17 194 130 110 1225 15 294 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.09 1.91 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1556 2719 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.09 0.09 0.01 0.07 0.09 0.08 0.43 0.01 0.10 0.22 0.22
Crit Vol: 16 130 612 147
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 10 0 0 7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1152 379 49 864 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1152 0 49 864 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1152 0 49 864 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 59 75 53 90 5 18 1152 0 49 864 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.78 1.22 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2541 1734 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.05 0.04 0.02 0.02 0.01 0.40 0.00 0.03 0.30 0.04
Crit Vol: 75 53 576 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 459 0 0 252 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 459 0 0 252 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 459 0 0 252 80 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 552 35 37 155 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 552 35 37 155 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 552 35 37 155 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 552 35 37 155 82 279 62 682 23 15 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.64 0.36 1.00 1.00 0.73 0.27
Final Sat.: 1375 3882 243 1375 1794 956 2249 501 1375 1375 1000 375
Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.12 0.12 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 6 0 0 9 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 391 51 7 456 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 391 51 7 456 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 391 51 7 456 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 744 391 51 7 456 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.77 0.23 1.00 1.65 0.35 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2519 331 1425 2351 499 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 372 276 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 0 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 55 1 0 0 1 0 0 0 37 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 237 78 0 0 77 71 104 0 391 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 237 78 0 0 77 71 104 0 391 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 237 78 0 0 77 71 104 0 391 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 237 78 0 0 77 71 104 0 391 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.04 0.96 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 505 1074 0 0 553 562 1166 -618 618 0 0 551
Capacity Analysis Module:
Vol/Sat: 0.47 0.07 xxxxx xxxxx 0.14 0.13 0.09 0.00 0.63 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 15.2 9.6 0.0 0.0 10.0 9.2 15.7 17.1 17.1 0.0 0.0 9.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.2 9.6 0.0 0.0 10.0 9.2 15.7 17.1 17.1 0.0 0.0 9.2
LOS by Move: C A * * B A C C * * A
ApproachDel: 13.8 9.6 15.7 9.2
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 13.8 9.6 15.7 9.2
LOS by Appr: B A C A

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 0 383 440 23 238 0
Added Vol: 5 0 0 0 0 0 0 0 1 8 0 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 542 0 26 0 0 0 0 0 384 448 23 239 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 542 0 26 0 0 0 0 0 384 448 23 239 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 542 0 26 0 0 0 0 0 384 448 23 239 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 542 0 26 0 0 0 0 0 384 448 23 239 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 542 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0 0 1 0 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 45 0 54 0 0 0 0 0 38 29 36 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 274 22 134 7 15 11 19 362 349 226 359 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 274 22 134 7 15 11 19 362 349 226 359 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 274 22 134 7 15 11 19 362 349 226 359 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 274 22 134 7 15 11 38 362 349 906 359 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.38 0.62 0.42 0.91 0.67 0.05 1.02 0.93 1.00 0.99 0.01
Final Sat.: 1500 565 935 636 1364 1000 81 1522 1397 1500 1498 2
Capacity Analysis Module:
Vol/Sat: 0.18 0.04 0.14 0.01 0.01 0.01 0.24 0.24 0.25 0.15 0.24 0.42
Crit Vol: 274 17 19 633
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.279
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 67 0 0 71 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 735 0 0 584 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 735 0 0 584 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 735 0 0 584 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 41 735 0 0 584 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.11 1.89 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 165 2835 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.12 0.26 0.00 0.00 0.19 0.19
Crit Vol: 0 29 389 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 8 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 531 23 37 459 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 531 23 37 459 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 531 23 37 459 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 199 0 64 74 531 23 37 459 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2156 0 694 1425 2732 118 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.03 0.11 0.11
Crit Vol: 46 131 277 37
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 669 65 90 455 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 669 65 90 455 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 669 65 90 455 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 669 65 90 455 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2598 252 1425 4219 56
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 91 9 367 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 10 0 0 7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 851 18 44 763 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 851 18 44 763 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 851 18 44 763 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 851 18 44 763 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4039 86 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 290 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.269
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 0 716 0 0 0 0 0 1872 139 116 1729 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 0 0 0 0 0 0 0 1872 139 116 1729 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 0 0 0 0 0 0 0 1872 139 116 1729 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 161 0 0 0 0 0 0 0 1872 139 116 1729 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00
Crit Vol: 81 0 624 58
Crit Moves: ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Proposed Project (PM Peak)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Proposed Project (PM Peak)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	59.00	79.00	59	79	138	52.1
	Zone 3 Subtotal					59	79	138	52.1
4	Trapac Truck	1.00	Trapac Trucks	51.00	76.00	51	76	127	47.9
	Zone 4 Subtotal					51	76	127	47.9
TOTAL						110	155	265	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Proposed Project (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Proposed Project (PM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.441	+ 0.026 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.447	+ 0.048 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.536	A xxxxx	0.549	+ 0.013 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.573	A xxxxx	0.575	+ 0.002 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B 10.5	0.000	B 10.5	0.000	+ 0.016 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.963	+ 0.001 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.417	+ 0.004 V/C
# 37 Figueroa St / C-St / I-110 Ram	C 18.7	0.778	C 24.7	0.888	+ 0.109 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.450	+ 0.005 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.597	+ 0.065 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.340	+ 0.023 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.567	+ 0.002 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.438	+ 0.002 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.496	+ 0.001 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.439	+ 0.123 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.603	B xxxxx	0.605	+ 0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 34 0 0 0 8 0 0 11 48
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 344 89 85 82 528 0 0 471 469
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 344 89 0 82 528 0 0 471 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 344 89 0 82 528 0 0 471 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 344 89 0 82 528 0 0 471 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.03 0.00 0.05 0.18 0.00 0.00 0.16 0.00
Crit Vol: 0 344 82 235
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 17 22 66 0 0 46 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 91 127 706 9 9 342 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 91 127 706 9 9 342 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 91 127 706 9 9 342 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 91 255 706 9 36 342 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.12 0.88 1.00 0.36 1.62 0.02 0.05 1.90 0.05
Final Sat.: 1500 1120 380 177 1323 1500 534 2438 28 82 2847 71
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.06 0.24 0.29 0.32 0.11 0.12 0.13
Crit Vol: 86 91 485 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 2 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 341 0 0 270 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 341 0 0 270 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 341 0 0 270 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 392 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1177 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1177 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.963
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 1 0 0 2 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 649 15 12 147 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 649 15 12 147 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 649 15 12 147 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 649 15 12 147 115 101 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.12 0.88 1.62 0.38 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1543 1207 2227 523 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.10 0.10 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 131 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns for approaches and 12 rows for various traffic metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for approaches and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns for approaches and 4 rows for Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.888
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns for approaches and 12 rows for various traffic metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for approaches and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns for approaches and 4 rows for Vol/Sat, Crit Vol, Crit Moves.

LOS by Move table with 12 columns for approaches and 4 rows for ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and lane adjustment data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and lane adjustment data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 70 0 0 69 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 779 0 0 895 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 779 0 0 895 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 779 0 0 895 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 779 0 0 895 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.39 1.61 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 582 2418 0 0 2990 10
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.06 0.32 0.00 0.00 0.30 0.30
Crit Vol: 0 26 34 449
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 6 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 696 33 23 684 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 696 33 23 684 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 696 33 23 684 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 127 4 176 100 696 33 23 684 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2721 129 1425 4232 43
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.09 0.28 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 21 400 365 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 4 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 776 54 98 616 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 776 54 98 616 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 776 54 98 616 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 776 54 98 616 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2665 185 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.07 0.14 0.14
Crit Vol: 94 17 415 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 6 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 883 12 15 849 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 883 12 15 849 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 883 12 15 849 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 883 12 15 849 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4069 56 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.22 0.22 0.01 0.21 0.09
Crit Vol: 135 174 90 283
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 15 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 15 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Proposed Project (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 456 0 1109 0 0 0 0 1849 143 31 1720 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 456 0 1109 0 0 0 0 1849 143 31 1720 0
Added Vol: 0 0 0 0 0 0 0 5 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 456 0 1109 0 0 0 0 1854 143 31 1723 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 456 0 0 0 0 0 0 1854 143 31 1723 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 456 0 0 0 0 0 0 1854 143 31 1723 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 456 0 0 0 0 0 0 1854 143 31 1723 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.10 0.01 0.40 0.00
Crit Vol: 228 0 618 16
Crit Moves: **** **** ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Proposed Project (AM Peak)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Proposed Project (AM Peak)

Trip Generation Report

Forecast for 2038 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	37.00	57.00	37	57	94	26.6
	Zone 3 Subtotal					37	57	94	26.6
4	Trapac Truck	1.00	Trapac Trucks	21.00	238.00	21	238	259	73.4
	Zone 4 Subtotal					21	238	259	73.4
TOTAL						58	295	353	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Proposed Project (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Proposed Project (AM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.478	+ 0.013 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.323	+ 0.026 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.643	B xxxxx	0.665	+ 0.022 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.533	+ 0.008 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.518	A xxxxx	0.521	+ 0.003 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	14.9 0.618	+ 0.065 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.515	+ 0.003 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	B xxxxx	0.637	+ 0.095 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.289	+ 0.033 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.355	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.394	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.385	+ 0.006 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.591	A xxxxx	0.591	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.260	+ 0.025 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.543	A xxxxx	0.547	+ 0.003 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 16 0 0 0 5 0 0 8 117
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 456 0 113 54 381 0 0 414 415
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 456 0 0 54 381 0 0 414 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 456 0 0 54 381 0 0 414 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 456 0 0 54 381 0 0 414 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.30 0.00 0.00 0.04 0.13 0.00 0.00 0.14 0.00
Crit Vol: 0 456 54 207
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 10 16 149 0 0 23 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 108 107 459 30 4 470 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 108 107 459 30 4 470 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 108 107 459 30 4 470 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 108 214 459 30 8 470 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.44 1.47 0.09 0.02 1.92 0.06
Final Sat.: 1500 1324 176 147 1353 1500 657 2213 130 25 2877 98
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.16 0.21 0.23 0.16 0.16 0.16
Crit Vol: 20 108 352 4
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 119 23 0 16 0 0 0 0 0 3 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 199 251 17 173 130 110 1225 15 290 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 199 251 17 173 130 110 1225 15 290 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 199 251 17 173 130 110 1225 15 290 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 16 199 276 17 173 130 110 1225 15 319 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.26 1.74 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1792 2483 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.11 0.11 0.01 0.06 0.09 0.08 0.43 0.01 0.11 0.22 0.22
Crit Vol: 158 17 612 160
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 23 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1165 379 49 860 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1165 0 49 860 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1165 0 49 860 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 96 59 75 53 90 5 18 1165 0 49 860 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.85 1.15 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2638 1637 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.05 0.04 0.02 0.02 0.01 0.41 0.00 0.03 0.30 0.04
Crit Vol: 75 53 582 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 459 0 0 252 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 459 0 0 252 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 459 0 0 252 80 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 552 35 37 155 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 552 35 37 155 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 552 35 37 155 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 552 35 37 155 82 307 62 682 23 15 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.66 0.34 1.00 1.00 0.73 0.27
Final Sat.: 1375 3882 243 1375 1794 956 2287 463 1375 1375 1000 375
Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.13 0.13 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 5 0 0 8 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 390 51 7 455 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 390 51 7 455 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 390 51 7 455 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 818 390 51 7 455 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.77 0.23 1.00 1.65 0.35 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2518 332 1425 2350 500 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.29 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 409 276 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 0 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 115 2 0 0 0 0 0 0 16 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 297 79 0 0 76 71 104 0 370 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 297 79 0 0 76 71 104 0 370 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 297 79 0 0 76 71 104 0 370 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 297 79 0 0 76 71 104 0 370 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.03 0.97 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 510 1082 0 0 543 560 1130 -598 598 0 0 530
Capacity Analysis Module:
Vol/Sat: 0.58 0.07 xxxxx xxxxx 0.14 0.13 0.09 0.00 0.62 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 18.2 9.6 0.0 0.0 10.1 9.3 15.7 17.1 17.1 0.0 0.0 9.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.2 9.6 0.0 0.0 10.1 9.3 15.7 17.1 17.1 0.0 0.0 9.4
LOS by Move: C A * * B A C C * * A
ApproachDel: 16.4 9.7 9.7 15.7 9.4
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 16.4 9.7 15.7 9.4
LOS by Appr: C A C A

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: 4 0 0 0 0 0 0 1 7 0 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 541 0 26 0 0 0 0 384 447 23 239 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 541 0 26 0 0 0 0 384 447 23 239 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 541 0 26 0 0 0 0 384 447 23 239 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 541 0 26 0 0 0 0 384 447 23 239 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 541 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 107 0 131 0 0 0 0 34 9 12 22 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 336 22 211 7 15 11 19 358 329 202 355 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 336 22 211 7 15 11 19 358 329 202 355 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 336 22 211 7 15 11 19 358 329 202 355 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 336 22 211 7 15 11 38 358 329 810 355 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.42 0.91 0.67 0.05 1.04 0.91 1.00 0.99 0.01
Final Sat.: 1500 388 1112 636 1364 1000 84 1556 1360 1500 1497 3
Capacity Analysis Module:
Vol/Sat: 0.22 0.06 0.19 0.01 0.01 0.01 0.23 0.23 0.24 0.13 0.24 0.39
Crit Vol: 336 17 19 583
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.289
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 43 0 0 129 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 711 0 0 642 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 711 0 0 642 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 711 0 0 642 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 81 711 0 0 642 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.24 1.76 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 363 2637 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.06 0.27 0.00 0.00 0.21 0.21
Crit Vol: 0 29 404 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 17 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 540 23 37 456 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 540 23 37 456 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 540 23 37 456 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 540 23 37 456 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.55 xxxxx 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2205 0 645 1425 2734 116 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.20 0.03 0.11 0.11
Crit Vol: 46 141 282 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 17 0 0 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 678 65 90 452 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 678 65 90 452 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 678 65 90 452 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 678 65 90 452 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2601 249 1425 4219 56
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 91 9 372 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 23 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 864 18 44 759 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 864 18 44 759 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 864 18 44 759 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 864 18 44 759 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4040 85 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 294 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and lane adjustment data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.260
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and lane adjustment data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Added Vol: 0 0 0 0 0 0 0 0 14 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 0 716 0 0 0 0 0 1880 139 116 1726 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 0 0 0 0 0 0 0 1880 139 116 1726 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 0 0 0 0 0 0 0 1880 139 116 1726 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 177 0 0 0 0 0 0 0 1880 139 128 1726 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00
Crit Vol: 89 0 627 64
Crit Moves: **** **** ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Proposed Project (PM Peak)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Proposed Project (PM Peak)

Trip Generation Report

Forecast for 2038 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	53.00	67.00	53	67	120	70.2
	Zone 3 Subtotal					53	67	120	70.2
4	Trapac Truck	1.00	Trapac Trucks	17.00	34.00	17	34	51	29.8
	Zone 4 Subtotal					17	34	51	29.8
TOTAL						70	101	171	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Proposed Project (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Proposed Project (PM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.429	+ 0.014 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.435	+ 0.036 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.544	A xxxxx	0.551	+ 0.007 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.580	A xxxxx	0.581	+ 0.001 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	10.5 0.000	B	10.5 0.000	+ 0.008 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.429	A xxxxx	0.432	+ 0.003 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	18.7 0.778	C	21.6 0.838	+ 0.060 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.449	+ 0.005 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.564	+ 0.032 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.333	+ 0.016 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.566	+ 0.001 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.437	+ 0.001 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.495	+ 0.001 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.683	B xxxxx	0.683	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.435	+ 0.118 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.620	B xxxxx	0.621	+ 0.000 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 17 0 0 0 7 0 0 9 27
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 327 89 85 82 527 0 0 469 448
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 327 89 0 82 527 0 0 469 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 327 89 0 82 527 0 0 469 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 327 89 0 82 527 0 0 469 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.22 0.03 0.00 0.05 0.18 0.00 0.00 0.16 0.00
Crit Vol: 0 327 82 234
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 15 19 39 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 89 124 679 9 9 322 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 89 124 679 9 9 322 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 89 124 679 9 9 322 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 89 249 679 9 36 322 9

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.12 0.88 1.00 0.36 1.62 0.02 0.06 1.89 0.05
Final Sat.: 1500 1120 380 180 1320 1500 542 2429 29 87 2838 74

Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.06 0.23 0.28 0.31 0.10 0.11 0.12
Crit Vol: 86 89 469 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 341 0 0 269 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 341 0 0 269 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 341 0 0 269 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 391 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 649 15 12 146 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 649 15 12 146 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 649 15 12 146 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 649 15 12 146 115 111 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.12 0.88 1.65 0.35 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1539 1211 2266 484 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.09 0.09 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 130 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 7 0 0 9 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 535 5 25 539 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 535 5 25 539 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 535 5 25 539 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 498 535 5 25 539 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2787 63 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.17 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 249 276 21
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: 27 0 0 0 0 0 0 0 17 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 422 118 0 0 86 93 129 0 338 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 422 118 0 0 86 93 129 0 338 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 422 118 0 0 86 93 129 0 338 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 422 118 0 0 86 93 129 0 338 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 504 1063 0 0 497 550 1033 -544 544 0 0 483
Capacity Analysis Module:
Vol/Sat: 0.84 0.11 xxxxx xxxxx 0.17 0.17 0.12 0.00 0.62 xxxxx xxxxx 0.07
Crit Moves: ****
Delay/Veh: 35.7 10.1 0.0 0.0 10.9 10.0 16.7 18.5 18.5 0.0 0.0 10.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 35.7 10.1 0.0 0.0 10.9 10.0 16.7 18.5 18.5 0.0 0.0 10.3
LOS by Move: E B * * B B C C * * B
ApproachDel: 30.1 10.4 16.7 10.3
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 30.1 10.4 16.7 10.3
LOS by Appr: D B C B

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 0 207 639 9 369 0
Added Vol: 6 0 0 0 0 0 0 0 1 8 0 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 456 0 17 0 0 0 0 0 208 647 9 370 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 456 0 17 0 0 0 0 0 208 647 9 370 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 456 0 17 0 0 0 0 0 208 647 9 370 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 456 0 17 0 0 0 0 0 208 647 9 370 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 456 0 0 0 0 0 0 185
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0 0 1 0 0 0
Volume Module:
Base Vol: 337 28 244 9 12 34 44 482 134 65 366 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 341 28 247 9 12 34 45 488 136 66 371 7
Added Vol: 15 0 19 0 0 0 0 0 40 8 9 31 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 356 28 266 9 12 34 45 528 144 75 402 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 356 28 266 9 12 34 45 528 144 75 402 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 356 28 266 9 12 34 45 528 144 75 402 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 356 28 266 9 12 34 89 528 144 299 402 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.18 0.82 0.33 0.67 1.00 0.13 1.49 0.38 0.58 1.40 0.02
Final Sat.: 1500 273 1227 491 1009 1500 199 2234 567 866 2104 30
Capacity Analysis Module:
Vol/Sat: 0.24 0.10 0.22 0.02 0.01 0.02 0.22 0.24 0.25 0.09 0.19 0.24
Crit Vol: 356 34 381 75
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 47 0 0 47 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 756 0 0 873 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 756 0 0 873 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 756 0 0 873 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 756 0 0 873 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.40 1.60 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 601 2399 0 0 2990 10
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.06 0.32 0.00 0.00 0.29 0.29
Crit Vol: 0 26 473 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 3 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 693 33 23 682 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 693 33 23 682 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 693 33 23 682 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 693 33 23 682 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2720 130 1425 4232 43
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 363 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 3 0 0 2 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 773 54 98 614 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 773 54 98 614 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 773 54 98 614 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 773 54 98 614 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2664 186 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.07 0.14 0.14
Crit Vol: 94 17 414 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 4 0 0 3 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 879 12 15 846 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 879 12 15 846 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 879 12 15 846 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 879 12 15 846 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4069 56 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.22 0.22 0.01 0.21 0.09
Crit Vol: 135 174 90 282
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 16 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 16 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Proposed Project (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Permitted, Protected), Rights (Ignore, Include), Min. Green, Lanes.

Volume Module: Table with 11 columns and 15 rows of traffic volume and adjustment factors.

Saturation Flow Module: Table with 11 columns and 4 rows of saturation flow and adjustment factors.

Capacity Analysis Module: Table with 11 columns and 4 rows of capacity analysis data.

Alternatives

CEQA-Alternative 1

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 1 No Project (AM Peak)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: Existing 2003 AM Peak
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Existing
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 1 No Project (AM Peak)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	21.00	40.00	21	40	61	19.2
	Zone 3 Subtotal					21	40	61	19.2
4	Trapac Truck	1.00	Trapac Trucks	143.00	114.00	143	114	257	80.8
	Zone 4 Subtotal					143	114	257	80.8
TOTAL						164	154	318	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 1 No Project (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 1 No Project (AM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.402	A xxxxx	0.481	+ 0.079 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.336	+ 0.040 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.633	B xxxxx	0.638	+ 0.005 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.529	+ 0.004 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.492	A xxxxx	0.494	+ 0.002 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	C	15.1 0.681	+ 0.128 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.514	+ 0.002 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.287	A xxxxx	0.350	+ 0.063 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.207	A xxxxx	0.245	+ 0.039 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.342	A xxxxx	0.345	+ 0.003 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.391	+ 0.003 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.382	+ 0.003 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.281	+ 0.046 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.534	A xxxxx	0.535	+ 0.002 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 32 92 31 201 233 112 53 354 17 131 369 202
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 32 93 31 204 236 113 54 359 17 133 374 205
Added Vol: 6 17 36 13 55 0 0 0 3 75 0 41
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 38 110 67 217 291 113 54 359 20 208 374 246
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 38 110 67 217 291 0 54 359 20 208 374 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 110 67 217 291 0 54 359 20 208 374 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 38 110 67 217 291 0 54 359 20 208 374 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.36 1.02 0.62 1.00 2.00 1.00 1.00 1.89 0.11 1.00 2.00 1.00
Final Sat.: 534 1530 936 1500 3000 1500 1500 2840 160 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.14 0.10 0.00 0.04 0.13 0.13 0.14 0.12 0.00
Crit Vol: 108 217 189 208
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.336
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 6 11 75 0 0 85 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 104 102 385 30 4 532 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 104 102 385 30 4 532 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 104 102 385 30 4 532 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 104 204 385 30 8 532 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.49 1.41 0.10 0.01 1.93 0.06
Final Sat.: 1500 1324 176 151 1349 1500 738 2115 147 22 2890 87
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.14 0.18 0.21 0.18 0.18 0.19
Crit Vol: 20 104 102 278
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 59 11 0 69 0 0 0 0 13 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 139 239 17 226 130 110 1225 15 300 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 139 239 17 226 130 110 1225 15 300 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 139 239 17 226 130 110 1225 15 300 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 16 139 239 17 226 130 110 1225 15 300 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.10 1.90 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1574 2701 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.09 0.09 0.01 0.08 0.09 0.08 0.43 0.01 0.11 0.22 0.22
Crit Vol: 16 130 612 150
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 11 0 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1153 379 49 870 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1153 0 49 870 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1153 0 49 870 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 59 75 53 90 5 18 1153 0 49 870 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.78 1.22 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2541 1734 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.05 0.04 0.02 0.02 0.01 0.40 0.00 0.03 0.31 0.04
Crit Vol: 75 53 576 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A [9.6]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 3 0 0 6 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 388 51 7 453 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 388 51 7 453 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 388 51 7 453 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 744 388 51 7 453 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.77 0.23 1.00 1.65 0.35 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2517 333 1425 2348 502 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.26 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 372 275 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 57 1 0 0 1 0 0 0 67 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 239 78 0 0 77 71 104 0 421 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 239 78 0 0 77 71 104 0 421 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 239 78 0 0 77 71 104 0 421 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 239 78 0 0 77 71 104 0 421 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.04 0.96 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 498 1058 0 0 543 552 1165 -618 618 0 0 543
Capacity Analysis Module:
Vol/Sat: 0.48 0.07 xxxxx xxxxx 0.14 0.13 0.09 0.00 0.68 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 15.6 9.7 0.0 0.0 10.2 9.3 17.4 19.1 19.1 0.0 0.0 9.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.6 9.7 0.0 0.0 10.2 9.3 17.4 19.1 19.1 0.0 0.0 9.3
LOS by Move: C A * * B A C C * * A
ApproachDel: 14.1 9.8 17.4 9.3
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 14.1 9.8 17.4 9.3
LOS by Appr: B A C A

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: 3 0 0 0 0 0 0 1 5 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 540 0 26 0 0 0 0 384 445 23 238 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 540 0 26 0 0 0 0 384 445 23 238 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 540 0 26 0 0 0 0 384 445 23 238 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 540 0 26 0 0 0 0 384 445 23 238 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 540 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 102 22 48 7 15 11 19 351 66 57 460 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 103 22 49 7 15 11 19 356 67 58 466 1
Added Vol: 41 0 50 0 0 0 0 36 13 16 75 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 144 22 99 7 15 11 19 392 80 74 541 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 144 22 99 7 15 11 19 392 80 74 541 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 144 22 99 7 15 11 19 392 80 74 541 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 144 22 99 7 15 11 38 392 80 147 541 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.42 0.91 0.67 0.08 1.61 0.31 0.27 1.72 0.01
Final Sat.: 1500 384 1116 636 1364 1000 122 2408 470 408 2587 4
Capacity Analysis Module:
Vol/Sat: 0.10 0.06 0.09 0.01 0.01 0.01 0.16 0.16 0.17 0.18 0.21 0.23
Crit Vol: 144 17 19 345
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 440 0 0 513 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 446 0 0 520 1
Added Vol: 0 0 0 0 0 0 0 49 0 0 116 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 495 0 0 636 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 495 0 0 636 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 495 0 0 636 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 81 495 0 0 636 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.36 1.64 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 535 2465 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.04 0.20 0.00 0.00 0.21 0.21
Crit Vol: 0 29 20
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 8 0 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 531 23 37 464 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 531 23 37 464 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 531 23 37 464 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 199 0 64 74 531 23 37 464 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2156 0 694 1425 2732 118 1425 4257 18
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.03 0.11 0.11
Crit Vol: 46 131 277 37
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 669 65 90 460 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 669 65 90 460 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 669 65 90 460 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 669 65 90 460 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2598 252 1425 4220 55
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 91 9 367 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 11 0 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 852 18 44 769 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 852 18 44 769 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 852 18 44 769 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 852 18 44 769 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4039 86 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.19 0.09
Crit Vol: 58 132 290 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Added Vol: 0 0 0 0 0 0 0 0 7 0 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 0 716 0 0 0 0 0 1873 139 116 1734 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 0 0 0 0 0 0 0 1873 139 116 1734 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 0 0 0 0 0 0 0 1873 139 116 1734 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 161 0 0 0 0 0 0 0 1873 139 116 1734 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.41 0.00
Crit Vol: 81 0 0 0 0 0 624 58
Crit Moves: **** **** ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 1 No Project (PM Peak)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: Existing 2003 PM Peak
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Existing
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 1 No Project (PM Peak)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	37.00	37.00	37	37	74	23.0
	Zone 3 Subtotal					37	37	74	23.0
4	Trapac Truck	1.00	Trapac Trucks	111.00	137.00	111	137	248	77.0
	Zone 4 Subtotal					111	137	248	77.0
TOTAL						148	174	322	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 1 No Project (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	11
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 1 No Project (PM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.442	A xxxxx	0.518	+ 0.076 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.442	+ 0.042 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.536	A xxxxx	0.555	+ 0.019 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.573	A xxxxx	0.577	+ 0.004 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	10.5 0.000	B	10.5 0.000	+ 0.008 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.415	+ 0.002 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	18.7 0.778	D	28.9 0.935	+ 0.157 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.448	+ 0.003 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.375	A xxxxx	0.431	+ 0.056 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.315	A xxxxx	0.329	+ 0.014 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.569	+ 0.004 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.439	+ 0.004 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.497	+ 0.003 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.443	+ 0.127 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.603	B xxxxx	0.605	+ 0.002 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 39 142 88 218 88 84 81 500 13 45 415 274
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 40 144 89 221 89 85 82 506 13 46 420 278
Added Vol: 5 19 37 10 47 0 0 0 0 5 71 0 49
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 163 126 231 136 85 82 506 18 117 420 327
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 45 163 126 231 136 0 82 506 18 117 420 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 163 126 231 136 0 82 506 18 117 420 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 45 163 126 231 136 0 82 507 18 117 420 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.27 0.98 0.75 1.00 2.00 1.00 1.00 1.93 0.07 1.00 2.00 1.00
Final Sat.: 400 1465 1135 1500 3000 1500 1500 2896 104 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.15 0.05 0.00 0.05 0.17 0.17 0.08 0.14 0.00
Crit Vol: 167 231 262 117
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 0 10 87 0 0 73 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 84 115 727 9 9 369 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 84 115 727 9 9 369 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 84 115 727 9 9 369 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 84 231 727 9 36 369 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.13 0.87 1.00 0.31 1.67 0.02 0.05 1.91 0.04
Final Sat.: 1500 1120 380 190 1310 1500 470 2502 28 76 2858 66
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.06 0.25 0.29 0.32 0.12 0.13 0.14
Crit Vol: 86 84 484 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 69 13 0 57 0 0 0 0 11 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 403 349 19 263 159 127 700 12 274 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 403 349 19 263 159 127 700 12 274 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 403 349 19 263 159 127 700 12 274 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 7 403 349 19 263 159 127 700 12 274 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.61 1.39 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 2291 1984 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.18 0.18 0.01 0.09 0.11 0.09 0.25 0.01 0.10 0.37 0.37
Crit Vol: 251 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 0 13 0 0 11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 970 115 43 1064 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 970 0 43 1064 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 970 0 43 1064 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 292 288 77 80 56 26 16 970 0 43 1064 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.34 0.00 0.03 0.37 0.06
Crit Vol: 193 80 16 532
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 341 0 0 269 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 341 0 0 269 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 341 0 0 269 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 391 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 649 15 12 146 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 649 15 12 146 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 649 15 12 146 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 649 15 12 146 115 101 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.12 0.88 1.62 0.38 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1539 1211 2227 523 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.09 0.09 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 130 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 533 5 25 535 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 533 5 25 535 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 533 5 25 535 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 453 533 5 25 535 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2787 63 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.16 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 226 274 21
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 0 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: 67 1 0 0 1 0 0 0 56 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 462 119 0 0 87 93 129 0 377 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 462 119 0 0 87 93 129 0 377 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 462 119 0 0 87 93 129 0 377 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 462 119 0 0 87 93 129 0 377 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 494 1038 0 0 486 537 1017 -534 534 0 0 476
Capacity Analysis Module:
Vol/Sat: 0.94 0.11 xxxxx xxxxx 0.18 0.17 0.13 0.00 0.71 xxxxx xxxxx 0.07
Crit Moves: ****
Delay/Veh: 51.7 10.3 0.0 0.0 11.3 10.4 20.1 22.7 22.7 0.0 0.0 10.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 51.7 10.3 0.0 0.0 11.3 10.4 20.1 22.7 22.7 0.0 0.0 10.6
LOS by Move: F B * * B B C C * * B
ApproachDel: 43.3 10.8 20.1 22.7 22.7 10.6
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 43.3 10.8 20.1 10.6
LOS by Appr: E B C B

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 207 639 9 369 0
Added Vol: 4 0 0 0 0 0 0 1 4 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 454 0 17 0 0 0 0 208 643 9 370 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 454 0 17 0 0 0 0 208 643 9 370 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 454 0 17 0 0 0 0 208 643 9 370 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 454 0 17 0 0 0 0 208 643 9 370 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 454 0 0 0 0 0 0 185
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 156 28 156 9 12 34 44 570 33 20 454 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 158 28 158 9 12 34 45 577 33 20 460 7
Added Vol: 49 0 60 0 0 0 0 37 10 12 71 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 207 28 218 9 12 34 45 614 43 32 531 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 207 28 218 9 12 34 45 614 43 32 531 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 207 28 218 9 12 34 45 614 43 32 531 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 207 28 218 9 12 34 89 614 43 129 531 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.13 0.96 0.33 0.67 1.00 0.13 1.75 0.12 0.14 1.84 0.02
Final Sat.: 1370 188 1443 491 1009 1500 203 2622 174 204 2764 32
Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.15 0.02 0.01 0.02 0.22 0.23 0.25 0.16 0.19 0.22
Crit Vol: 207 34 373 32
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 687 0 0 679 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 696 0 0 688 3
Added Vol: 0 0 0 0 0 0 0 47 0 0 120 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 743 0 0 808 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 743 0 0 808 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 743 0 0 808 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 743 0 0 808 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.41 1.59 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 613 2387 0 0 2989 11
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.06 0.31 0.00 0.00 0.27 0.27
Crit Vol: 0 26 467 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 10 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 700 33 23 688 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 700 33 23 688 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 700 33 23 688 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 127 4 176 100 700 33 23 688 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2722 128 1425 4232 43
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.09 0.28 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 21 400 367 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 10 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 780 54 98 620 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 780 54 98 620 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 780 54 98 620 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 780 54 98 620 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2665 185 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.15 0.15
Crit Vol: 94 17 417 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 13 0 0 11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 888 12 15 854 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 888 12 15 854 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 888 12 15 854 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 888 12 15 854 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4070 55 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.22 0.22 0.01 0.21 0.09
Crit Vol: 135 174 90 285
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 1 No Project (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 456 0 1109 0 0 0 0 1849 143 31 1720 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 456 0 1109 0 0 0 0 1849 143 31 1720 0
Added Vol: 0 0 0 0 0 0 0 8 0 0 7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 456 0 1109 0 0 0 0 1857 143 31 1727 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 456 0 0 0 0 0 0 1857 143 31 1727 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 456 0 0 0 0 0 0 1857 143 31 1727 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 456 0 0 0 0 0 0 1857 143 31 1727 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.10 0.01 0.40 0.00
Crit Vol: 228 0 619 16
Crit Moves: ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 1 No Project (AM Peak)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: Existing 2003 AM Peak
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 AM Peak
 Trip Distribution: Distribution
 Paths: Existing
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 1 No Project (AM Peak)

Trip Generation Report

Forecast for 2038 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	9.00	29.00	9	29	38	11.6
	Zone 3 Subtotal					9	29	38	11.6
4	Trapac Truck	1.00	Trapac Trucks	45.00	244.00	45	244	289	88.4
	Zone 4 Subtotal					45	244	289	88.4
TOTAL						54	273	327	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 1 No Project (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 1 No Project (AM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.402	A xxxxx	0.446	+ 0.045 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.313	+ 0.017 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.643	B xxxxx	0.665	+ 0.021 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.533	+ 0.008 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.518	A xxxxx	0.519	+ 0.001 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	C	15.0 0.626	+ 0.072 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.512	+ 0.001 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.287	A xxxxx	0.357	+ 0.070 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.207	A xxxxx	0.244	+ 0.038 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.355	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.394	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.385	+ 0.006 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.591	A xxxxx	0.591	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.262	+ 0.027 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.543	A xxxxx	0.547	+ 0.004 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 32 92 31 201 233 112 53 354 17 131 369 202
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 32 93 31 204 236 113 54 359 17 133 374 205
Added Vol: 4 27 44 4 18 0 0 0 0 1 25 0 88
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 120 75 208 254 113 54 359 18 158 374 293
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 36 120 75 208 254 0 54 359 18 158 374 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 120 75 208 254 0 54 359 18 158 374 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 36 120 75 208 254 0 54 359 18 158 374 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.31 1.04 0.65 1.00 2.00 1.00 1.00 1.90 0.10 1.00 2.00 1.00
Final Sat.: 471 1554 975 1500 3000 1500 1500 2855 145 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.14 0.08 0.00 0.04 0.13 0.13 0.11 0.12 0.00
Crit Vol: 116 208 188 158
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.313
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 3 8 143 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 101 99 453 30 4 475 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 101 99 453 30 4 475 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 101 99 453 30 4 475 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 101 198 453 30 8 475 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.41 1.50 0.09 0.02 1.92 0.06
Final Sat.: 1500 1324 176 154 1346 1500 615 2251 134 25 2878 97
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.16 0.20 0.23 0.16 0.16 0.17
Crit Vol: 20 101 99 250
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 117 23 0 22 0 0 0 0 0 4 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 197 251 17 179 130 110 1225 15 291 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 197 251 17 179 130 110 1225 15 291 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 197 251 17 179 130 110 1225 15 291 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 16 197 276 17 179 130 110 1225 15 320 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.25 1.75 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1782 2493 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.11 0.11 0.01 0.06 0.09 0.08 0.43 0.01 0.11 0.22 0.22
Crit Vol: 158 17 612 160
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 23 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1165 379 49 861 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1165 0 49 861 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1165 0 49 861 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 96 59 75 53 90 5 18 1165 0 49 861 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.85 1.15 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2638 1637 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.05 0.04 0.02 0.02 0.01 0.41 0.00 0.03 0.30 0.04
Crit Vol: 75 53 582 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.6]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 458 0 0 252 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 458 0 0 252 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 458 0 0 252 80 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 0 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 551 35 37 155 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 551 35 37 155 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 551 35 37 155 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 551 35 37 155 82 307 62 682 23 15 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.66 0.34 1.00 1.00 0.73 0.27
Final Sat.: 1375 3882 243 1375 1794 956 2287 463 1375 1375 1000 375
Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.13 0.13 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 1 0 0 4 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 386 51 7 451 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 386 51 7 451 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 386 51 7 451 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 818 386 51 7 451 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.76 0.24 1.00 1.65 0.35 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2515 335 1425 2346 504 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.29 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 409 274 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 113 2 0 0 0 0 0 0 21 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 295 79 0 0 76 71 104 0 375 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 295 79 0 0 76 71 104 0 375 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 295 79 0 0 76 71 104 0 375 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 295 79 0 0 76 71 104 0 375 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.03 0.97 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 509 1080 0 0 541 558 1130 -599 599 0 0 529
Capacity Analysis Module:
Vol/Sat: 0.58 0.07 xxxxx xxxxx 0.14 0.13 0.09 0.00 0.63 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 18.2 9.6 0.0 0.0 10.2 9.3 15.9 17.3 17.3 0.0 0.0 9.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.2 9.6 0.0 0.0 10.2 9.3 15.9 17.3 17.3 0.0 0.0 9.4
LOS by Move: C A * * B A C C * * A
ApproachDel: 16.3 9.7 15.9 9.4
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 16.3 9.7 15.9 9.4
LOS by Appr: C A C A

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: 1 0 0 0 0 0 0 1 3 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 538 0 26 0 0 0 0 384 443 23 238 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 538 0 26 0 0 0 0 384 443 23 238 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 538 0 26 0 0 0 0 384 443 23 238 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 538 0 26 0 0 0 0 384 443 23 238 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 538 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.357
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 102 22 48 7 15 11 19 351 66 57 460 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 103 22 49 7 15 11 19 356 67 58 466 1
Added Vol: 88 0 107 0 0 0 0 44 4 5 25 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 191 22 156 7 15 11 19 400 71 63 491 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 191 22 156 7 15 11 19 400 71 63 491 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 191 22 156 7 15 11 19 400 71 63 491 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 191 22 156 7 15 11 38 400 71 125 491 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.16 0.84 0.42 0.91 0.67 0.08 1.64 0.28 0.25 1.74 0.01
Final Sat.: 1500 236 1264 636 1364 1000 123 2460 418 383 2613 5
Capacity Analysis Module:
Vol/Sat: 0.13 0.09 0.12 0.01 0.01 0.01 0.16 0.16 0.17 0.16 0.19 0.21
Crit Vol: 191 17 19 309
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.244
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 440 0 0 513 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 446 0 0 520 1
Added Vol: 0 0 0 0 0 0 0 48 0 0 113 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 494 0 0 633 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 494 0 0 633 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 494 0 0 633 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 81 494 0 0 633 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.36 1.64 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 536 2464 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.04 0.20 0.00 0.00 0.21 0.21
Crit Vol: 0 29 20
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 17 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 540 23 37 457 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 540 23 37 457 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 540 23 37 457 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 540 23 37 457 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.55 xxxx 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2205 0 645 1425 2734 116 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.20 0.03 0.11 0.11
Crit Vol: 46 141 282 37
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 17 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 678 65 90 453 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 678 65 90 453 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 678 65 90 453 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 678 65 90 453 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2601 249 1425 4219 56
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 91 9 372 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 23 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 864 18 44 760 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 864 18 44 760 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 864 18 44 760 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 864 18 44 760 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4040 85 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 294 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for traffic volume and 12 columns for adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.262
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for traffic volume and 12 columns for adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles

Trapac EIR

Existing + 2038 Alternative 1 No Project (AM Peak)

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Ignore Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0

Added Vol: 0 0 0 0 0 0 0 0 15 0 0 3 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 161 0 716 0 0 0 0 0 1881 139 116 1728 0

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 161 0 0 0 0 0 0 0 1881 139 116 1728 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 161 0 0 0 0 0 0 0 1881 139 116 1728 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00

Final Vol.: 177 0 0 0 0 0 0 0 1881 139 128 1728 0

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Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00

Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 2850 4275 0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00

Crit Vol: 89 0 627 64

Crit Moves: **** **** ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 1 No Project (PM Peak)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: Existing 2003 PM Peak
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 PM Peak
 Trip Distribution: Distribution
 Paths: Existing
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 1 No Project (PM Peak)

Trip Generation Report

Forecast for 2038 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	27.00	17.00	27	17	44	36.4
	Zone 3 Subtotal					27	17	44	36.4
4	Trapac Truck	1.00	Trapac Trucks	35.00	42.00	35	42	77	63.6
	Zone 4 Subtotal					35	42	77	63.6
TOTAL						62	59	121	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 1 No Project (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	11
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 1 No Project (PM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.442	A xxxxx	0.474	+ 0.032 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.417	+ 0.018 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.544	A xxxxx	0.550	+ 0.006 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.580	A xxxxx	0.581	+ 0.001 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	10.5 0.000	B	10.5 0.000	+ 0.000 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.429	A xxxxx	0.430	+ 0.001 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	18.7 0.778	C	21.2 0.829	+ 0.051 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.447	+ 0.002 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.375	A xxxxx	0.387	+ 0.012 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.315	A xxxxx	0.320	+ 0.005 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.566	+ 0.001 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.437	+ 0.001 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.496	+ 0.001 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.683	B xxxxx	0.683	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.433	+ 0.117 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.620	B xxxxx	0.621	+ 0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 39 142 88 218 88 84 81 500 13 45 415 274
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 40 144 89 221 89 85 82 506 13 46 420 278
Added Vol: 2 7 15 3 17 0 0 0 4 31 0 15
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 42 151 104 224 106 85 82 506 17 77 420 293
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 42 151 104 224 106 0 82 506 17 77 420 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 151 104 224 106 0 82 506 17 77 420 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 42 151 104 224 106 0 82 507 17 77 420 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 1.02 0.70 1.00 2.00 1.00 1.00 1.93 0.07 1.00 2.00 1.00
Final Sat.: 420 1526 1054 1500 3000 1500 1500 2902 98 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.10 0.15 0.04 0.00 0.05 0.17 0.17 0.05 0.14 0.00
Crit Vol: 148 224 262 77
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 8 5 28 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 82 110 668 9 9 324 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 82 110 668 9 9 324 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 82 110 668 9 9 324 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 82 221 668 9 36 324 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.13 0.87 1.00 0.33 1.65 0.02 0.06 1.89 0.05
Final Sat.: 1500 1120 380 194 1306 1500 489 2481 30 87 2839 74
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.05 0.23 0.27 0.30 0.10 0.11 0.12
Crit Vol: 86 82 449 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 22 4 0 20 0 0 0 0 4 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 356 340 19 226 159 127 700 12 267 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 356 340 19 226 159 127 700 12 267 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 356 340 19 226 159 127 700 12 267 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 7 356 374 19 226 159 127 700 12 294 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.46 1.54 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 2085 2190 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.17 0.17 0.01 0.08 0.11 0.09 0.25 0.01 0.10 0.37 0.37
Crit Vol: 243 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 4 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 961 115 43 1057 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 961 0 43 1057 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 961 0 43 1057 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 321 288 77 80 56 26 16 961 0 43 1057 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2254 2021 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.34 0.00 0.03 0.37 0.06
Crit Vol: 203 80 16 528
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 522 341 0 0 268 123 0 0 0 0 0 0 0

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 649 15 12 145 115 111 24 1150 23 24 40

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 4 0 0 2 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 532 5 25 532 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 532 5 25 532 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 532 5 25 532 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 498 532 5 25 532 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2787 63 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.17 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 249 272 21
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: 22 0 0 0 0 0 0 0 20 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 417 118 0 0 86 93 129 0 341 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 417 118 0 0 86 93 129 0 341 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 417 118 0 0 86 93 129 0 341 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 417 118 0 0 86 93 129 0 341 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 503 1062 0 0 497 550 1035 -545 545 0 0 482
Capacity Analysis Module:
Vol/Sat: 0.83 0.11 xxxxx xxxxx 0.17 0.17 0.12 0.00 0.63 xxxxx xxxxx 0.07
Crit Moves: ****
Delay/Veh: 34.7 10.1 0.0 0.0 10.9 10.0 16.8 18.6 18.6 0.0 0.0 10.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 34.7 10.1 0.0 0.0 10.9 10.0 16.8 18.6 18.6 0.0 0.0 10.3
LOS by Move: D B * * B B C C C * * B
ApproachDel: 29.3 10.4 16.8 10.3
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 29.3 10.4 16.8 10.3
LOS by Appr: D B C B

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 0 207 639 9 369 0
Added Vol: 3 0 0 0 0 0 0 0 0 2 0 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 0 17 0 0 0 0 0 207 641 9 370 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 0 17 0 0 0 0 0 207 641 9 370 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 0 17 0 0 0 0 0 207 641 9 370 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 453 0 17 0 0 0 0 0 207 641 9 370 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 453 0 0 0 0 0 0 185
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 156 28 156 9 12 34 44 570 33 20 454 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 158 28 158 9 12 34 45 577 33 20 460 7
Added Vol: 15 0 18 0 0 0 0 15 3 4 31 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 173 28 176 9 12 34 45 592 36 24 491 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 173 28 176 9 12 34 45 592 36 24 491 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 173 28 176 9 12 34 45 592 36 24 491 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 173 28 176 9 12 34 89 592 36 97 491 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 0.15 0.93 0.33 0.67 1.00 0.14 1.76 0.10 0.11 1.87 0.02
Final Sat.: 1375 225 1399 491 1009 1500 213 2635 152 162 2802 36
Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.02 0.01 0.02 0.21 0.22 0.24 0.15 0.18 0.20
Crit Vol: 189 9 359 24
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.320
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 687 0 0 679 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 696 0 0 688 3
Added Vol: 0 0 0 0 0 0 0 18 0 0 46 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 714 0 0 734 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 714 0 0 734 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 714 0 0 734 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 714 0 0 734 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.43 1.57 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 641 2359 0 0 2988 12
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.30 0.00 0.00 0.25 0.25
Crit Vol: 0 26 454 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 3 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 693 33 23 683 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 693 33 23 683 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 693 33 23 683 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 693 33 23 683 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2720 130 1425 4232 43
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 363 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 3 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 773 54 98 615 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 773 54 98 615 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 773 54 98 615 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 773 54 98 615 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2664 186 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.14 0.14
Crit Vol: 94 17 414 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 4 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 879 12 15 847 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 879 12 15 847 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 879 12 15 847 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 879 12 15 847 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4069 56 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.22 0.22 0.01 0.21 0.09
Crit Vol: 135 174 90 282
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and adjustment factors.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and adjustment factors.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 1 No Project (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 456 0 1109 0 0 0 0 1849 143 31 1720 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 456 0 1109 0 0 0 0 1849 143 31 1720 0
Added Vol: 0 0 0 0 0 0 0 3 0 0 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 456 0 1109 0 0 0 0 1852 143 31 1722 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 456 0 0 0 0 0 0 1852 143 31 1722 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 456 0 0 0 0 0 0 1852 143 31 1722 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 502 0 0 0 0 0 0 1852 143 34 1722 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.18 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.10 0.01 0.40 0.00
Crit Vol: 251 0 0 0 0 0 617 17
Crit Moves: **** **** ****

CEQA-Alternative 2

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	44.00	64.00	44	64	108	39.7
	Zone 3 Subtotal					44	64	108	39.7
4	Trapac Truck	1.00	Trapac Trucks	65.00	99.00	65	99	164	60.3
	Zone 4 Subtotal					65	99	164	60.3
TOTAL						109	163	272	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	11
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.492	+ 0.028 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.333	+ 0.036 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.633	B xxxxx	0.636	+ 0.002 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.529	+ 0.004 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.492	A xxxxx	0.495	+ 0.003 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	14.0 0.632	+ 0.078 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.515	+ 0.004 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	B xxxxx	0.629	+ 0.087 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.279	+ 0.022 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.342	A xxxxx	0.345	+ 0.003 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.391	+ 0.003 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.381	+ 0.002 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.269	+ 0.034 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.534	A xxxxx	0.535	+ 0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 37 0 0 0 6 0 0 9 56
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 477 0 113 54 382 0 0 415 354
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 477 0 0 54 382 0 0 415 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 477 0 0 54 382 0 0 415 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 477 0 0 54 382 0 0 415 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.32 0.00 0.00 0.04 0.13 0.00 0.00 0.14 0.00
Crit Vol: 0 477 54 208
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 12 18 74 0 0 49 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 110 109 384 30 4 496 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 110 109 384 30 4 496 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 110 109 384 30 4 496 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 110 218 384 30 8 496 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.53 1.38 0.09 0.02 1.92 0.06
Final Sat.: 1500 1324 176 145 1355 1500 790 2066 144 24 2883 93
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.14 0.19 0.21 0.17 0.17 0.17
Crit Vol: 20 110 109 260
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 56 10 0 37 0 0 0 0 7 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 136 238 17 194 130 110 1225 15 294 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 136 238 17 194 130 110 1225 15 294 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 136 238 17 194 130 110 1225 15 294 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 16 136 238 17 194 130 110 1225 15 294 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.09 1.91 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1556 2719 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.09 0.09 0.01 0.07 0.09 0.08 0.43 0.01 0.10 0.22 0.22
Crit Vol: 16 130 612 147
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 10 0 0 7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1152 379 49 864 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1152 0 49 864 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1152 0 49 864 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 59 75 53 90 5 18 1152 0 49 864 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.78 1.22 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2541 1734 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.05 0.04 0.02 0.02 0.01 0.40 0.00 0.03 0.30 0.04
Crit Vol: 75 53 576 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 459 0 0 252 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 459 0 0 252 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 459 0 0 252 80 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 552 35 37 155 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 552 35 37 155 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 552 35 37 155 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 552 35 37 155 82 279 62 682 23 15 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.64 0.36 1.00 1.00 0.73 0.27
Final Sat.: 1375 3882 243 1375 1794 956 2249 501 1375 1375 1000 375
Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.12 0.12 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 6 0 0 9 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 391 51 7 456 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 391 51 7 456 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 391 51 7 456 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 744 391 51 7 456 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.77 0.23 1.00 1.65 0.35 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2519 331 1425 2351 499 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 372 276 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 0 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 55 1 0 0 1 0 0 0 37 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 237 78 0 0 77 71 104 0 391 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 237 78 0 0 77 71 104 0 391 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 237 78 0 0 77 71 104 0 391 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 237 78 0 0 77 71 104 0 391 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.04 0.96 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 505 1074 0 0 553 562 1166 -618 618 0 0 551
Capacity Analysis Module:
Vol/Sat: 0.47 0.07 xxxxx xxxxx 0.14 0.13 0.09 0.00 0.63 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 15.2 9.6 0.0 0.0 10.0 9.2 15.7 17.1 17.1 0.0 0.0 9.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.2 9.6 0.0 0.0 10.0 9.2 15.7 17.1 17.1 0.0 0.0 9.2
LOS by Move: C A * * B A C C * * A
ApproachDel: 13.8 9.6 15.7 9.2
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 13.8 9.6 15.7 9.2
LOS by Appr: B A C A

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 0 1
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: 5 0 0 0 0 0 0 1 8 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 542 0 26 0 0 0 0 384 448 23 239 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 542 0 26 0 0 0 0 384 448 23 239 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 542 0 26 0 0 0 0 384 448 23 239 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 542 0 26 0 0 0 0 384 448 23 239 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 542 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 45 0 54 0 0 0 0 38 29 36 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 274 22 134 7 15 11 19 362 349 226 359 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 274 22 134 7 15 11 19 362 349 226 359 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 274 22 134 7 15 11 19 362 349 226 359 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 274 22 134 7 15 11 38 362 349 906 359 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.38 0.62 0.42 0.91 0.67 0.05 1.02 0.93 1.00 0.99 0.01
Final Sat.: 1500 565 935 636 1364 1000 81 1522 1397 1500 1498 2
Capacity Analysis Module:
Vol/Sat: 0.18 0.04 0.14 0.01 0.01 0.01 0.24 0.24 0.25 0.15 0.24 0.42
Crit Vol: 274 17 19 633
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.279
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 67 0 0 71 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 735 0 0 584 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 735 0 0 584 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 735 0 0 584 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 41 735 0 0 584 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.11 1.89 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 165 2835 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.12 0.26 0.00 0.00 0.19 0.19
Crit Vol: 0 29 389 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 8 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 531 23 37 459 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 531 23 37 459 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 531 23 37 459 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 199 0 64 74 531 23 37 459 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2156 0 694 1425 2732 118 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.03 0.11 0.11
Crit Vol: 46 131 277 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 669 65 90 455 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 669 65 90 455 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 669 65 90 455 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 669 65 90 455 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2598 252 1425 4219 56
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 91 9 367 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 10 0 0 7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 851 18 44 763 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 851 18 44 763 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 851 18 44 763 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 851 18 44 763 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4039 86 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 290 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.269
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 0 716 0 0 0 0 0 1872 139 116 1729 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 0 0 0 0 0 0 0 1872 139 116 1729 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 0 0 0 0 0 0 0 1872 139 116 1729 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 161 0 0 0 0 0 0 0 1872 139 116 1729 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00
Crit Vol: 81 0 0 0 0 0 624 58
Crit Moves: **** **** ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	59.00	79.00	59	79	138	52.1
	Zone 3 Subtotal					59	79	138	52.1
4	Trapac Truck	1.00	Trapac Trucks	51.00	76.00	51	76	127	47.9
	Zone 4 Subtotal					51	76	127	47.9
TOTAL						110	155	265	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	13
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.441	+ 0.026 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.447	+ 0.048 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.536	A xxxxx	0.549	+ 0.013 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.573	A xxxxx	0.575	+ 0.002 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	10.5 0.000	B	10.5 0.000	+ 0.016 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.963	+ 0.001 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.417	+ 0.004 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	18.7 0.778	C	24.7 0.888	+ 0.109 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.450	+ 0.005 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.597	+ 0.065 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.340	+ 0.023 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.567	+ 0.002 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.438	+ 0.002 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.496	+ 0.001 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.439	+ 0.123 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.603	B xxxxx	0.605	+ 0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 34 0 0 0 8 0 0 11 48
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 344 89 85 82 528 0 0 471 469
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 344 89 0 82 528 0 0 471 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 344 89 0 82 528 0 0 471 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 344 89 0 82 528 0 0 471 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.03 0.00 0.05 0.18 0.00 0.00 0.16 0.00
Crit Vol: 0 344 82 235
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 17 22 66 0 0 46 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 91 127 706 9 9 342 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 91 127 706 9 9 342 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 91 127 706 9 9 342 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 91 255 706 9 36 342 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.12 0.88 1.00 0.36 1.62 0.02 0.05 1.90 0.05
Final Sat.: 1500 1120 380 177 1323 1500 534 2438 28 82 2847 71
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.06 0.24 0.29 0.32 0.11 0.12 0.13
Crit Vol: 86 91 485 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 48 8 0 33 0 0 0 0 0 6 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 382 344 19 239 159 127 700 12 269 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 382 344 19 239 159 127 700 12 269 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 382 344 19 239 159 127 700 12 269 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 7 382 344 19 239 159 127 700 12 269 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.58 1.42 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 2249 2026 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.17 0.17 0.01 0.08 0.11 0.09 0.25 0.01 0.09 0.37 0.37
Crit Vol: 242 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 6 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 965 115 43 1059 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 965 0 43 1059 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 965 0 43 1059 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 292 288 77 80 56 26 16 965 0 43 1059 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.34 0.00 0.03 0.37 0.06
Crit Vol: 193 80 16 529
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 2 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 341 0 0 270 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 341 0 0 270 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 341 0 0 270 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 392 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1177 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1177 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.963
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 1 0 0 2 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 649 15 12 147 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 649 15 12 147 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 649 15 12 147 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 649 15 12 147 115 101 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.12 0.88 1.62 0.38 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1543 1207 2227 523 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.10 0.10 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 131 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #34 John S. Gibson / I-110 NB Ramps

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
 Volume Module:
 Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
 Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
 Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
 Added Vol: 0 8 0 0 11 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 453 536 5 25 541 12 21 11 15 56 45 38
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 453 536 5 25 541 12 21 11 15 56 45 38
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 453 536 5 25 541 12 21 11 15 56 45 38
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 453 536 5 25 541 12 21 11 15 56 45 38
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
 Final Sat.: 2850 2823 27 1425 2788 62 1425 603 822 1148 923 779
 Capacity Analysis Module:
 Vol/Sat: 0.16 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
 Crit Vol: 226 277 21 70
 Crit Moves: **** **

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #37 Figueroa St / C-St / I-110 Ramps

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.888
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
 Optimal Cycle: 0 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 1
 Volume Module:
 Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
 Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
 Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
 Added Vol: 48 1 0 0 1 0 0 0 33 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 443 119 0 0 87 93 129 0 354 0 0 32
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 443 119 0 0 87 93 129 0 354 0 0 32
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 443 119 0 0 87 93 129 0 354 0 0 32
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 443 119 0 0 87 93 129 0 354 0 0 32
 Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
 Final Sat.: 499 1053 0 0 491 544 1022 -539 539 0 0 480
 Capacity Analysis Module:
 Vol/Sat: 0.89 0.11 xxxxx xxxxx 0.18 0.17 0.13 0.00 0.66 xxxxx xxxxx 0.07
 Crit Moves: **** **
 Delay/Veh: 42.7 10.2 0.0 0.0 11.1 10.2 18.1 20.1 20.1 0.0 0.0 10.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 42.7 10.2 0.0 0.0 11.1 10.2 18.1 20.1 20.1 0.0 0.0 10.4
 LOS by Move: E B * * B B C C * * B
 ApproachDel: 35.8 10.6 18.1 10.4
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 35.8 10.6 18.1 10.4
 LOS by Appr: E B C B

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 2 0 1
Volume Module:
Base Vol: 446 0 17 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 207 639 9 369 0
Added Vol: 7 0 0 0 0 0 0 2 9 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 457 0 17 0 0 0 0 209 648 9 370 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 457 0 17 0 0 0 0 209 648 9 370 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 457 0 17 0 0 0 0 209 648 9 370 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 457 0 17 0 0 0 0 209 648 9 370 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 457 0 0 0 0 0 0 185
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 337 28 244 9 12 34 44 482 134 65 366 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 341 28 247 9 12 34 45 488 136 66 371 7
Added Vol: 34 0 42 0 0 0 0 47 23 28 35 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 375 28 289 9 12 34 45 535 159 94 406 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 375 28 289 9 12 34 45 535 159 94 406 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 375 28 289 9 12 34 45 535 159 94 406 7
PCE Adj: 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 375 28 289 18 12 34 89 535 159 375 406 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.17 0.83 0.39 0.61 1.00 0.13 1.47 0.40 0.83 1.15 0.02
Final Sat.: 1500 248 1252 587 913 1500 193 2199 608 1250 1723 27
Capacity Analysis Module:
Vol/Sat: 0.25 0.11 0.23 0.02 0.01 0.02 0.23 0.24 0.26 0.08 0.24 0.26
Crit Vol: 375 34 392 94
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 70 0 0 69 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 779 0 0 895 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 779 0 0 895 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 779 0 0 895 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 779 0 0 895 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.39 1.61 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 582 2418 0 0 2990 10
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.06 0.32 0.00 0.00 0.30 0.30
Crit Vol: 0 26 34 449
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 6 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 696 33 23 684 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 696 33 23 684 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 696 33 23 684 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 127 4 176 100 696 33 23 684 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2721 129 1425 4232 43
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.09 0.28 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 21 400 365 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 4 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 776 54 98 616 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 776 54 98 616 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 776 54 98 616 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 776 54 98 616 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2665 185 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.07 0.14 0.14
Crit Vol: 94 17 415 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 6 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 883 12 15 849 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 883 12 15 849 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 883 12 15 849 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 883 12 15 849 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4069 56 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.22 0.22 0.01 0.21 0.09
Crit Vol: 135 174 90 283
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 2 Reduced Project (PM Peak)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

Volume Module:

Base Vol:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	0	1109	0	0	0	0	1854	143	31	1723	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	0	0	0	0	0	0	1854	143	31	1723	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	0	0	0	0	0	0	1854	143	31	1723	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	456	0	0	0	0	0	0	1854	143	31	1723	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.10	0.01	0.40	0.00
Crit Vol:	228			0			618			16		
Crit Moves:	****						****			****		

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Trip Generation Report

Forecast for 2038 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	37.00	57.00	37	57	94	26.6
	Zone 3 Subtotal					37	57	94	26.6
4	Trapac Truck	1.00	Trapac Trucks	21.00	238.00	21	238	259	73.4
	Zone 4 Subtotal					21	238	259	73.4
TOTAL						58	295	353	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	-----
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.478	+ 0.013 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.323	+ 0.026 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.643	B xxxxx	0.665	+ 0.022 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.533	+ 0.008 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.518	A xxxxx	0.521	+ 0.003 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	14.9 0.618	+ 0.065 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.515	+ 0.003 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	B xxxxx	0.637	+ 0.095 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.289	+ 0.033 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.355	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.394	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.385	+ 0.006 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.591	A xxxxx	0.591	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.260	+ 0.025 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.543	A xxxxx	0.547	+ 0.003 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 16 0 0 0 5 0 0 8 117
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 456 0 113 54 381 0 0 414 415
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 456 0 0 54 381 0 0 414 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 456 0 0 54 381 0 0 414 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 456 0 0 54 381 0 0 414 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.30 0.00 0.00 0.04 0.13 0.00 0.00 0.14 0.00
Crit Vol: 0 456 54 207
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 0 10 16 149 0 0 23 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 108 107 459 30 4 470 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 108 107 459 30 4 470 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 108 107 459 30 4 470 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 108 214 459 30 8 470 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.44 1.47 0.09 0.02 1.92 0.06
Final Sat.: 1500 1324 176 147 1353 1500 657 2213 130 25 2877 98
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.16 0.21 0.23 0.16 0.16 0.16
Crit Vol: 20 108 352 4
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 119 23 0 16 0 0 0 0 0 3 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 199 251 17 173 130 110 1225 15 290 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 199 251 17 173 130 110 1225 15 290 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 199 251 17 173 130 110 1225 15 290 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 16 199 276 17 173 130 110 1225 15 319 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.26 1.74 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1792 2483 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.11 0.11 0.01 0.06 0.09 0.08 0.43 0.01 0.11 0.22 0.22
Crit Vol: 158 17 612 160
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 23 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1165 379 49 860 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1165 0 49 860 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1165 0 49 860 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 96 59 75 53 90 5 18 1165 0 49 860 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.85 1.15 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2638 1637 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.05 0.04 0.02 0.02 0.01 0.41 0.00 0.03 0.30 0.04
Crit Vol: 75 53 582 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A [9.6]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 15 rows of traffic volume data.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 15 rows of traffic volume data.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 10 rows of capacity analysis data.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 0 1
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: 4 0 0 0 0 0 0 1 7 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 541 0 26 0 0 0 0 384 447 23 239 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 541 0 26 0 0 0 0 384 447 23 239 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 541 0 26 0 0 0 0 384 447 23 239 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 541 0 26 0 0 0 0 384 447 23 239 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 541 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 107 0 131 0 0 0 0 34 9 12 22 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 336 22 211 7 15 11 19 358 329 202 355 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 336 22 211 7 15 11 19 358 329 202 355 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 336 22 211 7 15 11 19 358 329 202 355 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 336 22 211 7 15 11 38 358 329 810 355 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.42 0.91 0.67 0.05 1.04 0.91 1.00 0.99 0.01
Final Sat.: 1500 388 1112 636 1364 1000 84 1556 1360 1500 1497 3
Capacity Analysis Module:
Vol/Sat: 0.22 0.06 0.19 0.01 0.01 0.01 0.23 0.23 0.24 0.13 0.24 0.39
Crit Vol: 336 17 19 583
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.289
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 43 0 0 129 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 711 0 0 642 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 711 0 0 642 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 711 0 0 642 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 81 711 0 0 642 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.24 1.76 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 363 2637 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.06 0.27 0.00 0.00 0.21 0.21
Crit Vol: 0 29 404 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 17 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 540 23 37 456 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 540 23 37 456 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 540 23 37 456 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 540 23 37 456 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.55 xxxxx 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2205 0 645 1425 2734 116 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.20 0.03 0.11 0.11
Crit Vol: 46 141 282 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 17 0 0 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 678 65 90 452 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 678 65 90 452 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 678 65 90 452 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 678 65 90 452 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2601 249 1425 4219 56
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 91 9 372 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 23 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 864 18 44 759 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 864 18 44 759 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 864 18 44 759 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 864 18 44 759 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4040 85 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 294 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Permitted, Protected, Permitted), Rights (Include, Include, Include). Includes Min. Green and Lanes values.

Volume Module table with 4 columns (North, South, East, West) and 3 rows (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns (North, South, East, West) and 3 rows (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns (North, South, East, West) and 3 rows (L, T, R). Rows include Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.260
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Permitted, Permitted, Permitted), Rights (Include, Include, Include). Includes Min. Green and Lanes values.

Volume Module table with 4 columns (North, South, East, West) and 3 rows (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns (North, South, East, West) and 3 rows (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns (North, South, East, West) and 3 rows (L, T, R). Rows include Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Added Vol: 0 0 0 0 0 0 0 0 14 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 0 716 0 0 0 0 0 1880 139 116 1726 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 0 0 0 0 0 0 0 1880 139 116 1726 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 0 0 0 0 0 0 0 1880 139 116 1726 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 177 0 0 0 0 0 0 0 1880 139 128 1726 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00 0.00
Crit Vol: 89 0 627 64
Crit Moves: **** **** ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Trip Generation Report

Forecast for 2038 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	53.00	67.00	53	67	120	70.2
	Zone 3 Subtotal					53	67	120	70.2
4	Trapac Truck	1.00	Trapac Trucks	17.00	34.00	17	34	51	29.8
	Zone 4 Subtotal					17	34	51	29.8
TOTAL						70	101	171	100.0

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.429	+ 0.014 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.435	+ 0.036 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.544	A xxxxx	0.551	+ 0.007 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.580	A xxxxx	0.581	+ 0.001 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	10.5 0.000	B	10.5 0.000	+ 0.008 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.429	A xxxxx	0.432	+ 0.003 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	18.7 0.778	C	21.6 0.838	+ 0.060 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.449	+ 0.005 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.564	+ 0.032 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.333	+ 0.016 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.566	+ 0.001 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.437	+ 0.001 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.495	+ 0.001 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.683	B xxxxx	0.683	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.435	+ 0.118 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.620	B xxxxx	0.621	+ 0.000 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 17 0 0 0 7 0 0 9 27
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 327 89 85 82 527 0 0 469 448
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 327 89 0 82 527 0 0 469 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 327 89 0 82 527 0 0 469 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 327 89 0 82 527 0 0 469 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.22 0.03 0.00 0.05 0.18 0.00 0.00 0.16 0.00
Crit Vol: 0 327 82 234
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 15 19 39 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 89 124 679 9 9 322 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 89 124 679 9 9 322 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 89 124 679 9 9 322 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 89 249 679 9 36 322 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.12 0.88 1.00 0.36 1.62 0.02 0.06 1.89 0.05
Final Sat.: 1500 1120 380 180 1320 1500 542 2429 29 87 2838 74
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.06 0.23 0.28 0.31 0.10 0.11 0.12
Crit Vol: 86 89 469 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 26 4 0 16 0 0 0 0 0 3 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 360 340 19 222 159 127 700 12 266 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 360 340 19 222 159 127 700 12 266 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 360 340 19 222 159 127 700 12 266 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 7 360 374 19 222 159 127 700 12 293 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.47 1.53 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 2097 2178 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.17 0.17 0.01 0.08 0.11 0.09 0.25 0.01 0.10 0.37 0.37
Crit Vol: 245 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 0 4 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 961 115 43 1056 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 961 0 43 1056 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 961 0 43 1056 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 321 288 77 80 56 26 16 961 0 43 1056 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2254 2021 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.34 0.00 0.03 0.37 0.06
Crit Vol: 203 80 16 528
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 341 0 0 269 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 341 0 0 269 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 341 0 0 269 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 391 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 649 15 12 146 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 649 15 12 146 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 649 15 12 146 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 649 15 12 146 115 111 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.12 0.88 1.65 0.35 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1539 1211 2266 484 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.09 0.09 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 130 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 7 0 0 9 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 535 5 25 539 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 535 5 25 539 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 535 5 25 539 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 498 535 5 25 539 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2787 63 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.17 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 249 276 21
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: 27 0 0 0 0 0 0 0 17 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 422 118 0 0 86 93 129 0 338 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 422 118 0 0 86 93 129 0 338 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 422 118 0 0 86 93 129 0 338 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 422 118 0 0 86 93 129 0 338 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 504 1063 0 0 497 550 1033 -544 544 0 0 483
Capacity Analysis Module:
Vol/Sat: 0.84 0.11 xxxxx xxxxx 0.17 0.17 0.12 0.00 0.62 xxxxx xxxxx 0.07
Crit Moves: ****
Delay/Veh: 35.7 10.1 0.0 0.0 10.9 10.0 16.7 18.5 18.5 0.0 0.0 10.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 35.7 10.1 0.0 0.0 10.9 10.0 16.7 18.5 18.5 0.0 0.0 10.3
LOS by Move: E B * * B B C C * * B
ApproachDel: 30.1 10.4 16.7 10.3
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 30.1 10.4 16.7 10.3
LOS by Appr: D B C B

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 2 0 1
Volume Module:
Base Vol: 446 0 17 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 207 639 9 369 0
Added Vol: 6 0 0 0 0 0 0 1 8 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 456 0 17 0 0 0 0 208 647 9 370 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 456 0 17 0 0 0 0 208 647 9 370 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 456 0 17 0 0 0 0 208 647 9 370 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 456 0 17 0 0 0 0 208 647 9 370 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 456 0 0 0 0 0 0 185
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 337 28 244 9 12 34 44 482 134 65 366 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 341 28 247 9 12 34 45 488 136 66 371 7
Added Vol: 15 0 19 0 0 0 0 40 8 9 31 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 356 28 266 9 12 34 45 528 144 75 402 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 356 28 266 9 12 34 45 528 144 75 402 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 356 28 266 9 12 34 45 528 144 75 402 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 356 28 266 9 12 34 89 528 144 299 402 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.18 0.82 0.33 0.67 1.00 0.13 1.49 0.38 0.58 1.40 0.02
Final Sat.: 1500 273 1227 491 1009 1500 199 2234 567 866 2104 30
Capacity Analysis Module:
Vol/Sat: 0.24 0.10 0.22 0.02 0.01 0.02 0.22 0.24 0.25 0.09 0.19 0.24
Crit Vol: 356 34 381 75
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 47 0 0 47 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 756 0 0 873 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 756 0 0 873 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 756 0 0 873 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 756 0 0 873 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.40 1.60 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 601 2399 0 0 2990 10
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.06 0.32 0.00 0.00 0.29 0.29
Crit Vol: 0 26 473 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 3 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 693 33 23 682 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 693 33 23 682 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 693 33 23 682 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 693 33 23 682 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2720 130 1425 4232 43
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 363 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 3 0 0 2 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 773 54 98 614 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 773 54 98 614 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 773 54 98 614 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 773 54 98 614 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2664 186 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.07 0.14 0.14
Crit Vol: 94 17 414 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 4 0 0 3 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 879 12 15 846 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 879 12 15 846 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 879 12 15 846 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 879 12 15 846 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4069 56 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.22 0.22 0.01 0.21 0.09
Crit Vol: 135 174 90 282
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 10 columns for traffic volumes and 10 columns for adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 10 columns for saturation flow and 10 columns for adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 10 columns for capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 10 columns for traffic volumes and 10 columns for adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 10 columns for saturation flow and 10 columns for adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 10 columns for capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 2 Reduced Project (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected), Rights (Ignore, Include). Includes Min. Green and Lanes values.

Volume Module table with 11 columns and 15 rows of traffic volume and adjustment factors (Base Vol, Growth Adj, Initial Bse, etc.).

Saturation Flow Module table with 11 columns and 4 rows of saturation flow and adjustment factors (Sat/Lane, Adjustment, Lanes, Final Sat).

Capacity Analysis Module table with 11 columns and 4 rows of capacity analysis (Vol/Sat, Crit Vol, Crit Moves).

CEQA-Alternative 3

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	29.00	48.00	29	48	77	54.6
	Zone 3 Subtotal					29	48	77	54.6
4	Trapac Truck	1.00	Trapac Trucks	-16.00	80.00	-16	80	64	45.4
	Zone 4 Subtotal					-16	80	64	45.4
TOTAL						13	128	141	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	11
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.465	+ 0.001 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.311	+ 0.014 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.633	B xxxxx	0.633	-0.000 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.528	+ 0.003 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.492	A xxxxx	0.494	+ 0.002 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	12.8 0.565	+ 0.011 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.514	+ 0.002 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	A xxxxx	0.560	+ 0.018 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.263	+ 0.007 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.342	A xxxxx	0.344	+ 0.002 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.390	+ 0.002 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.381	+ 0.002 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.253	+ 0.017 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.534	A xxxxx	0.535	+ 0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 -2 0 0 0 4 0 0 7 45
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 438 0 113 54 380 0 0 413 343
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 438 0 0 54 380 0 0 413 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 438 0 0 54 380 0 0 413 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 438 0 0 54 380 0 0 413 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.29 0.00 0.00 0.04 0.13 0.00 0.00 0.14 0.00
Crit Vol: 0 438 54 207
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.311
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 0 8 13 59 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 106 104 369 30 4 447 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 106 104 369 30 4 447 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 106 104 369 30 4 447 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 106 208 369 30 8 447 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.52 1.38 0.10 0.02 1.91 0.07
Final Sat.: 1500 1324 176 149 1351 1500 783 2067 150 26 2871 103
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.13 0.18 0.20 0.15 0.16 0.16
Crit Vol: 20 106 104 236
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 44 8 0 -3 0 0 0 0 -1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 124 236 17 154 130 110 1225 15 286 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 124 236 17 154 130 110 1225 15 286 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 124 236 17 154 130 110 1225 15 286 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 16 124 236 17 154 130 110 1225 15 286 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.03 1.97 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1474 2801 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.08 0.08 0.01 0.05 0.09 0.08 0.43 0.01 0.10 0.22 0.22
Crit Vol: 16 130 612 143
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 -1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1150 379 49 856 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1150 0 49 856 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1150 0 49 856 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 59 75 53 90 5 18 1150 0 49 856 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.78 1.22 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2541 1734 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.05 0.04 0.02 0.02 0.01 0.40 0.00 0.03 0.30 0.04
Crit Vol: 75 53 575 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A [9.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 459 0 0 252 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 459 0 0 252 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 459 0 0 252 80 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 552 35 37 155 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 552 35 37 155 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 552 35 37 155 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 552 35 37 155 82 279 62 682 23 15 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.64 0.36 1.00 1.00 0.73 0.27
Final Sat.: 1375 3882 243 1375 1794 956 2249 501 1375 1375 1000 375
Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.12 0.12 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 4 0 0 7 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 389 51 7 454 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 389 51 7 454 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 389 51 7 454 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 744 389 51 7 454 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.77 0.23 1.00 1.65 0.35 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2517 333 1425 2349 501 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.26 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 372 275 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 44 1 0 0 0 0 0 0 -2 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 226 78 0 0 76 71 104 0 352 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 226 78 0 0 76 71 104 0 352 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 226 78 0 0 76 71 104 0 352 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 226 78 0 0 76 71 104 0 352 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.03 0.97 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 515 1099 0 0 563 582 1174 -623 623 0 0 565
Capacity Analysis Module:
Vol/Sat: 0.44 0.07 xxxxx xxxxx 0.13 0.12 0.09 0.00 0.56 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 14.4 9.4 0.0 0.0 9.8 9.0 13.9 15.0 15.0 0.0 0.0 9.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.4 9.4 0.0 0.0 9.8 9.0 13.9 15.0 15.0 0.0 0.0 9.1
LOS by Move: B A * * A A B B * * A
ApproachDel: 13.1 9.4 13.9 9.1
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 13.1 9.4 13.9 9.1
LOS by Appr: B A B A

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: 3 0 0 0 0 0 0 1 6 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 540 0 26 0 0 0 0 384 446 23 239 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 540 0 26 0 0 0 0 384 446 23 239 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 540 0 26 0 0 0 0 384 446 23 239 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 540 0 26 0 0 0 0 384 446 23 239 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 540 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 36 0 44 0 0 0 0 28 -7 -9 17 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 265 22 124 7 15 11 19 352 313 181 350 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 265 22 124 7 15 11 19 352 313 181 350 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 265 22 124 7 15 11 19 352 313 181 350 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 265 22 124 7 15 11 38 352 313 726 350 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.40 0.60 0.42 0.91 0.67 0.06 1.05 0.89 1.00 0.99 0.01
Final Sat.: 1500 595 905 636 1364 1000 87 1578 1335 1500 1497 3
Capacity Analysis Module:
Vol/Sat: 0.18 0.04 0.14 0.01 0.01 0.01 0.22 0.22 0.23 0.12 0.23 0.36
Crit Vol: 265 17 19 539
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.263
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 21 0 0 53 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 689 0 0 566 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 689 0 0 566 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 689 0 0 566 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 41 689 0 0 566 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.12 1.88 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 177 2823 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.11 0.24 0.00 0.00 0.19 0.19
Crit Vol: 0 29 366 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.344
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 6 0 0 -1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 529 23 37 453 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 529 23 37 453 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 529 23 37 453 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 199 0 64 74 529 23 37 453 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2156 0 694 1425 2731 119 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.03 0.11 0.11
Crit Vol: 46 131 276 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.390
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 -1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 667 65 90 449 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 667 65 90 449 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 667 65 90 449 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 667 65 90 449 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2597 253 1425 4219 56
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 91 9 366 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 -1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 849 18 44 755 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 849 18 44 755 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 849 18 44 755 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 849 18 44 755 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4039 86 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 289 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Sat/Lane, Adjustment, Lanes.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.253
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Sat/Lane, Adjustment, Lanes.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Added Vol: 0 0 0 0 0 0 0 0 5 0 0 -1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 0 716 0 0 0 0 0 1871 139 116 1724 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 0 0 0 0 0 0 0 1871 139 116 1724 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 0 0 0 0 0 0 0 1871 139 116 1724 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 161 0 0 0 0 0 0 0 1871 139 116 1724 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00
Crit Vol: 81 0 624 58
Crit Moves: **** **** ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	45.00	52.00	45	52	97	121.2
	Zone 3 Subtotal					45	52	97	121.2
4	Trapac Truck	1.00	Trapac Trucks	-13.00	-4.00	-13	-4	-17	-21.3
	Zone 4 Subtotal					-13	-4	-17	-21.3
TOTAL						32	48	80	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.418	+ 0.004 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.423	+ 0.023 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.536	A xxxxx	0.538	+ 0.002 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.573	A xxxxx	0.573	+ 0.000 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	10.5 0.000	B	10.5 0.000	+ 0.008 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.416	+ 0.002 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	18.7 0.778	C	19.3 0.795	+ 0.016 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.449	+ 0.004 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.534	+ 0.002 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.326	+ 0.009 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.565	+ 0.000 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.436	+ 0.000 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.321	+ 0.005 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.603	B xxxxx	0.603	+ 0.000 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 2 0 0 0 6 0 0 7 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 312 89 85 82 526 0 0 467 429
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 312 89 0 82 526 0 0 467 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 312 89 0 82 526 0 0 467 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 312 89 0 82 526 0 0 467 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.21 0.03 0.00 0.05 0.18 0.00 0.00 0.16 0.00
Crit Vol: 0 312 82 233
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 13 15 14 0 0 7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 87 120 654 9 9 303 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 87 120 654 9 9 303 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 87 120 654 9 9 303 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 87 241 654 9 36 303 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.12 0.88 1.00 0.36 1.62 0.02 0.06 1.89 0.05
Final Sat.: 1500 1120 380 184 1316 1500 544 2425 30 93 2828 79
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.06 0.22 0.27 0.30 0.10 0.11 0.12
Crit Vol: 86 87 452 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 6 1 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 340 337 19 207 159 127 700 12 263 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 340 337 19 207 159 127 700 12 263 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 340 337 19 207 159 127 700 12 263 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 7 340 337 19 207 159 127 700 12 263 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.51 1.49 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 2147 2128 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.16 0.16 0.01 0.07 0.11 0.09 0.25 0.01 0.09 0.37 0.37
Crit Vol: 226 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 0 1 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 958 115 43 1053 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 958 0 43 1053 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 958 0 43 1053 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 292 288 77 80 56 26 16 958 0 43 1053 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.34 0.00 0.03 0.37 0.06
Crit Vol: 193 80 16 526
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 341 0 0 269 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 341 0 0 269 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 341 0 0 269 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 391 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 649 15 12 146 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 649 15 12 146 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 649 15 12 146 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 649 15 12 146 115 101 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.12 0.88 1.62 0.38 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1539 1211 2227 523 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.09 0.09 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 130 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 6 0 0 7 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 534 5 25 537 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 534 5 25 537 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 534 5 25 537 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 453 534 5 25 537 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2787 63 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.16 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 226 275 21 70
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: 8 0 0 0 0 0 0 0 2 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 403 118 0 0 86 93 129 0 323 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 403 118 0 0 86 93 129 0 323 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 403 118 0 0 86 93 129 0 323 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 403 118 0 0 86 93 129 0 323 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 507 1072 0 0 504 559 1044 -550 550 0 0 486
Capacity Analysis Module:
Vol/Sat: 0.79 0.11 xxxxx xxxxx 0.17 0.17 0.12 0.00 0.59 xxxxx xxxxx 0.07
Crit Moves: **** **** **** ****
Delay/Veh: 30.8 10.0 0.0 0.0 10.8 9.9 15.7 17.2 17.2 0.0 0.0 10.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.8 10.0 0.0 0.0 10.8 9.9 15.7 17.2 17.2 0.0 0.0 10.1
LOS by Move: D A * * B A C C * * B
ApproachDel: 26.1 10.3 15.7 10.1
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 26.1 10.3 15.7 10.1
LOS by Appr: D B C B

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 0 207 639 9 369 0
Added Vol: 5 0 0 0 0 0 0 0 1 6 0 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 0 17 0 0 0 0 0 208 645 9 370 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 0 17 0 0 0 0 0 208 645 9 370 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 455 0 17 0 0 0 0 0 208 645 9 370 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 455 0 17 0 0 0 0 0 208 645 9 370 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 455 0 0 0 0 0 0 185
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0 0 1 0 0
Volume Module:
Base Vol: 337 28 244 9 12 34 44 482 134 65 366 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 341 28 247 9 12 34 45 488 136 66 371 7
Added Vol: -2 0 -2 0 0 0 0 0 31 -6 -7 27 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 339 28 245 9 12 34 45 519 130 59 398 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 339 28 245 9 12 34 45 519 130 59 398 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 339 28 245 9 12 34 45 519 130 59 398 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 339 28 245 9 12 34 89 519 130 235 398 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.20 0.80 0.33 0.67 1.00 0.14 1.51 0.35 0.41 1.57 0.02
Final Sat.: 1500 300 1200 491 1009 1500 206 2267 527 615 2352 33
Capacity Analysis Module:
Vol/Sat: 0.23 0.09 0.20 0.02 0.01 0.02 0.22 0.23 0.25 0.10 0.17 0.21
Crit Vol: 339 34 369 59
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 25 0 0 25 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 734 0 0 851 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 734 0 0 851 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 734 0 0 851 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 734 0 0 851 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.41 1.59 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 621 2379 0 0 2989 11
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.06 0.31 0.00 0.00 0.28 0.28
Crit Vol: 0 26 463 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 690 33 23 680 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 690 33 23 680 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 690 33 23 680 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 127 4 176 100 690 33 23 680 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2720 130 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.09 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 362 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 770 54 98 612 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 770 54 98 612 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 770 54 98 612 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 770 54 98 612 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2663 187 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.14 0.14
Crit Vol: 94 17 412 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 1 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 876 12 15 843 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 876 12 15 843 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 876 12 15 843 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 876 12 15 843 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4069 56 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.22 0.22 0.01 0.20 0.09
Crit Vol: 135 174 90 281
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and lane adjustment data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.321
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and lane adjustment data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 3 Reduced Wharf (PM Peak)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	3	0	1	2	0	3

Volume Module:

Base Vol:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	0	1109	0	0	0	0	1849	143	31	1719	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	0	0	0	0	0	0	1849	143	31	1719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	0	0	0	0	0	0	1849	143	31	1719	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	456	0	0	0	0	0	0	1849	143	31	1719	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.10	0.01	0.40	0.00
Crit Vol:	228				0			616		16		
Crit Moves:	****							****		****		

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Trip Generation Report

Forecast for 2038 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	23.00	43.00	23	43	66	34.9
	Zone 3 Subtotal					23	43	66	34.9
4	Trapac Truck	1.00	Trapac Trucks	-63.00	186.00	-63	186	123	65.1
	Zone 4 Subtotal					-63	186	123	65.1
TOTAL						-40	229	189	100.0

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	11
3	2.0	
4	9.0	

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.450	-0.014 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.307	+ 0.010 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.643	B xxxxx	0.654	+ 0.011 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.531	+ 0.006 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.518	A xxxxx	0.520	+ 0.002 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	13.3 0.544	-0.010 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.514	+ 0.002 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	A xxxxx	0.550	+ 0.008 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.274	+ 0.018 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.354	+ 0.005 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.393	+ 0.005 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.383	+ 0.004 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.591	A xxxxx	0.591	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.245	+ 0.010 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.543	A xxxxx	0.546	+ 0.003 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 -24 0 0 0 3 0 0 6 91
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 416 0 113 54 379 0 0 412 389
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 416 0 0 54 379 0 0 412 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 416 0 0 54 379 0 0 412 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 416 0 0 54 379 0 0 412 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.28 0.00 0.00 0.04 0.13 0.00 0.00 0.14 0.00
Crit Vol: 0 416 54 206
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 6 12 116 0 0 -28 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 104 103 426 30 4 419 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 104 103 426 30 4 419 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 104 103 426 30 4 419 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 104 206 426 30 8 419 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.45 1.46 0.09 0.02 1.91 0.07
Final Sat.: 1500 1324 176 151 1349 1500 678 2184 138 28 2862 110
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.15 0.20 0.22 0.14 0.15 0.15
Crit Vol: 20 104 331 4
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 92 18 0 -25 0 0 0 0 0 -5 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 172 246 17 132 130 110 1225 15 282 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 172 246 17 132 130 110 1225 15 282 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 172 246 17 132 130 110 1225 15 282 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 16 172 270 17 132 130 110 1225 15 310 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.17 1.83 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1663 2612 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.10 0.10 0.01 0.05 0.09 0.08 0.43 0.01 0.11 0.22 0.22
Crit Vol: 147 17 612 155
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 18 0 0 -5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1160 379 49 852 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1160 0 49 852 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1160 0 49 852 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 96 59 75 53 90 5 18 1160 0 49 852 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.85 1.15 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2638 1637 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.05 0.04 0.02 0.02 0.01 0.41 0.00 0.03 0.30 0.04
Crit Vol: 75 53 580 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A [9.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 458 0 0 252 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 458 0 0 252 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 458 0 0 252 80 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 0 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 551 35 37 155 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 551 35 37 155 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 551 35 37 155 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 551 35 37 155 82 307 62 682 23 15 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.66 0.34 1.00 1.00 0.73 0.27
Final Sat.: 1375 3882 243 1375 1794 956 2287 463 1375 1375 1000 375
Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.13 0.13 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** ** ** *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 3 0 0 6 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 388 51 7 453 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 388 51 7 453 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 388 51 7 453 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 818 388 51 7 453 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.77 0.23 1.00 1.65 0.35 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2517 333 1425 2348 502 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.29 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 409 275 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 90 2 0 0 -1 0 0 0 -24 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 272 79 0 0 75 71 104 0 330 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 272 79 0 0 75 71 104 0 330 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 272 79 0 0 75 71 104 0 330 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 272 79 0 0 75 71 104 0 330 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.03 0.97 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 520 1108 0 0 556 584 1146 -606 606 0 0 549
Capacity Analysis Module:
Vol/Sat: 0.52 0.07 xxxxx xxxxx 0.13 0.12 0.09 0.00 0.54 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 16.2 9.4 0.0 0.0 9.9 9.0 13.7 14.7 14.7 0.0 0.0 9.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.2 9.4 0.0 0.0 9.9 9.0 13.7 14.7 14.7 0.0 0.0 9.2
LOS by Move: C A * * A A B B * * A
ApproachDel: 14.6 9.5 13.7 9.2
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 14.6 9.5 13.7 9.2
LOS by Appr: B A B A

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: 3 0 0 0 0 0 0 1 5 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 540 0 26 0 0 0 0 384 445 23 238 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 540 0 26 0 0 0 0 384 445 23 238 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 540 0 26 0 0 0 0 384 445 23 238 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 540 0 26 0 0 0 0 384 445 23 238 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 540 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 1 0 1 0 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 84 0 102 0 0 0 0 25 -28 -35 14 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 313 22 182 7 15 11 19 349 292 155 347 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 313 22 182 7 15 11 19 349 292 155 347 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 313 22 182 7 15 11 19 349 292 155 347 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 313 22 182 7 15 11 38 349 292 622 347 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.30 0.70 0.42 0.91 0.67 0.06 1.08 0.86 1.00 0.99 0.01
Final Sat.: 1500 444 1056 636 1364 1000 90 1621 1289 1500 1497 3
Capacity Analysis Module:
Vol/Sat: 0.21 0.05 0.17 0.01 0.01 0.01 0.21 0.22 0.23 0.10 0.23 0.32
Crit Vol: 313 17 340 155
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.274
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 -3 0 0 97 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 665 0 0 610 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 665 0 0 610 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 665 0 0 610 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 81 665 0 0 610 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.26 1.74 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 390 2610 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.25 0.00 0.00 0.20 0.20
Crit Vol: 0 29 382 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 0 13 0 0 -4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 536 23 37 450 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 536 23 37 450 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 536 23 37 450 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 536 23 37 450 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.55 xxxxx 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2205 0 645 1425 2733 117 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.03 0.11 0.11
Crit Vol: 46 141 280 37
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.393
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 13 0 0 -4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 674 65 90 446 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 674 65 90 446 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 674 65 90 446 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 674 65 90 446 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2599 251 1425 4218 57
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 91 9 370 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 18 0 0 -5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 859 18 44 751 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 859 18 44 751 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 859 18 44 751 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 859 18 44 751 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4040 85 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 292 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 14 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 14 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 3 Reduced Wharf (AM Peak)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

Volume Module:

Base Vol:	161	0	716	0	0	0	0	1866	139	116	1725	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	716	0	0	0	0	1866	139	116	1725	0
Added Vol:	0	0	0	0	0	0	0	11	0	0	-4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	716	0	0	0	0	1877	139	116	1721	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	0	0	0	0	0	1877	139	116	1721	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	0	0	0	0	0	1877	139	116	1721	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	177	0	0	0	0	0	0	1877	139	128	1721	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.10	0.04	0.40	0.00
Crit Vol:	89			0			626			64		
Crit Moves:	****						****			****		

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Trip Generation Report

Forecast for 2038 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	39.00	41.00	39	41	80	-470.
	Zone 3 Subtotal					39	41	80	-470.
4	Trapac Truck	1.00	Trapac Trucks	-49.00	-48.00	-49	-48	-97	570.6
	Zone 4 Subtotal					-49	-48	-97	570.6
TOTAL						-10	-7	-17	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.407	-0.008 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.371	-0.029 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.544	A xxxxx	0.539	-0.005 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.580	A xxxxx	0.578	-0.001 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	10.5 0.000	B	10.5 0.000	+ 0.008 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.429	A xxxxx	0.431	+ 0.002 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	18.7 0.778	C	17.3 0.746	-0.033 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.449	+ 0.004 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.500	-0.032 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.317	+ 0.000 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.564	-0.001 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.435	-0.001 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.494	-0.001 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.683	B xxxxx	0.683	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.312	-0.005 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.620	B xxxxx	0.620	-0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 -15 0 0 0 5 0 0 6 -14
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 295 89 85 82 525 0 0 466 407
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 295 89 0 82 525 0 0 466 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 295 89 0 82 525 0 0 466 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 295 89 0 82 525 0 0 466 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.20 0.03 0.00 0.05 0.17 0.00 0.00 0.16 0.00
Crit Vol: 0 295 82 233
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 11 11 -14 0 0 -15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 85 116 626 9 9 281 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 85 116 626 9 9 281 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 85 116 626 9 9 281 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 85 116 626 9 36 281 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.13 0.87 1.00 0.31 1.67 0.02 0.07 1.88 0.05
Final Sat.: 1500 1120 380 188 1312 1500 464 2499 36 101 2816 84
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.06 0.25 0.25 0.25 0.09 0.10 0.11
Crit Vol: 86 85 376 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 -16 -4 0 -16 0 0 0 0 -4 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 318 332 19 190 159 127 700 12 259 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 318 332 19 190 159 127 700 12 259 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 318 332 19 190 159 127 700 12 259 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 7 318 365 19 190 159 127 700 12 285 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.40 1.60 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1990 2285 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.16 0.16 0.01 0.07 0.11 0.09 0.25 0.01 0.10 0.37 0.37
Crit Vol: 228 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 -4 0 0 -4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 953 115 43 1049 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 953 0 43 1049 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 953 0 43 1049 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 321 288 77 80 56 26 16 953 0 43 1049 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2254 2021 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.33 0.00 0.03 0.37 0.06
Crit Vol: 203 80 16 524
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
PHF Volume: 522 341 0 0 269 123 0 0 0 0 0 0 0

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
PHF Volume: 351 649 15 12 146 115 101 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1375 4029 96 1375 1539 1211 2266 484 1375 720 753 1277

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 5 0 0 6 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 533 5 25 536 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 533 5 25 536 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 533 5 25 536 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 498 533 5 25 536 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2787 63 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.17 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 249 274 21
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: -14 0 0 0 0 0 0 0 0 -15 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 381 118 0 0 86 93 129 0 306 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 381 118 0 0 86 93 129 0 306 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 381 118 0 0 86 93 129 0 306 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 381 118 0 0 86 93 129 0 306 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 511 1082 0 0 513 569 1054 -556 556 0 0 496
Capacity Analysis Module:
Vol/Sat: 0.75 0.11 xxxxx xxxxx 0.17 0.16 0.12 0.00 0.55 xxxxx xxxxx 0.07
Crit Moves: **** ****
Delay/Veh: 26.5 9.9 0.0 0.0 10.6 9.7 14.8 15.9 15.9 0.0 0.0 10.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 26.5 9.9 0.0 0.0 10.6 9.7 14.8 15.9 15.9 0.0 0.0 10.0
LOS by Move: D A * * B A B C C * * A
ApproachDel: 22.6 10.1 14.8 10.0
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 22.6 10.1 14.8 10.0
LOS by Appr: C B B A

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 0 207 639 9 369 0
Added Vol: 5 0 0 0 0 0 0 0 1 5 0 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 0 17 0 0 0 0 0 208 644 9 370 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 0 17 0 0 0 0 0 208 644 9 370 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 455 0 17 0 0 0 0 0 208 644 9 370 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 455 0 17 0 0 0 0 0 208 644 9 370 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 455 0 0 0 0 0 0 185
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.500
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0 0 1 0 0
Volume Module:
Base Vol: 337 28 244 9 12 34 44 482 134 65 366 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 341 28 247 9 12 34 45 488 136 66 371 7
Added Vol: -22 0 -26 0 0 0 0 0 24 -22 -27 23 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 319 28 221 9 12 34 45 512 114 39 394 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 319 28 221 9 12 34 45 512 114 39 394 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 319 28 221 9 12 34 45 512 114 39 394 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 319 28 221 9 12 34 89 512 114 155 394 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.22 0.78 0.33 0.67 1.00 0.14 1.54 0.32 0.24 1.73 0.03
Final Sat.: 1500 334 1166 491 1009 1500 214 2309 477 361 2601 38
Capacity Analysis Module:
Vol/Sat: 0.21 0.08 0.19 0.02 0.01 0.02 0.21 0.22 0.24 0.11 0.15 0.19
Crit Vol: 319 34 358 39
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 2 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 711 0 0 827 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 711 0 0 827 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 711 0 0 827 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 711 0 0 827 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.43 1.57 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 644 2356 0 0 2989 11
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.30 0.00 0.00 0.28 0.28
Crit Vol: 0 26 34
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 -3 0 0 -3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 687 33 23 677 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 687 33 23 677 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 687 33 23 677 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 687 33 23 677 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2719 131 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 360 23
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 -3 0 0 -3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 767 54 98 609 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 767 54 98 609 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 767 54 98 609 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 767 54 98 609 3

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2663 187 1425 4254 21

Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.07 0.14 0.14
Crit Vol: 94 17 411 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 -4 0 0 -4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 871 12 15 839 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 871 12 15 839 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 871 12 15 839 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 871 12 15 839 126

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4068 57 1375 4125 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.21 0.21 0.01 0.20 0.09
Crit Vol: 135 174 90 280
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.312
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Vol/Sat, Crit Vol, and Crit Moves.

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 3 Reduced Wharf (PM Peak)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.620
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

Volume Module:

Base Vol:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Added Vol:	0	0	0	0	0	0	0	-3	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	0	1109	0	0	0	0	1846	143	31	1717	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	0	0	0	0	0	0	1846	143	31	1717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	0	0	0	0	0	0	1846	143	31	1717	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	502	0	0	0	0	0	0	1846	143	34	1717	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.10	0.01	0.40	0.00
Crit Vol:	251			0			615			17		
Crit Moves:	****						****			****		

CEQA-Alternative 4

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	-30.00	-10.00	-30	-10	-40	33.3
	Zone 3 Subtotal					-30	-10	-40	33.3
4	Trapac Truck	1.00	Trapac Trucks	-143.00	63.00	-143	63	-80	66.7
	Zone 4 Subtotal					-143	63	-80	66.7
TOTAL						-173	53	-120	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	11
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.417	-0.047 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.260	-0.037 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.633	B xxxxx	0.629	-0.005 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.527	+ 0.002 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.000 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.492	A xxxxx	0.491	-0.000 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	11.4 0.454	-0.099 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.509	-0.003 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	A xxxxx	0.461	-0.081 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.233	-0.023 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.342	A xxxxx	0.344	+ 0.001 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.389	+ 0.001 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.380	+ 0.001 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.206	-0.029 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.534	A xxxxx	0.535	+ 0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 -70 0 0 0 -4 0 0 -1 27
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 370 0 113 54 372 0 0 405 325
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 370 0 0 54 372 0 0 405 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 370 0 0 54 372 0 0 405 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 370 0 0 54 372 0 0 405 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.25 0.00 0.00 0.04 0.12 0.00 0.00 0.14 0.00
Crit Vol: 0 370 54 203
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.260
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 0 -8 -3 32 0 0 -88 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 90 88 342 30 4 359 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 90 88 342 30 4 359 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 90 88 342 30 4 359 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 90 176 342 30 8 359 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.11 0.89 1.00 0.47 1.42 0.11 0.02 1.90 0.08
Final Sat.: 1500 1324 176 168 1332 1500 710 2124 166 32 2841 127
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.02 0.06 0.12 0.16 0.18 0.12 0.13 0.13
Crit Vol: 20 90 88 192
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 27 5 0 -71 0 0 0 0 -13 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 107 233 17 86 130 110 1225 15 274 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 107 233 17 86 130 110 1225 15 274 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 107 233 17 86 130 110 1225 15 274 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 16 107 233 17 86 130 110 1225 15 274 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.08 0.08 0.01 0.03 0.09 0.08 0.43 0.01 0.10 0.22 0.22
Crit Vol: 16 130 612 137
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 5 0 0 -13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1147 379 49 844 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1147 0 49 844 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1147 0 49 844 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 59 75 53 90 5 18 1147 0 49 844 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.78 1.22 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2541 1734 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.05 0.04 0.02 0.02 0.01 0.40 0.00 0.03 0.30 0.04
Crit Vol: 75 53 573 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.6]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 -1 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 457 0 0 251 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 457 0 0 251 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 457 0 0 251 80 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 332 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1239 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1239 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 -1 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 550 35 37 154 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 550 35 37 154 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 550 35 37 154 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 550 35 37 154 82 279 62 682 23 15 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.64 0.36 1.00 1.00 0.73 0.27
Final Sat.: 1375 3881 244 1375 1790 960 2249 501 1375 1375 1000 375
Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.12 0.12 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** ** ** *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 -4 0 0 -1 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 381 51 7 446 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 381 51 7 446 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 381 51 7 446 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 744 381 51 7 446 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.76 0.24 1.00 1.64 0.36 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2511 339 1425 2341 509 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.26 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 372 271 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 26 1 0 0 -1 0 0 0 -68 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 208 78 0 0 75 71 104 0 286 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 208 78 0 0 75 71 104 0 286 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 208 78 0 0 75 71 104 0 286 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 208 78 0 0 75 71 104 0 286 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.03 0.97 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 532 1140 0 0 584 617 1187 -629 629 0 0 587
Capacity Analysis Module:
Vol/Sat: 0.39 0.07 xxxxx xxxxx 0.13 0.12 0.09 0.00 0.45 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 13.2 9.2 0.0 0.0 9.5 8.7 11.9 12.5 12.5 0.0 0.0 8.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.2 9.2 0.0 0.0 9.5 8.7 11.9 12.5 12.5 0.0 0.0 8.9
LOS by Move: B A * * A A B B * * A
ApproachDel: 12.1 9.1 9.1 11.9 8.9
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 12.1 9.1 11.9 8.9
LOS by Appr: B A B A

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 0 383 440 23 238 0
Added Vol: -4 0 0 0 0 0 0 0 0 -1 0 -1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 533 0 26 0 0 0 0 0 383 439 23 237 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 533 0 26 0 0 0 0 0 383 439 23 237 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 533 0 26 0 0 0 0 0 383 439 23 237 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 533 0 26 0 0 0 0 0 383 439 23 237 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.37 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 533 0 192 118
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 28 0 35 0 0 0 0 -6 -64 -79 -18 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 257 22 115 7 15 11 19 318 256 111 315 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 257 22 115 7 15 11 19 318 256 111 315 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 257 22 115 7 15 11 19 318 256 111 315 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 257 22 115 7 15 11 38 318 256 223 315 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.42 0.58 0.42 0.91 0.67 0.07 1.10 0.83 0.70 1.29 0.01
Final Sat.: 1500 625 875 636 1364 1000 101 1646 1254 1057 1937 6
Capacity Analysis Module:
Vol/Sat: 0.17 0.04 0.13 0.01 0.01 0.01 0.19 0.19 0.20 0.11 0.16 0.18
Crit Vol: 257 17 306 111
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.233
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 -70 0 0 11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 598 0 0 524 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 598 0 0 524 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 598 0 0 524 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 41 598 0 0 524 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.14 1.86 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 203 2797 0 0 2994 6
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.10 0.21 0.00 0.00 0.17 0.17
Crit Vol: 0 29 321 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.344
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 4 0 0 -10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 527 23 37 444 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 527 23 37 444 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 527 23 37 444 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 199 0 64 74 527 23 37 444 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2156 0 694 1425 2731 119 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.03 0.10 0.10
Crit Vol: 46 131 275 37
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 4 0 0 -10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 665 65 90 440 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 665 65 90 440 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 665 65 90 440 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 665 65 90 440 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2596 254 1425 4217 58
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.10 0.10
Crit Vol: 91 9 365 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 5 0 0 -13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 846 18 44 743 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 846 18 44 743 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 846 18 44 743 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 846 18 44 743 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4038 87 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 288 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.206
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Added Vol: 0 0 0 0 0 0 0 0 4 0 0 -9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 0 716 0 0 0 0 0 1870 139 116 1716 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 0 0 0 0 0 0 0 1870 139 116 1716 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 0 0 0 0 0 0 0 1870 139 116 1716 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 161 0 0 0 0 0 0 0 1870 139 116 1716 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00
Crit Vol: 81 0 623 58
Crit Moves: ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	-9.00	-54.00	-9	-54	-63	19.6
	Zone 3 Subtotal					-9	-54	-63	19.6
4	Trapac Truck	1.00	Trapac Trucks	-113.00	-146.00	-113	-146	-259	80.4
	Zone 4 Subtotal					-113	-146	-259	80.4
TOTAL						-122	-200	-322	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.377	-0.037 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.325	-0.074 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.536	A xxxxx	0.515	-0.021 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.573	A xxxxx	0.569	-0.004 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B 10.5	0.000	B 10.4	0.000	-0.008 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	-0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.410	-0.003 V/C
# 37 Figueroa St / C-St / I-110 Ram	C 18.7	0.778	B 13.9	0.617	-0.162 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.444	-0.001 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.419	-0.113 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.295	-0.022 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.561	-0.004 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.432	-0.004 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.492	-0.002 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.284	-0.032 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.603	B xxxxx	0.601	-0.002 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 -52 0 0 0 -1 0 0 -8 -75
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 258 89 85 82 519 0 0 452 346
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 258 89 0 82 519 0 0 452 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 258 89 0 82 519 0 0 452 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 258 89 0 82 519 0 0 452 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.17 0.03 0.00 0.05 0.17 0.00 0.00 0.15 0.00
Crit Vol: 0 258 82 226
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.325
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 -3 -15 -97 0 0 -65 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 71 90 543 9 9 231 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 71 90 543 9 9 231 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 71 90 543 9 9 231 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 71 90 543 9 18 231 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.15 0.85 1.00 0.28 1.69 0.03 0.08 1.85 0.07
Final Sat.: 1500 1120 380 219 1281 1500 422 2536 43 114 2780 106
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.05 0.21 0.21 0.21 0.08 0.08 0.09
Crit Vol: 86 71 321 9
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 -76 -14 0 -53 0 0 0 0 -10 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 258 322 19 153 159 127 700 12 253 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 258 322 19 153 159 127 700 12 253 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 258 322 19 153 159 127 700 12 253 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 7 258 322 19 153 159 127 700 12 253 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.33 1.67 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1902 2373 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.14 0.14 0.01 0.05 0.11 0.09 0.25 0.01 0.09 0.37 0.37
Crit Vol: 193 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 0 -14 0 0 -10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 943 115 43 1043 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 943 0 43 1043 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 943 0 43 1043 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 292 288 77 80 56 26 16 943 0 43 1043 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.33 0.00 0.03 0.37 0.06
Crit Vol: 193 80 16 521
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.4]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 -1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 340 0 0 267 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 340 0 0 267 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 340 0 0 267 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 389 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1180 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1180 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 0 0 0 -1 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 648 15 12 144 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 648 15 12 144 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 648 15 12 144 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 648 15 12 144 115 101 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.11 0.89 1.62 0.38 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1529 1221 2227 523 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.09 0.09 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 129 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.410
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 -1 0 0 -8 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 527 5 25 522 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 527 5 25 522 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 527 5 25 522 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 453 527 5 25 522 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.95 0.05 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2785 65 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.16 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 226 267 21 70
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: -74 -1 0 0 -1 0 0 0 -51 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 321 117 0 0 85 93 129 0 270 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 321 117 0 0 85 93 129 0 270 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 117 0 0 85 93 129 0 270 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 321 117 0 0 85 93 129 0 270 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 520 1107 0 0 534 596 1086 -573 573 0 0 524
Capacity Analysis Module:
Vol/Sat: 0.62 0.11 xxxxx xxxxx 0.16 0.16 0.12 0.00 0.47 xxxxx xxxxx 0.06
Crit Moves: **** ****
Delay/Veh: 19.3 9.7 0.0 0.0 10.2 9.4 13.0 13.7 13.7 0.0 0.0 9.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 19.3 9.7 0.0 0.0 10.2 9.4 13.0 13.7 13.7 0.0 0.0 9.6
LOS by Move: C A * * B A B B * * A
ApproachDel: 16.7 9.8 13.0 9.6
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 16.7 9.8 13.0 9.6
LOS by Appr: C A B A

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 0 207 639 9 369 0
Added Vol: -1 0 0 0 0 0 0 0 -1 -6 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 449 0 17 0 0 0 0 0 206 633 9 369 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 449 0 17 0 0 0 0 0 206 633 9 369 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 449 0 17 0 0 0 0 0 206 633 9 369 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 449 0 17 0 0 0 0 0 206 633 9 369 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.31 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.44 0.01 0.13 0.00
Crit Vol: 449 0 0 0 0 0 0 184
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 337 28 244 9 12 34 44 482 134 65 366 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 341 28 247 9 12 34 45 488 136 66 371 7
Added Vol: -66 0 -80 0 0 0 0 0 -32 -51 -62 -5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 275 28 167 9 12 34 45 456 85 4 366 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 275 28 167 9 12 34 45 456 85 4 366 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 275 28 167 9 12 34 45 456 85 4 366 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 275 28 167 9 12 34 89 456 85 8 366 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.29 0.71 0.33 0.67 1.00 0.16 1.57 0.27 0.02 1.94 0.04
Final Sat.: 1500 435 1065 491 1009 1500 247 2349 403 31 2913 56
Capacity Analysis Module:
Vol/Sat: 0.18 0.07 0.16 0.02 0.01 0.02 0.18 0.19 0.21 0.12 0.13 0.13
Crit Vol: 275 34 315 4
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.295
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 -83 0 0 -71 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 626 0 0 755 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 626 0 0 755 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 626 0 0 755 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 626 0 0 755 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.49 1.51 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 742 2258 0 0 2988 12
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.28 0.00 0.00 0.25 0.25
Crit Vol: 0 26 416 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 -11 0 0 -8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 679 33 23 672 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 679 33 23 672 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 679 33 23 672 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 127 4 176 100 679 33 23 672 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2718 132 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.09 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 356 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 -11 0 0 -8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 759 54 98 604 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 759 54 98 604 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 759 54 98 604 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 759 54 98 604 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2661 189 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.14 0.14
Crit Vol: 94 17 407 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 -14 0 0 -10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 861 12 15 833 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 861 12 15 833 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 861 12 15 833 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 861 12 15 833 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4068 57 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.21 0.21 0.01 0.20 0.09
Crit Vol: 135 174 90 278
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include flow and saturation data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity and critical volume data.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include flow and saturation data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity and critical volume data.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 4 Omni Terminal (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 456 0 1109 0 0 0 0 1849 143 31 1720 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 456 0 1109 0 0 0 0 1849 143 31 1720 0
Added Vol: 0 0 0 0 0 0 0 -9 0 0 -7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 456 0 1109 0 0 0 0 1840 143 31 1713 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 456 0 0 0 0 0 0 1840 143 31 1713 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 456 0 0 0 0 0 0 1840 143 31 1713 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 456 0 0 0 0 0 0 1840 143 31 1713 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.10 0.01 0.40 0.00
Crit Vol: 228 0 613 16
Crit Moves: ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Trip Generation Report

Forecast for 2038 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	-36.00	-17.00	-36	-17	-53	36.6
	Zone 3 Subtotal					-36	-17	-53	36.6
4	Trapac Truck	1.00	Trapac Trucks	-193.00	101.00	-193	101	-92	63.4
	Zone 4 Subtotal					-193	101	-92	63.4
TOTAL						-229	84	-145	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	-----
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.402	-0.063 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.263	-0.034 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.643	B xxxxx	0.637	-0.006 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.528	+ 0.003 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.000 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.518	A xxxxx	0.517	-0.001 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	11.3 0.421	-0.133 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.509	-0.003 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	A xxxxx	0.445	-0.097 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.224	-0.032 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.352	+ 0.002 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.391	+ 0.002 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.381	+ 0.002 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.591	A xxxxx	0.591	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.214	-0.022 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.543	A xxxxx	0.545	+ 0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 -93 0 0 0 -5 0 0 -2 42
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 347 0 113 54 371 0 0 404 340
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 347 0 0 54 371 0 0 404 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 347 0 0 54 371 0 0 404 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 347 0 0 54 371 0 0 404 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.04 0.12 0.00 0.00 0.13 0.00
Crit Vol: 0 347 54 202
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.263
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 -10 -5 50 0 0 -17 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 88 86 360 30 4 330 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 88 86 360 30 4 330 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 88 86 360 30 4 330 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 88 172 360 30 8 330 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.11 0.89 1.00 0.44 1.45 0.11 0.02 1.89 0.09
Final Sat.: 1500 1324 176 171 1329 1500 662 2176 162 35 2828 137
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.02 0.06 0.13 0.17 0.19 0.12 0.12 0.12
Crit Vol: 20 88 281 4
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 44 9 0 -95 0 0 0 0 -18 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 124 237 17 62 130 110 1225 15 269 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 124 237 17 62 130 110 1225 15 269 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 124 237 17 62 130 110 1225 15 269 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 16 124 260 17 62 130 110 1225 15 296 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.09 0.09 0.01 0.02 0.09 0.08 0.43 0.01 0.10 0.22 0.22
Crit Vol: 130 17 612 148
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 9 0 0 -18 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1151 379 49 839 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1151 0 49 839 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1151 0 49 839 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 96 59 75 53 90 5 18 1151 0 49 839 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.85 1.15 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2638 1637 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.05 0.04 0.02 0.02 0.01 0.40 0.00 0.03 0.29 0.04
Crit Vol: 75 53 575 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 -1 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 457 0 0 251 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 457 0 0 251 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 457 0 0 251 80 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 332 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1239 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1239 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 -1 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 550 35 37 154 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 550 35 37 154 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 550 35 37 154 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 550 35 37 154 82 307 62 682 23 15 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.66 0.34 1.00 1.00 0.73 0.27
Final Sat.: 1375 3881 244 1375 1790 960 2287 463 1375 1375 1000 375
Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.13 0.13 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 -5 0 0 -2 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 380 51 7 445 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 380 51 7 445 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 380 51 7 445 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 818 380 51 7 445 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.76 0.24 1.00 1.64 0.36 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2510 340 1425 2341 509 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.29 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 409 271 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 41 1 0 0 -2 0 0 0 -91 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 223 78 0 0 74 71 104 0 263 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 223 78 0 0 74 71 104 0 263 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 223 78 0 0 74 71 104 0 263 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 223 78 0 0 74 71 104 0 263 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.02 0.98 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 538 1154 0 0 584 626 1179 -624 624 0 0 586
Capacity Analysis Module:
Vol/Sat: 0.42 0.07 xxxxx xxxxx 0.13 0.11 0.09 0.00 0.42 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 13.5 9.1 0.0 0.0 9.5 8.6 11.5 12.0 12.0 0.0 0.0 8.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.5 9.1 0.0 0.0 9.5 8.6 11.5 12.0 12.0 0.0 0.0 8.9
LOS by Move: B A * * A A B B * * A
ApproachDel: 12.3 9.0 11.5 8.9
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 12.3 9.0 11.5 8.9
LOS by Appr: B A B A

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: -4 0 0 0 0 0 0 0 0 -2 0 -1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 533 0 26 0 0 0 0 383 438 23 237 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 533 0 26 0 0 0 0 383 438 23 237 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 533 0 26 0 0 0 0 383 438 23 237 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 533 0 26 0 0 0 0 383 438 23 237 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.37 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 533 0 192 118
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 45 0 56 0 0 0 0 -10 -87 -106 -21 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 274 22 136 7 15 11 19 314 233 84 312 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 274 22 136 7 15 11 19 314 233 84 312 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 274 22 136 7 15 11 19 314 233 84 312 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 274 22 136 7 15 11 38 314 233 169 312 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.37 0.63 0.42 0.91 0.67 0.07 1.13 0.80 0.54 1.45 0.01
Final Sat.: 1500 556 944 636 1364 1000 106 1701 1194 809 2185 6
Capacity Analysis Module:
Vol/Sat: 0.18 0.04 0.14 0.01 0.01 0.01 0.18 0.18 0.20 0.10 0.14 0.16
Crit Vol: 274 17 293 84
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.224
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 -97 0 0 24 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 571 0 0 537 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 571 0 0 537 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 571 0 0 537 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 41 571 0 0 537 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.14 1.86 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 213 2787 0 0 2994 6
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.10 0.20 0.00 0.00 0.18 0.18
Crit Vol: 0 29 307 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.352
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 7 0 0 -14 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 530 23 37 440 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 530 23 37 440 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 530 23 37 440 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 530 23 37 440 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.55 xxxx 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2205 0 645 1425 2731 119 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.19 0.19 0.03 0.10 0.10
Crit Vol: 46 141 277 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 1 0 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 7 0 0 -14 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 668 65 90 436 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 668 65 90 436 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 668 65 90 436 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 668 65 90 436 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2597 253 1425 4217 58
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.10 0.10
Crit Vol: 91 9 367 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 9 0 0 -18 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 850 18 44 738 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 850 18 44 738 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 850 18 44 738 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 850 18 44 738 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4039 86 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 289 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.214
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 -12 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 0 716 0 0 0 0 0 1872 139 116 1713 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 0 0 0 0 0 0 0 1872 139 116 1713 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 0 0 0 0 0 0 0 1872 139 116 1713 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 177 0 0 0 0 0 0 0 1872 139 128 1713 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00
Crit Vol: 89 0 624 64
Crit Moves: **** **** ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Trip Generation Report

Forecast for 2038 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	-15.00	-66.00	-15	-66	-81	18.9
	Zone 3 Subtotal					-15	-66	-81	18.9
4	Trapac Truck	1.00	Trapac Trucks	-152.00	-195.00	-152	-195	-347	81.1
	Zone 4 Subtotal					-152	-195	-347	81.1
TOTAL						-167	-261	-428	100.0

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.364	-0.050 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.313	-0.086 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.544	A xxxxx	0.516	-0.028 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.580	A xxxxx	0.575	-0.005 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	10.5 0.000	B	10.4 0.000	-0.008 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	-0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.429	A xxxxx	0.426	-0.003 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	18.7 0.778	B	13.0 0.566	-0.213 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.444	-0.001 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.394	-0.138 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.288	-0.029 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.560	-0.005 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.431	-0.005 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.491	-0.003 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.683	B xxxxx	0.683	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.274	-0.043 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.620	B xxxxx	0.618	-0.003 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 -71 0 0 0 -2 0 0 -9 -100
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 239 89 85 82 518 0 0 451 321
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 239 89 0 82 518 0 0 451 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 239 89 0 82 518 0 0 451 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 239 89 0 82 518 0 0 451 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.03 0.00 0.05 0.17 0.00 0.00 0.15 0.00
Crit Vol: 0 239 82 225
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.313
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 -4 -18 -128 0 0 -88 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 70 87 512 9 9 208 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 70 87 512 9 9 208 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 70 87 512 9 9 208 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 70 87 512 9 18 208 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.15 0.85 1.00 0.29 1.68 0.03 0.08 1.84 0.08
Final Sat.: 1500 1120 380 222 1278 1500 431 2525 45 126 2758 116
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.05 0.20 0.20 0.20 0.07 0.08 0.08
Crit Vol: 86 70 304 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 -100 -19 0 -72 0 0 0 0 -14 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 234 317 19 134 159 127 700 12 249 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 234 317 19 134 159 127 700 12 249 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 234 317 19 134 159 127 700 12 249 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 7 234 349 19 134 159 127 700 12 274 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.20 1.80 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1717 2558 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.14 0.14 0.01 0.05 0.11 0.09 0.25 0.01 0.10 0.37 0.37
Crit Vol: 194 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 0 -19 0 0 -14 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 938 115 43 1039 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 938 0 43 1039 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 938 0 43 1039 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 321 288 77 80 56 26 16 938 0 43 1039 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2254 2021 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.33 0.00 0.03 0.36 0.06
Crit Vol: 203 80 16 519
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.4]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 -1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 340 0 0 267 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 340 0 0 267 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 340 0 0 267 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 389 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1180 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1180 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 0 0 0 -1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 648 15 12 144 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 648 15 12 144 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 648 15 12 144 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 648 15 12 144 115 111 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.11 0.89 1.65 0.35 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1529 1221 2266 484 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.09 0.09 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 129 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 -2 0 0 -9 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 526 5 25 521 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 526 5 25 521 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 526 5 25 521 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 498 526 5 25 521 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.95 0.05 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2785 65 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.17 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 249 267 21 70
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 0 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: -98 -2 0 0 -2 0 0 0 -70 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 297 116 0 0 84 93 129 0 251 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 297 116 0 0 84 93 129 0 251 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 297 116 0 0 84 93 129 0 251 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 297 116 0 0 84 93 129 0 251 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 525 1121 0 0 544 608 1100 -581 581 0 0 537
Capacity Analysis Module:
Vol/Sat: 0.57 0.10 xxxxx xxxxx 0.15 0.15 0.12 0.00 0.43 xxxxx xxxxx 0.06
Crit Moves: **** **** **** ****
Delay/Veh: 17.4 9.6 0.0 0.0 10.0 9.2 12.4 12.9 12.9 0.0 0.0 9.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 17.4 9.6 0.0 0.0 10.0 9.2 12.4 12.9 12.9 0.0 0.0 9.5
LOS by Move: C A * * B A B B * * A
ApproachDel: 15.2 9.6 12.4 9.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 15.2 9.6 12.4 9.5
LOS by Appr: C A B A

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 0 207 639 9 369 0
Added Vol: -2 0 0 0 0 0 0 0 -1 -8 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 448 0 17 0 0 0 0 0 206 631 9 369 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 448 0 17 0 0 0 0 0 206 631 9 369 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 448 0 17 0 0 0 0 0 206 631 9 369 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 448 0 17 0 0 0 0 0 206 631 9 369 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.31 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.44 0.01 0.13 0.00
Crit Vol: 448 0 0 0 0 0 0 184
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 337 28 244 9 12 34 44 482 134 65 366 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 0.00 1.01 1.01
Initial Bse: 341 28 247 9 12 34 45 488 136 66 371 7
Added Vol: -88 0 -107 0 0 0 0 0 -39 -68 -84 -9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 253 28 140 9 12 34 45 449 68 0 362 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00
PHF Volume: 253 28 140 9 12 34 45 449 68 0 362 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 253 28 140 9 12 34 45 449 68 0 362 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 0.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00
Final Vol.: 253 28 140 9 12 34 89 449 68 0 362 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.34 0.66 0.33 0.67 1.00 0.17 1.61 0.22 0.00 1.96 0.04
Final Sat.: 1500 503 997 491 1009 1500 259 2406 335 0 2942 58
Capacity Analysis Module:
Vol/Sat: 0.17 0.06 0.14 0.02 0.01 0.02 0.17 0.19 0.20 0.00 0.12 0.12
Crit Vol: 253 34 303 0
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.288
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 -107 0 0 -97 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 602 0 0 729 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 602 0 0 729 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 602 0 0 729 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 602 0 0 729 3

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.52 1.48 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 775 2225 0 0 2988 12

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.04 0.27 0.00 0.00 0.24 0.24
Crit Vol: 0 26 406 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0

Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 -14 0 0 -11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 676 33 23 669 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 676 33 23 669 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 676 33 23 669 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 676 33 23 669 7

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2717 133 1425 4231 44

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 355 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 -14 0 0 -11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 756 54 98 601 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 756 54 98 601 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 756 54 98 601 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 756 54 98 601 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2660 190 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.28 0.28 0.07 0.14 0.14
Crit Vol: 94 17 405 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 -19 0 0 -14 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 856 12 15 829 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 856 12 15 829 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 856 12 15 829 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 856 12 15 829 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4068 57 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.21 0.21 0.01 0.20 0.09
Crit Vol: 135 174 90 276
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 10 columns for traffic volumes and 10 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 10 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 10 columns for capacity and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.274
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 10 columns for traffic volumes and 10 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 10 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 10 columns for capacity and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 4 Omni Terminal (PM Peak)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

Volume Module:

Base Vol:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Added Vol:	0	0	0	0	0	0	0	-12	0	0	-9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	0	1109	0	0	0	0	1837	143	31	1711	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	0	0	0	0	0	0	1837	143	31	1711	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	0	0	0	0	0	0	1837	143	31	1711	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	502	0	0	0	0	0	0	1837	143	34	1711	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.10	0.01	0.40	0.00
Crit Vol:	251			0			612			17		
Crit Moves:	****						****			****		

CEQA-Alternative 5

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	21.00	40.00	21	40	61	69.3
	Zone 3 Subtotal					21	40	61	69.3
4	Trapac Truck	1.00	Trapac Trucks	-46.00	73.00	-46	73	27	30.7
	Zone 4 Subtotal					-46	73	27	30.7
TOTAL						-25	113	88	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	-----	-----
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.455	-0.009 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.302	+ 0.005 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.633	B xxxxx	0.632	-0.001 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.528	+ 0.002 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.492	A xxxxx	0.494	+ 0.002 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	12.5 0.541	-0.012 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.514	+ 0.002 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	A xxxxx	0.535	-0.007 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.257	+ 0.001 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.342	A xxxxx	0.344	+ 0.002 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.390	+ 0.002 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.381	+ 0.002 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.246	+ 0.011 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.534	A xxxxx	0.535	+ 0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 -17 0 0 0 3 0 0 6 40
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 423 0 113 54 379 0 0 412 338
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 423 0 0 54 379 0 0 412 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 423 0 0 54 379 0 0 412 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 423 0 0 54 379 0 0 412 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.28 0.00 0.00 0.04 0.13 0.00 0.00 0.14 0.00
Crit Vol: 0 423 54 206
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 6 11 53 0 0 -19 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 104 102 363 30 4 428 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 104 102 363 30 4 428 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 104 102 363 30 4 428 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 104 204 363 30 8 428 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.52 1.38 0.10 0.02 1.91 0.07
Final Sat.: 1500 1324 176 151 1349 1500 779 2068 153 27 2865 108
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.13 0.18 0.20 0.15 0.15 0.15
Crit Vol: 20 104 102
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 40 7 0 -18 0 0 0 0 0 -4 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 120 235 17 139 130 110 1225 15 283 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 120 235 17 139 130 110 1225 15 283 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 120 235 17 139 130 110 1225 15 283 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 16 120 235 17 139 130 110 1225 15 283 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.02 1.98 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1447 2828 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.08 0.08 0.01 0.05 0.09 0.08 0.43 0.01 0.10 0.22 0.22
Crit Vol: 16 130 612 142
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 7 0 0 -4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1149 379 49 853 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1149 0 49 853 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1149 0 49 853 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 59 75 53 90 5 18 1149 0 49 853 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.78 1.22 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2541 1734 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.05 0.04 0.02 0.02 0.01 0.40 0.00 0.03 0.30 0.04
Crit Vol: 75 53 574 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A [9.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 458 0 0 252 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 458 0 0 252 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 458 0 0 252 80 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 0 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 551 35 37 155 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 551 35 37 155 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 551 35 37 155 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 551 35 37 155 82 279 62 682 23 15 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.64 0.36 1.00 1.00 0.73 0.27
Final Sat.: 1375 3882 243 1375 1794 956 2249 501 1375 1375 1000 375
Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.12 0.12 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 3 0 0 6 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 388 51 7 453 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 388 51 7 453 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 388 51 7 453 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 744 388 51 7 453 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.77 0.23 1.00 1.65 0.35 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2517 333 1425 2348 502 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.26 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 372 275 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 39 1 0 0 0 0 0 0 -16 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 221 78 0 0 76 71 104 0 338 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 221 78 0 0 76 71 104 0 338 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 221 78 0 0 76 71 104 0 338 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 221 78 0 0 76 71 104 0 338 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.03 0.97 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 518 1107 0 0 568 589 1178 -624 624 0 0 569
Capacity Analysis Module:
Vol/Sat: 0.43 0.07 xxxxx xxxxx 0.13 0.12 0.09 0.00 0.54 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 14.0 9.4 0.0 0.0 9.8 8.9 13.4 14.3 14.3 0.0 0.0 9.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.0 9.4 0.0 0.0 9.8 8.9 13.4 14.3 14.3 0.0 0.0 9.0
LOS by Move: B A * * A A B B * * A
ApproachDel: 12.8 9.4 13.4 9.0
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 12.8 9.4 13.4 9.0
LOS by Appr: B A B A

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: 3 0 0 0 0 0 0 1 5 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 540 0 26 0 0 0 0 384 445 23 238 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 540 0 26 0 0 0 0 384 445 23 238 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 540 0 26 0 0 0 0 384 445 23 238 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 540 0 26 0 0 0 0 384 445 23 238 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 540 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 33 0 40 0 0 0 0 24 -21 -25 12 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 262 22 120 7 15 11 19 348 299 165 345 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 262 22 120 7 15 11 19 348 299 165 345 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 262 22 120 7 15 11 19 348 299 165 345 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 262 22 120 7 15 11 38 348 299 662 345 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.41 0.59 0.42 0.91 0.67 0.06 1.07 0.87 1.00 0.99 0.01
Final Sat.: 1500 609 891 636 1364 1000 89 1602 1309 1500 1497 3
Capacity Analysis Module:
Vol/Sat: 0.17 0.04 0.13 0.01 0.01 0.01 0.22 0.22 0.23 0.11 0.23 0.34
Crit Vol: 262 17 19 504
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.257
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 3 0 0 45 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 671 0 0 558 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 671 0 0 558 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 671 0 0 558 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 41 671 0 0 558 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.12 1.88 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 181 2819 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.11 0.24 0.00 0.00 0.19 0.19
Crit Vol: 0 29 357 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.344
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 6 0 0 -3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 529 23 37 451 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 529 23 37 451 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 529 23 37 451 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 199 0 64 74 529 23 37 451 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2156 0 694 1425 2731 119 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.03 0.11 0.11
Crit Vol: 46 131 276 37
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.390
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 1 0 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 -3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 667 65 90 447 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 667 65 90 447 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 667 65 90 447 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 667 65 90 447 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2597 253 1425 4218 57
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 91 9 366 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 7 0 0 -4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 848 18 44 752 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 848 18 44 752 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 848 18 44 752 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 848 18 44 752 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4039 86 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 289 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 4 columns: Approach and 11 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns: Approach and 5 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns: Approach and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.246
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 4 columns: Approach and 11 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 4 columns: Approach and 5 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 4 columns: Approach and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
Trapac EIR

Existing + 2015 Alternative 5 Landside Terminal Improvements (AM Peak)

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

Volume Module:

Base Vol:	161	0	716	0	0	0	0	1866	139	116	1725	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	716	0	0	0	0	1866	139	116	1725	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	716	0	0	0	0	1870	139	116	1722	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	0	0	0	0	0	1870	139	116	1722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	0	0	0	0	0	1870	139	116	1722	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	161	0	0	0	0	0	0	1870	139	116	1722	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.10	0.04	0.40	0.00
Crit Vol:	81			0				623		58		
Crit Moves:	****							****		****		

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	37.00	37.00	37	37	74	2466.
	Zone 3 Subtotal					37	37	74	2466.
4	Trapac Truck	1.00	Trapac Trucks	-36.00	-35.00	-36	-35	-71	-2366
	Zone 4 Subtotal					-36	-35	-71	-2366
TOTAL						1	2	3	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	-----
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.410	-0.005 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.372	-0.028 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.536	A xxxxx	0.533	-0.003 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.573	A xxxxx	0.572	-0.001 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	10.5 0.000	B	10.5 0.000	+ 0.008 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.415	+ 0.002 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	18.7 0.778	C	17.8 0.758	-0.021 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.448	+ 0.003 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.510	-0.022 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.319	+ 0.002 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.565	-0.001 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.435	-0.001 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.494	-0.001 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.314	-0.003 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.603	B xxxxx	0.603	-0.000 V/C

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.410
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 -10 0 0 0 5 0 0 5 -9
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 300 89 85 82 525 0 0 465 412
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 300 89 0 82 525 0 0 465 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 300 89 0 82 525 0 0 465 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 0 0 0 300 89 0 82 525 0 0 465 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.20 0.03 0.00 0.05 0.17 0.00 0.00 0.15 0.00
Crit Vol: 0 300 82 232
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.372
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 10 10 -8 0 0 -8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 84 115 632 9 9 288 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 84 115 632 9 9 288 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 84 115 632 9 9 288 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 84 115 632 9 36 288 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.13 0.87 1.00 0.30 1.68 0.02 0.07 1.88 0.05
Final Sat.: 1500 1120 380 190 1310 1500 457 2507 36 98 2820 82
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.06 0.25 0.25 0.09 0.10 0.11
Crit Vol: 86 84 378 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 -10 -2 0 -11 0 0 0 0 -3 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 324 334 19 195 159 127 700 12 260 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 324 334 19 195 159 127 700 12 260 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 324 334 19 195 159 127 700 12 260 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 7 324 334 19 195 159 127 700 12 260 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.48 1.52 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 2105 2170 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.15 0.15 0.01 0.07 0.11 0.09 0.25 0.01 0.09 0.37 0.37
Crit Vol: 219 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 0 -2 0 0 -3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 955 115 43 1050 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 955 0 43 1050 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 955 0 43 1050 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 292 288 77 80 56 26 16 955 0 43 1050 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.34 0.00 0.03 0.37 0.06
Crit Vol: 193 80 16 525
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 341 0 0 269 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 341 0 0 269 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 341 0 0 269 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 391 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1178 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 649 15 12 146 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 649 15 12 146 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 649 15 12 146 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 649 15 12 146 115 101 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.12 0.88 1.62 0.38 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1539 1211 2227 523 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.09 0.09 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 130 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 533 5 25 535 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 533 5 25 535 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 533 5 25 535 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 453 533 5 25 535 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2787 63 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.16 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 226 274 21
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.758
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: -9 0 0 0 0 0 0 0 0 -9 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 386 118 0 0 86 93 129 0 312 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 386 118 0 0 86 93 129 0 312 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 386 118 0 0 86 93 129 0 312 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 386 118 0 0 86 93 129 0 312 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 510 1078 0 0 511 566 1052 -554 554 0 0 493
Capacity Analysis Module:
Vol/Sat: 0.76 0.11 xxxxx xxxxx 0.17 0.16 0.12 0.00 0.56 xxxxx xxxxx 0.07
Crit Moves: ****
Delay/Veh: 27.5 9.9 0.0 0.0 10.6 9.8 15.1 16.3 16.3 0.0 0.0 10.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.5 9.9 0.0 0.0 10.6 9.8 15.1 16.3 16.3 0.0 0.0 10.0
LOS by Move: D A * * B A C C C * * B
ApproachDel: 23.4 10.2 15.1 10.0
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 23.4 10.2 15.1 10.0
LOS by Appr: C B C B

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 0 207 639 9 369 0
Added Vol: 4 0 0 0 0 0 0 0 1 4 0 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 454 0 17 0 0 0 0 0 208 643 9 370 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 454 0 17 0 0 0 0 0 208 643 9 370 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 454 0 17 0 0 0 0 0 208 643 9 370 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 454 0 17 0 0 0 0 0 208 643 9 370 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 454 0 0 0 0 0 0 185
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0 0 1 0 0
Volume Module:
Base Vol: 337 28 244 9 12 34 44 482 134 65 366 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 341 28 247 9 12 34 45 488 136 66 371 7
Added Vol: -16 0 -19 0 0 0 0 0 22 -16 -20 22 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 325 28 228 9 12 34 45 510 120 46 393 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 325 28 228 9 12 34 45 510 120 46 393 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 325 28 228 9 12 34 45 510 120 46 393 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 325 28 228 9 12 34 89 510 120 183 393 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.22 0.78 0.33 0.67 1.00 0.14 1.53 0.33 0.30 1.68 0.02
Final Sat.: 1500 324 1176 491 1009 1500 212 2288 500 446 2517 36
Capacity Analysis Module:
Vol/Sat: 0.22 0.09 0.19 0.02 0.01 0.02 0.21 0.22 0.24 0.10 0.16 0.19
Crit Vol: 325 34 360 46
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 6 0 0 6 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 715 0 0 832 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 715 0 0 832 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 715 0 0 832 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 715 0 0 832 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.43 1.57 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 640 2360 0 0 2989 11
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.30 0.00 0.00 0.28 0.28
Crit Vol: 0 26 34 417
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 -2 0 0 -2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 688 33 23 678 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 688 33 23 678 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 688 33 23 678 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 127 4 176 100 688 33 23 678 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2720 130 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.09 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 361 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 -2 0 0 -2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 768 54 98 610 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 768 54 98 610 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 768 54 98 610 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 768 54 98 610 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2663 187 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.14 0.14
Crit Vol: 94 17 411 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 -2 0 0 -3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 873 12 15 840 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 873 12 15 840 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 873 12 15 840 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 873 12 15 840 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4069 56 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.21 0.21 0.01 0.20 0.09
Crit Vol: 135 174 90 280
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0

Volume Module:
Base Vol: 380 512 0 0 354 262 491 0 393 0 0 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 383 516 0 0 357 264 495 0 396 0 0 0
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 383 521 0 0 362 264 495 0 396 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 383 521 0 0 362 264 495 0 396 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 383 521 0 0 362 264 495 0 396 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 383 521 0 0 362 264 495 0 396 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.67 0.00 1.33 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2374 0 1901 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.27 0.18 0.00 0.00 0.13 0.19 0.21 0.00 0.21 0.00 0.00 0.00
Crit Vol: 383 264 297 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 1 7 95 5 3 53 126 555 0 28 259 31
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 1 7 96 5 3 54 128 562 0 28 262 31
Added Vol: 0 0 0 0 0 0 0 -8 0 0 -8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 96 5 3 54 128 554 0 28 254 31
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 96 5 3 54 128 554 0 28 254 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 96 5 3 54 128 554 0 28 254 31
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 96 5 3 54 128 554 0 57 254 31

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.16 0.84 1.00 0.37 1.63 0.00 0.20 1.62 0.18
Final Sat.: 29 1471 1500 246 1254 1500 562 2438 0 298 2427 275

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.06 0.02 0.00 0.04 0.23 0.23 0.00 0.10 0.10 0.11
Crit Vol: 96 5 341 28
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR

Existing + 2015 Alternative 5 Landside Terminal Improvements (PM Peak)

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

Volume Module:

Base Vol:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	0	1109	0	0	0	0	1849	143	31	1720	0
Added Vol:	0	0	0	0	0	0	0	-2	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	0	1109	0	0	0	0	1847	143	31	1718	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	0	0	0	0	0	0	1847	143	31	1718	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	0	0	0	0	0	0	1847	143	31	1718	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	456	0	0	0	0	0	0	1847	143	31	1718	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.10	0.01	0.40	0.00
Crit Vol:	228			0			616			16		
Crit Moves:	****						****			****		

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: Existing 2003 AM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Trip Generation Report

Forecast for 2038 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	9.00	29.00	9	29	38	48.1
	Zone 3 Subtotal					9	29	38	48.1
4	Trapac Truck	1.00	Trapac Trucks	-112.00	153.00	-112	153	41	51.9
	Zone 4 Subtotal					-112	153	41	51.9
TOTAL						-103	182	79	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates	
	12	-----
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.464	A xxxxx	0.433	-0.031 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.297	A xxxxx	0.284	-0.012 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.643	B xxxxx	0.647	+ 0.004 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.525	A xxxxx	0.530	+ 0.005 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.6 0.000	A	9.6 0.000	+ 0.006 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.518	A xxxxx	0.519	+ 0.001 V/C
# 37 Figueroa St / C-St / I-110 Ram	B	12.2 0.553	B	12.5 0.499	-0.054 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.511	A xxxxx	0.512	+ 0.001 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.542	A xxxxx	0.512	-0.030 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.256	A xxxxx	0.246	-0.011 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.353	+ 0.004 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.388	A xxxxx	0.392	+ 0.004 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.379	A xxxxx	0.382	+ 0.003 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.591	A xxxxx	0.591	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.235	A xxxxx	0.237	+ 0.002 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.543	A xxxxx	0.546	+ 0.002 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 434 0 112 53 371 0 0 401 294
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 440 0 113 54 376 0 0 406 298
Added Vol: 0 0 0 -49 0 0 0 1 0 0 4 74
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 391 0 113 54 377 0 0 410 372
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 391 0 0 54 377 0 0 410 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 391 0 0 54 377 0 0 410 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 391 0 0 54 377 0 0 410 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.26 0.00 0.00 0.04 0.13 0.00 0.00 0.14 0.00
Crit Vol: 0 391 54 205
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 20 12 2 7 29 97 90 306 30 4 441 16
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 20 12 2 7 29 98 91 310 30 4 447 16
Added Vol: 0 0 0 0 0 3 8 93 0 0 -59 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 12 2 7 29 101 99 403 30 4 388 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 12 2 7 29 101 99 403 30 4 388 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 12 2 7 29 101 99 403 30 4 388 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 12 2 7 29 101 198 403 30 8 388 16
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 0.10 0.90 1.00 0.46 1.44 0.10 0.02 1.90 0.08
Final Sat.: 1500 1324 176 154 1346 1500 687 2169 144 30 2852 118
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.02 0.07 0.14 0.19 0.21 0.13 0.14 0.14
Crit Vol: 20 101 99 206
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 16 78 222 17 153 127 107 1195 15 280 599 20
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 16 80 228 17 157 130 110 1225 15 287 614 20
Added Vol: 0 75 14 0 -50 0 0 0 0 -10 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 155 242 17 107 130 110 1225 15 277 614 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 155 242 17 107 130 110 1225 15 277 614 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 155 242 17 107 130 110 1225 15 277 614 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 16 155 266 17 107 130 110 1225 15 305 614 20
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.11 1.89 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1575 2700 1425 2850 1425 1425 2850 1425 2850 2758 92
Capacity Analysis Module:
Vol/Sat: 0.01 0.10 0.10 0.01 0.04 0.09 0.08 0.43 0.01 0.11 0.22 0.22
Crit Vol: 140 17 612 152
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 85 58 73 52 88 5 18 1114 370 48 836 59
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 87 59 75 53 90 5 18 1142 379 49 857 60
Added Vol: 0 0 0 0 0 0 0 0 14 0 0 -10 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 59 75 53 90 5 18 1156 379 49 847 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 59 75 53 90 5 18 1156 0 49 847 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 59 75 53 90 5 18 1156 0 49 847 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 96 59 75 53 90 5 18 1156 0 49 847 60
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.85 1.15 1.00 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2638 1637 1425 1425 4045 230 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.05 0.04 0.02 0.02 0.01 0.41 0.00 0.03 0.30 0.04
Crit Vol: 75 53 578 49
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A [9.6]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module: Base Vol: 447 450 0 0 247 79 0 0 0 0 0 0 0
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 455 458 0 0 251 80 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 458 0 0 252 80 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 455 458 0 0 252 80 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 455 458 0 0 252 80 0 0 0 0 0 0 0
Critical Gap Module: Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module: Cnflct Vol: 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1238 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.37 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module: Queue: 1.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Volume Module: Base Vol: 353 542 34 36 151 81 274 61 671 23 15 6
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 359 551 35 37 154 82 279 62 682 23 15 6
Added Vol: 0 0 0 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 359 551 35 37 155 82 279 62 682 23 15 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 359 551 35 37 155 82 279 62 682 23 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 359 551 35 37 155 82 279 62 682 23 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 359 551 35 37 155 82 307 62 682 23 15 6
Saturation Flow Module: Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 1.30 0.70 1.66 0.34 1.00 1.00 0.73 0.27
Final Sat.: 1375 3882 243 1375 1794 956 2287 463 1375 1375 1000 375
Capacity Analysis Module: Vol/Sat: 0.26 0.14 0.14 0.03 0.09 0.09 0.13 0.13 0.50 0.02 0.02 0.02
Crit Vol: 0 118 682 23
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 738 382 51 7 443 96 20 10 29 14 44 15
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 744 385 51 7 447 97 20 10 29 14 44 15
Added Vol: 0 1 0 0 4 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 744 386 51 7 451 97 20 10 29 14 44 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 744 386 51 7 451 97 20 10 29 14 44 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 386 51 7 451 97 20 10 29 14 44 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 818 386 51 7 451 97 20 10 29 14 44 15
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.76 0.24 1.00 1.65 0.35 1.00 0.26 0.74 0.38 1.21 0.41
Final Sat.: 2850 2515 335 1425 2346 504 1425 365 1060 547 1718 586
Capacity Analysis Module:
Vol/Sat: 0.29 0.15 0.15 0.00 0.19 0.19 0.01 0.03 0.03 0.03 0.03 0.03
Crit Vol: 409 274 20 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 180 76 0 0 75 70 103 0 349 0 0 23
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 182 77 0 0 76 71 104 0 354 0 0 23
Added Vol: 73 2 0 0 -1 0 0 0 -48 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 255 79 0 0 75 71 104 0 306 0 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 255 79 0 0 75 71 104 0 306 0 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 255 79 0 0 75 71 104 0 306 0 0 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 255 79 0 0 75 71 104 0 306 0 0 23
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.03 0.97 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 527 1124 0 0 567 597 1156 -612 612 0 0 562
Capacity Analysis Module:
Vol/Sat: 0.48 0.07 xxxxx xxxxx 0.13 0.12 0.09 0.00 0.50 xxxxx xxxxx 0.04
Crit Moves: **** ****
Delay/Veh: 15.1 9.3 0.0 0.0 9.7 8.9 12.8 13.6 13.6 0.0 0.0 9.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.1 9.3 0.0 0.0 9.7 8.9 12.8 13.6 13.6 0.0 0.0 9.1
LOS by Move: C A * * A A B B * * A
ApproachDel: 13.7 9.3 9.3 12.8
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 13.7 9.3 12.8 9.1
LOS by Appr: B A B A

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 533 0 26 0 0 0 0 380 437 23 236 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 537 0 26 0 0 0 0 383 440 23 238 0
Added Vol: 1 0 0 0 0 0 0 1 3 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 538 0 26 0 0 0 0 384 443 23 238 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 538 0 26 0 0 0 0 384 443 23 238 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 538 0 26 0 0 0 0 384 443 23 238 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 538 0 26 0 0 0 0 384 443 23 238 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.38 0.00 0.02 0.00 0.00 0.00 0.00 0.13 0.31 0.02 0.08 0.00
Crit Vol: 538 0 192 119
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 226 22 79 7 15 11 19 320 316 188 329 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 229 22 80 7 15 11 19 324 320 190 333 1
Added Vol: 69 0 84 0 0 0 0 17 -50 -62 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 298 22 164 7 15 11 19 341 270 128 338 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 298 22 164 7 15 11 19 341 270 128 338 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 298 22 164 7 15 11 19 341 270 128 338 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 298 22 164 7 15 11 38 341 270 514 338 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.32 0.68 0.42 0.91 0.67 0.06 1.11 0.83 1.00 0.99 0.01
Final Sat.: 1500 484 1016 636 1364 1000 94 1658 1247 1500 1496 4
Capacity Analysis Module:
Vol/Sat: 0.20 0.05 0.16 0.01 0.01 0.01 0.20 0.21 0.22 0.09 0.23 0.28
Crit Vol: 298 17 325 128
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.246
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 29 20 659 0 0 506 1
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 29 20 668 0 0 513 1
Added Vol: 0 0 0 0 0 0 0 -33 0 0 74 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 20 635 0 0 587 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 20 635 0 0 587 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 20 635 0 0 587 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 41 635 0 0 587 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.13 0.87 1.00 0.13 1.87 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 194 1306 1500 192 2808 0 0 2995 5
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.11 0.23 0.00 0.00 0.20 0.20
Crit Vol: 0 29 339 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 0 25 199 0 64 74 523 23 37 454 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 11 0 0 -8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 534 23 37 446 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 534 23 37 446 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 534 23 37 446 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 534 23 37 446 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 0.00 0.54 1.55 xxxxx 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 651 0 774 2205 0 645 1425 2732 118 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.20 0.03 0.10 0.10
Crit Vol: 46 141 279 37
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 51 2 89 9 0 1 2 661 65 90 450 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 2 89 9 0 1 2 661 65 90 450 6
Added Vol: 0 0 0 0 0 0 0 0 11 0 0 -8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 672 65 90 442 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 672 65 90 442 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 672 65 90 442 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 672 65 90 442 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 31 1394 1425 0 1425 1425 2599 251 1425 4218 57
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.10 0.10
Crit Vol: 91 9 369 90
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 17 87 29 131 118 121 68 834 18 44 750 126
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 17 88 29 132 119 122 69 841 18 44 756 127
Added Vol: 0 0 0 0 0 0 0 0 14 0 0 -10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 88 29 132 119 122 69 855 18 44 746 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 88 29 132 119 122 69 855 18 44 746 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 88 29 132 119 122 69 855 18 44 746 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 17 88 29 132 119 122 69 855 18 44 746 127
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2063 688 1375 1375 1375 1375 4039 86 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.04 0.10 0.09 0.09 0.05 0.21 0.21 0.03 0.18 0.09
Crit Vol: 58 132 291 44
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and lane adjustment data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.237
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and lane adjustment data.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves. Rows include capacity analysis metrics.

Port of Los Angeles

Trapac EIR

Existing + 2038 Alternative 5 Landside Terminal Improvements (AM Peak)

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Ignore Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 161 0 716 0 0 0 0 0 1866 139 116 1725 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 161 0 716 0 0 0 0 0 1866 139 116 1725 0

Added Vol: 0 0 0 0 0 0 0 0 9 0 0 -7 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 161 0 716 0 0 0 0 0 1875 139 116 1718 0

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 161 0 0 0 0 0 0 0 1875 139 116 1718 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 161 0 0 0 0 0 0 0 1875 139 116 1718 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00

Final Vol.: 177 0 0 0 0 0 0 0 1875 139 128 1718 0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00

Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 2850 4275 0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.10 0.04 0.40 0.00

Crit Vol: 89 0 625 64

Crit Moves: **** **** ****

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: Existing 2003 PM Peak (Modified)
 Geometry: Existing
 Impact Fee: Default Impact Fee
 Trip Generation: 2038 PM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Trip Generation Report

Forecast for 2038 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Trapac Autos	1.00	Trapac Autos	27.00	17.00	27	17	44	-31.0
	Zone 3 Subtotal					27	17	44	-31.0
4	Trapac Truck	1.00	Trapac Trucks	-88.00	-98.00	-88	-98	-186	131.0
	Zone 4 Subtotal					-88	-98	-186	131.0
TOTAL						-61	-81	-142	100.0

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0

Zone	To Gates 12	
	3	4
3	2.0	
4	9.0	

 Port of Los Angeles
 Trapac EIR
 Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.415	A xxxxx	0.392	-0.023 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.399	A xxxxx	0.355	-0.044 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.544	A xxxxx	0.532	-0.012 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx	0.580	A xxxxx	0.577	-0.002 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B 10.5	0.000	B 10.5	0.000	+ 0.000 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.429	A xxxxx	0.430	+ 0.001 V/C
# 37 Figueroa St / C-St / I-110 Ram	C 18.7	0.778	C 15.5	0.689	-0.090 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.445	A xxxxx	0.447	+ 0.002 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.532	A xxxxx	0.461	-0.071 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.317	A xxxxx	0.307	-0.009 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.565	A xxxxx	0.563	-0.002 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.436	A xxxxx	0.433	-0.002 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.495	A xxxxx	0.493	-0.002 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.683	B xxxxx	0.683	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.316	A xxxxx	0.300	-0.016 V/C
#212 Navy Way / Seaside Ave	B xxxxx	0.620	B xxxxx	0.619	-0.001 V/C

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 306 88 84 81 513 0 0 454 416
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 310 89 85 82 520 0 0 460 421
Added Vol: 0 0 0 -35 0 0 0 4 0 0 2 -41
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 275 89 85 82 524 0 0 462 380
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 275 89 0 82 524 0 0 462 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 275 89 0 82 524 0 0 462 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 275 89 0 82 524 0 0 462 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.18 0.03 0.00 0.05 0.17 0.00 0.00 0.15 0.00
Crit Vol: 0 275 82 231
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 85 39 18 6 6 73 104 632 9 9 292 9
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 86 40 18 6 6 74 105 640 9 9 296 9
Added Vol: 0 0 0 0 0 8 5 -49 0 0 -40 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 86 40 18 6 6 82 110 591 9 9 256 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 40 18 6 6 82 110 591 9 9 256 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 40 18 6 6 82 110 591 9 9 256 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 86 40 18 6 6 82 110 591 9 18 256 9
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 0.13 0.87 1.00 0.31 1.66 0.03 0.07 1.87 0.06
Final Sat.: 1500 1120 380 194 1306 1500 466 2496 38 103 2800 97
Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.05 0.03 0.00 0.05 0.24 0.24 0.24 0.09 0.09 0.09
Crit Vol: 86 82 355 9
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 7 326 328 19 201 155 124 683 12 257 989 28
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 7 334 336 19 206 159 127 700 12 263 1014 29
Added Vol: 0 -42 -8 0 -36 0 0 0 0 -7 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 292 328 19 170 159 127 700 12 256 1014 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 292 328 19 170 159 127 700 12 256 1014 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 292 328 19 170 159 127 700 12 256 1014 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 7 292 361 19 170 159 127 700 12 282 1014 29
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.34 1.66 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1912 2363 1425 2850 1425 1425 2850 1425 2850 2772 78
Capacity Analysis Module:
Vol/Sat: 0.01 0.15 0.15 0.01 0.06 0.11 0.09 0.25 0.01 0.10 0.37 0.37
Crit Vol: 218 19 350 521
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 285 281 75 78 55 25 16 934 112 42 1027 90
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 292 288 77 80 56 26 16 957 115 43 1053 92
Added Vol: 0 0 0 0 0 0 0 0 -8 0 0 -7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 288 77 80 56 26 16 949 115 43 1046 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 292 288 77 80 56 26 16 949 0 43 1046 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 288 77 80 56 26 16 949 0 43 1046 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 321 288 77 80 56 26 16 949 0 43 1046 92
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.06 0.94 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2254 2021 1425 1425 2939 1336 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.05 0.06 0.02 0.02 0.01 0.33 0.00 0.03 0.37 0.06
Crit Vol: 203 80 16 523
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B [10.5]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module:
Base Vol: 505 329 0 0 259 119 0 0 0 0 0 0 0
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 522 340 0 0 268 123 0 0 0 0 0 0 0
Added Vol: 0 1 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 522 341 0 0 268 123 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 522 341 0 0 268 123 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 522 341 0 0 268 123 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 390 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1179 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1179 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.44 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 340 627 15 12 140 111 98 23 1113 22 23 39
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 351 648 15 12 145 115 101 24 1150 23 24 40
Added Vol: 0 1 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 351 649 15 12 145 115 101 24 1150 23 24 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 649 15 12 145 115 101 24 1150 23 24 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 649 15 12 145 115 101 24 1150 23 24 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 351 649 15 12 145 115 111 24 1150 23 24 40
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 1.12 0.88 1.65 0.35 1.00 0.52 0.55 0.93
Final Sat.: 1375 4029 96 1375 1534 1216 2266 484 1375 720 753 1277
Capacity Analysis Module:
Vol/Sat: 0.26 0.16 0.16 0.01 0.09 0.09 0.05 0.05 0.84 0.03 0.03 0.03
Crit Vol: 0 130 1150 43
Crit Moves: **** * * * *

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 449 524 5 25 526 12 21 11 15 56 45 38
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 453 528 5 25 530 12 21 11 15 56 45 38
Added Vol: 0 4 0 0 2 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 532 5 25 532 12 21 11 15 56 45 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 532 5 25 532 12 21 11 15 56 45 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 532 5 25 532 12 21 11 15 56 45 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 498 532 5 25 532 12 21 11 15 56 45 38
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.98 0.02 1.00 1.96 0.04 1.00 0.42 0.58 0.80 0.65 0.55
Final Sat.: 2850 2823 27 1425 2787 63 1425 603 822 1148 923 779
Capacity Analysis Module:
Vol/Sat: 0.17 0.19 0.19 0.02 0.19 0.19 0.01 0.02 0.02 0.05 0.05 0.05
Crit Vol: 249 272 21
Crit Moves: ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 1
Volume Module:
Base Vol: 390 116 0 0 85 92 127 0 317 0 0 32
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 395 118 0 0 86 93 129 0 321 0 0 32
Added Vol: -40 -1 0 0 -1 0 0 0 -34 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 355 117 0 0 85 93 129 0 287 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 355 117 0 0 85 93 129 0 287 0 0 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 355 117 0 0 85 93 129 0 287 0 0 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 355 117 0 0 85 93 129 0 287 0 0 32
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 516 1095 0 0 523 582 1068 -563 563 0 0 509
Capacity Analysis Module:
Vol/Sat: 0.69 0.11 xxxxx xxxxx 0.16 0.16 0.12 0.00 0.51 xxxxx xxxxx 0.06
Crit Moves: ****
Delay/Veh: 22.7 9.8 0.0 0.0 10.4 9.5 13.8 14.7 14.7 0.0 0.0 9.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.7 9.8 0.0 0.0 10.4 9.5 13.8 14.7 14.7 0.0 0.0 9.8
LOS by Move: C A * * B A B B * * A
ApproachDel: 19.5 10.0 13.8 9.8
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 19.5 10.0 13.8 9.8
LOS by Appr: C A B A

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 446 0 17 0 0 0 0 0 205 634 9 366 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 450 0 17 0 0 0 0 0 207 639 9 369 0
Added Vol: 3 0 0 0 0 0 0 0 0 2 0 0 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 0 17 0 0 0 0 0 207 641 9 370 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 0 17 0 0 0 0 0 207 641 9 370 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 0 17 0 0 0 0 0 207 641 9 370 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 453 0 17 0 0 0 0 0 207 641 9 370 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.00 0.01 0.00 0.00 0.00 0.00 0.07 0.45 0.01 0.13 0.00
Crit Vol: 453 0 0 0 0 0 0 185
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 337 28 244 9 12 34 44 482 134 65 366 7
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 341 28 247 9 12 34 45 488 136 66 371 7
Added Vol: -44 0 -54 0 0 0 0 0 10 -40 -48 16 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 297 28 193 9 12 34 45 498 96 18 387 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 297 28 193 9 12 34 45 498 96 18 387 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 297 28 193 9 12 34 45 498 96 18 387 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 297 28 193 9 12 34 89 498 96 36 387 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.33 0.67 1.00 0.15 1.57 0.28 0.09 1.88 0.03
Final Sat.: 1500 383 1117 491 1009 1500 225 2354 420 136 2815 50
Capacity Analysis Module:
Vol/Sat: 0.20 0.07 0.17 0.02 0.01 0.02 0.20 0.21 0.23 0.13 0.14 0.14
Crit Vol: 297 34 342 18
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 34 700 0 0 815 3
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 0 0 0 2 0 26 34 709 0 0 826 3
Added Vol: 0 0 0 0 0 0 0 -30 0 0 -28 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 26 34 679 0 0 798 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 26 34 679 0 0 798 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 26 34 679 0 0 798 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 26 138 679 0 0 798 3
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.45 1.55 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 677 2323 0 0 2989 11
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.29 0.00 0.00 0.27 0.27
Crit Vol: 0 26 34 400
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 21 2 33 127 4 176 100 690 33 23 680 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 -7 0 0 -6 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 683 33 23 674 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 683 33 23 674 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 683 33 23 674 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 683 33 23 674 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 534 51 840 1425 14 1411 1425 2719 131 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 21 400 358 23
Crit Moves: **** **

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 50 1 93 17 0 5 6 770 54 98 612 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1 93 17 0 5 6 770 54 98 612 3
Added Vol: 0 0 0 0 0 0 0 0 -7 0 0 -6 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 1 93 17 0 5 6 763 54 98 606 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 1 93 17 0 5 6 763 54 98 606 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 1 93 17 0 5 6 763 54 98 606 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 1 93 17 0 5 6 763 54 98 606 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 15 1410 1425 0 1425 1425 2662 188 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.14 0.14
Crit Vol: 94 17 409 98
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 28 225 43 173 137 118 89 868 12 15 836 125
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 28 227 43 174 138 119 90 875 12 15 843 126
Added Vol: 0 0 0 0 0 0 0 0 -8 0 0 -7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 227 43 174 138 119 90 867 12 15 836 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 227 43 174 138 119 90 867 12 15 836 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 227 43 174 138 119 90 867 12 15 836 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 227 43 174 138 119 90 867 12 15 836 126
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2309 441 1375 1477 1273 1375 4068 57 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.09 0.09 0.07 0.21 0.21 0.01 0.20 0.09
Crit Vol: 135 174 90 279
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 380 512 0 0 354 262 491 0 393 0 0 0
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 383 516 0 0 357 264 495 0 396 0 0 0
Added Vol: 0 4 0 0 2 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 383 520 0 0 359 264 495 0 396 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 383 520 0 0 359 264 495 0 396 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 383 520 0 0 359 264 495 0 396 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 383 520 0 0 359 264 544 0 436 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.66 0.01 1.33 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2374 0 1901 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.18 0.00 0.00 0.13 0.19 0.23 0.00 0.23 0.00 0.00 0.00
Crit Vol: 383 264 327 0
Crit Moves: **** **** ****

Port of Los Angeles
Trapac EIR
Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.300
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 7 95 5 3 53 126 555 0 28 259 31
Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
Initial Bse: 1 7 96 5 3 54 128 562 0 28 262 31
Added Vol: 0 0 0 0 0 0 0 -49 0 0 -40 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 96 5 3 54 128 513 0 28 222 31
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 96 5 3 54 128 513 0 28 222 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 96 5 3 54 128 513 0 28 222 31
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 96 5 3 54 128 513 0 57 222 31
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.16 0.84 1.00 0.40 1.60 0.00 0.22 1.58 0.20
Final Sat.: 29 1471 1500 246 1254 1500 598 2402 0 335 2361 303
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.06 0.02 0.00 0.04 0.21 0.21 0.00 0.08 0.09 0.10
Crit Vol: 96 5 320 28
Crit Moves: **** **** **** ****

Port of Los Angeles
Trapac EIR

Existing + 2038 Alternative 5 Landside Terminal Improvements (PM Peak)

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	2	0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Ignore Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 456 0 1109 0 0 0 0 0 1849 143 31 1720 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 456 0 1109 0 0 0 0 0 1849 143 31 1720 0

Added Vol: 0 0 0 0 0 0 0 0 -6 0 0 -5 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 456 0 1109 0 0 0 0 0 1843 143 31 1715 0

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 456 0 0 0 0 0 0 0 1843 143 31 1715 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 456 0 0 0 0 0 0 0 1843 143 31 1715 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00

Final Vol.: 502 0 0 0 0 0 0 0 1843 143 34 1715 0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00

Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 2850 4275 0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.18 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.10 0.01 0.40 0.00

Crit Vol: 251 0 0 0 0 0 0 614 17

Crit Moves: **** **** ****

NEPA

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.3
	Zone 1 Subtotal					23	38	61	1.3
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.7
	Zone 2 Subtotal					107	26	133	2.7
3	Trapac Autos	1.00	Trapac Autos	54.00	65.00	54	65	119	2.5
	Zone 3 Subtotal					54	65	119	2.5
4	Trapac Truck	1.00	Trapac Trucks	139.00	80.00	139	80	219	4.5
	Zone 4 Subtotal					139	80	219	4.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.5
	Zone 5 Subtotal					61	61	122	2.5
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.7
	Zone 7 Subtotal					73	58	131	2.7
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.5
	Zone 8 Subtotal					244	215	459	9.5
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.5
	Zone 10 Subtotal					72	50	122	2.5
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.5
	Zone 11 Subtotal					60	63	123	2.5
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	7.0
	Zone 12 Subtotal					273	65	338	7.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.1
	Zone 13 Subtotal					524	740	1264	26.1
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.2
	Zone 14 Subtotal					65	43	108	2.2
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.2

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.1
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
Zone 22 Subtotal						126	126	252	5.2
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	22.3
TOTAL						2539	2313	4852	100.0

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.464	+ 0.149 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	D xxxxx	0.812	+ 0.058 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.675	+ 0.019 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.288	A xxxxx	0.343	+ 0.055 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.554	B xxxxx	0.606	+ 0.051 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.488	A xxxxx	0.569	+ 0.081 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.389	A xxxxx	0.493	+ 0.104 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.559	+ 0.021 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	A xxxxx	0.421	+ 0.116 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.184	A xxxxx	0.281	+ 0.097 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.331	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.375	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.412	+ 0.013 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.581	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.360	+ 0.110 V/C
#212 Navy Way / Seaside	C xxxxx	0.726	C xxxxx	0.800	+ 0.073 V/C

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 18 11 2 6 26 88 81 277 27 4 399 14
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 21 13 2 7 31 104 96 329 32 5 474 17
Added Vol: 7 13 13 8 16 30 34 134 8 16 250 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 26 15 15 47 134 130 463 40 21 724 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 26 15 15 47 134 130 463 40 21 724 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 26 15 15 47 134 130 463 40 21 724 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 26 15 15 47 134 521 463 40 41 724 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.81 0.75 0.44 0.15 0.85 1.00 1.00 0.92 0.08 0.06 1.88 0.06
Final Sat.: 1219 1120 661 231 1269 1500 1500 1383 117 83 2823 94
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.07 0.04 0.09 0.09 0.33 0.34 0.25 0.26 0.26
Crit Vol: 28 134 512 21
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 14 71 201 15 138 115 97 1081 14 253 542 18
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 19 96 271 20 186 155 131 1459 19 342 732 24
Added Vol: 7 89 22 0 203 0 0 31 5 42 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 185 293 20 389 155 131 1490 24 384 769 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 185 293 20 389 155 131 1490 24 384 769 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 185 293 20 389 155 131 1490 24 384 769 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 26 185 293 20 389 155 131 1490 24 384 769 24
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.16 1.84 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1653 2622 1425 2850 1425 1425 2850 1425 2850 2763 87
Capacity Analysis Module:
Vol/Sat: 0.02 0.11 0.11 0.01 0.14 0.11 0.09 0.52 0.02 0.13 0.28 0.28
Crit Vol: 26 195 745 192
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 81 55 69 49 84 5 17 1058 352 46 794 56
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 109 74 93 66 113 7 23 1428 475 62 1072 76
Added Vol: 0 0 0 0 0 0 0 0 53 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 74 93 66 113 7 23 1481 475 62 1151 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 109 74 93 66 113 7 23 1481 0 62 1151 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 74 93 66 113 7 23 1481 0 62 1151 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 109 74 93 66 113 7 23 1481 0 62 1151 76
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.79 1.21 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2546 1729 1425 1425 4035 240 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.07 0.05 0.03 0.03 0.02 0.52 0.00 0.04 0.40 0.05
Crit Vol: 93 66 741 62
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.343
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 405 407 0 0 224 71 0 0 0 0 0 0
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 499 502 0 0 276 88 0 0 0 0 0 0
Added Vol: 127 17 0 0 38 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 626 519 0 0 314 88 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 626 519 0 0 314 88 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 626 519 0 0 314 88 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 626 519 0 0 314 88 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2346 654 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.13 0.13 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 313 201 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St ... Cycle (sec): 100 Critical Vol./Cap. (X): 0.606 ... Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #34 John S. Gibson / I-110 NB Ramps ... Cycle (sec): 100 Critical Vol./Cap. (X): 0.569 ... Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #38 Figueroa St / C-St / I-110 Ramps Cycle (sec): 100 Critical Vol./Cap. (X): 0.493 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 37 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #53 Pacific Ave / Front St Cycle (sec): 100 Critical Vol./Cap. (X): 0.559 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 54 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 92 20 43 6 14 10 17 318 60 52 416 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 109 24 51 7 17 12 20 377 71 62 494 1
Added Vol: 29 0 35 0 0 0 0 138 13 15 261 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 138 24 86 7 17 12 20 515 84 77 755 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 138 24 86 7 17 12 20 515 84 77 755 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 138 24 86 7 17 12 20 515 84 77 755 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 138 24 86 7 17 12 81 515 84 153 755 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.31 0.69 0.40 0.93 0.67 0.07 1.68 0.25 0.20 1.79 0.01
Final Sat.: 1500 459 1041 600 1400 1000 108 2520 371 304 2692 4
Capacity Analysis Module:
Vol/Sat: 0.09 0.05 0.08 0.01 0.01 0.01 0.19 0.20 0.23 0.25 0.28 0.30
Crit Vol: 138 18 20 455
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 416 0 0 465 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 494 0 0 552 0
Added Vol: 0 0 0 0 0 0 0 151 0 0 290 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 645 0 0 842 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 645 0 0 842 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 645 0 0 842 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 645 0 0 842 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.21 0.00 0.00 0.28 0.00
Crit Vol: 0 0 0 421
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.331 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 28 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.375 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 30 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 16 83 28 124 112 115 65 792 17 42 713 120
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 18 93 31 139 125 128 73 885 19 47 796 134
Added Vol: 0 0 0 0 0 0 0 0 53 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 93 31 139 125 128 73 938 19 47 875 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 93 31 139 125 128 73 938 19 47 875 134
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 93 31 139 125 128 73 938 19 47 875 134
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 18 93 31 139 125 128 73 938 19 47 875 134
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2056 694 1375 1375 1375 1375 4043 82 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.05 0.10 0.09 0.09 0.05 0.23 0.23 0.03 0.21 0.10
Crit Vol: 62 139 319 47
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 262 411 0 0 262 169 589 0 255 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 293 459 0 0 293 189 658 0 285 0 0 0
Added Vol: 0 35 0 0 41 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 293 494 0 0 334 190 690 0 285 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 293 494 0 0 334 190 690 0 285 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 293 494 0 0 334 190 690 0 285 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 293 494 0 0 334 190 690 0 285 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.12 0.13 0.24 0.00 0.20 0.00 0.00 0.00
Crit Vol: 293 190 345 0
Crit Moves: **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #128 Broad Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and rows for Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #212 Navy Way / Seaside. Table with columns for Approach (North, South, East, West Bound) and rows for Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: 2015 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.1
	Zone 1 Subtotal					35	42	77	1.1
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.7
	Zone 2 Subtotal					84	106	190	2.7
3	Trapac Autos	1.00	Trapac Autos	60.00	97.00	60	97	157	2.2
	Zone 3 Subtotal					60	97	157	2.2
4	Trapac Truck	1.00	Trapac Trucks	108.00	149.00	108	149	257	3.7
	Zone 4 Subtotal					108	149	257	3.7
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.7
	Zone 7 Subtotal					138	124	262	3.7
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.3
	Zone 8 Subtotal					160	144	304	4.3
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.4
	Zone 11 Subtotal					59	108	167	2.4
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	6.9
	Zone 12 Subtotal					213	271	484	6.9
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	39
	Zone 13 Subtotal					1456	1325	2781	39.6
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.9
	Zone 14 Subtotal					217	127	344	4.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips Total
Zone 15 Subtotal						42	42	84	1.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.6
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.5
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	7.9
TOTAL						3518	3505	7023	100.0

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	-----
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.386	B xxxxx	0.641	+ 0.255 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.639	C xxxxx	0.715	+ 0.076 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx	0.717	C xxxxx	0.746	+ 0.029 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.391	A xxxxx	0.477	+ 0.087 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.735	D xxxxx	0.895	+ 0.160 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.573	+ 0.161 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.386	A xxxxx	0.491	+ 0.105 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.469	A xxxxx	0.491	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.398	A xxxxx	0.571	+ 0.173 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.258	A xxxxx	0.360	+ 0.101 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.551	A xxxxx	0.567	+ 0.016 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.414	A xxxxx	0.429	+ 0.016 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.521	A xxxxx	0.541	+ 0.020 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.664	B xxxxx	0.682	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.336	A xxxxx	0.531	+ 0.196 V/C
#212 Navy Way / Seaside	D xxxxx	0.827	E xxxxx	0.952	+ 0.125 V/C

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #21 Avalon Ave / Harry Bridges Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.641 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 40 Level Of Service: B

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #23 Alameda St / Anaheim St Cycle (sec): 100 Critical Vol./Cap. (X): 0.715 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 180 Level Of Service: C

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 271 267 71 74 52 24 15 887 106 40 976 86
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 366 360 96 100 70 32 20 1197 143 54 1318 116
Added Vol: 0 0 0 0 0 0 0 0 93 0 0 83 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 366 360 96 100 70 32 20 1290 143 54 1401 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 366 360 96 100 70 32 20 1290 0 54 1401 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 366 360 96 100 70 32 20 1290 0 54 1401 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 366 360 96 100 70 32 20 1290 0 54 1401 116
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.07 0.07 0.02 0.02 0.01 0.45 0.00 0.04 0.49 0.08
Crit Vol: 242 100 20 700
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 457 298 0 0 234 108 0 0 0 0 0 0 0
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 670 437 0 0 343 158 0 0 0 0 0 0 0
Added Vol: 157 12 0 0 103 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 827 449 0 0 446 158 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 827 449 0 0 446 158 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 827 449 0 0 446 158 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 827 449 0 0 446 158 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.48 0.52 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2214 786 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.15 0.00 0.00 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 414 302 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St ... Cycle (sec): 100 Critical Vol./Cap. (X): 0.895 ...

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #34 John S. Gibson / I-110 NB Ramps ... Cycle (sec): 100 Critical Vol./Cap. (X): 0.573 ...

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #38 Figueroa St / C-St / I-110 Ramps. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #53 Pacific Ave / Front St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 141 25 141 8 11 31 40 516 30 18 411 6
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 167 30 167 9 13 37 47 612 36 21 488 7
Added Vol: 54 0 66 0 0 0 0 294 10 12 257 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 221 30 233 9 13 37 47 906 46 33 745 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 221 30 233 9 13 37 47 906 46 33 745 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 221 30 233 9 13 37 47 906 46 33 745 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 221 30 233 9 13 37 190 906 46 133 745 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.12 0.97 0.32 0.68 1.00 0.11 1.81 0.08 0.10 1.89 0.01
Final Sat.: 1371 184 1445 480 1020 1500 166 2714 120 146 2830 24
Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.16 0.02 0.01 0.02 0.29 0.33 0.38 0.23 0.26 0.30
Crit Vol: 242 9 571 33
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 653 0 0 617 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 775 0 0 732 0
Added Vol: 0 0 0 0 0 0 0 304 0 0 311 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1079 0 0 1043 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1079 0 0 1043 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1079 0 0 1043 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1079 0 0 1043 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.35 0.00
Crit Vol: 0 540 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.567 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 43 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.429 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 33 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 93 0 0 83 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1015 12 16 970 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1015 12 16 970 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1015 12 16 970 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1015 12 16 970 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4076 49 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.24 0.10
Crit Vol: 142 183 95 323
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 344 463 0 0 320 237 444 0 356 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 384 517 0 0 357 265 496 0 398 0 0 0
Added Vol: 0 38 0 0 70 2 67 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 384 555 0 0 427 267 563 0 398 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 384 555 0 0 427 267 563 0 398 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 384 555 0 0 427 267 563 0 398 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 384 555 0 0 427 267 563 0 398 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.76 0.00 1.24 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2505 0 1770 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.19 0.00 0.00 0.15 0.19 0.22 0.00 0.22 0.00 0.00 0.00
Crit Vol: 384 267 320 0
Crit Moves: **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 6 86 5 3 48 114 502 0 25 234 28
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 7 102 6 4 57 135 596 0 30 278 33
Added Vol: 0 0 0 0 0 0 0 342 0 0 294 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 102 6 4 57 135 938 0 30 572 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 102 6 4 57 135 938 0 30 572 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 102 6 4 57 135 938 0 30 572 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 102 6 4 57 271 938 0 119 572 33
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.58 1.42 0.00 0.11 1.80 0.09
Final Sat.: 32 1468 1500 268 1232 1500 866 2134 0 163 2699 138
Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.16 0.44 0.00 0.18 0.21 0.24
Crit Vol: 102 6 659 30
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 410 0 998 0 0 0 0 1664 129 28 1548 0
Growth Adj: 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Initial Bse: 624 0 1520 0 0 0 0 2534 196 43 2358 0
Added Vol: 0 0 0 0 0 0 0 534 0 0 557 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 624 0 1520 0 0 0 0 3068 196 43 2915 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 624 0 0 0 0 0 0 3068 196 43 2915 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 624 0 0 0 0 0 0 3068 196 43 2915 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 624 0 0 0 0 0 0 3068 196 43 2915 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.14 0.01 0.68 0.00
Crit Vol: 312 0 1023 21
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: 2038 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	3.00	18.00	3	18	21	0.5
	Zone 1 Subtotal					3	18	21	0.5
2	YML Trucks	1.00	YML Trucks	-36.00	58.00	-36	58	22	0.5
	Zone 2 Subtotal					-36	58	22	0.5
3	Trapac Autos	1.00	Trapac Autos	34.00	46.00	34	46	80	1.7
	Zone 3 Subtotal					34	46	80	1.7
4	Trapac Truck	1.00	Trapac Trucks	43.00	153.00	43	153	196	4.3
	Zone 4 Subtotal					43	153	196	4.3
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.7
	Zone 5 Subtotal					61	61	122	2.7
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.9
	Zone 7 Subtotal					73	58	131	2.9
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.0
	Zone 8 Subtotal					244	215	459	10.0
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.7
	Zone 10 Subtotal					72	50	122	2.7
11	China Shippi	1.00	China Shipping	53.00	56.00	53	56	109	2.4
	Zone 11 Subtotal					53	56	109	2.4
12	China Shippi	1.00	China Shipping	170.00	130.00	170	130	300	6.5
	Zone 12 Subtotal					170	130	300	6.5
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	27.6
	Zone 13 Subtotal					524	740	1264	27.6
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.4
	Zone 14 Subtotal					65	43	108	2.4
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.4

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.4
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
Zone 21 Subtotal						26	27	53	1.2
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.2
Zone 22 Subtotal						126	126	252	5.5
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	18.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.7
Zone 23 Subtotal						540	540	1080	23.5
TOTAL						2150	2437	4587	100.0

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates 12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.390	A xxxxx	0.546	+ 0.156 V/C
# 23 Alameda St / Anaheim St	F xxxxx	1.045	F xxxxx	1.086	+ 0.041 V/C
# 26 Henry Ford Ave / Anaheim St	D xxxxx	0.897	E xxxxx	0.918	+ 0.022 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.390	A xxxxx	0.454	+ 0.064 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.711	C xxxxx	0.785	+ 0.074 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx	0.607	B xxxxx	0.695	+ 0.089 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.564	+ 0.060 V/C
# 53 Pacific Ave / Front St	B xxxxx	0.634	B xxxxx	0.651	+ 0.016 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.378	A xxxxx	0.512	+ 0.134 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.228	A xxxxx	0.286	+ 0.058 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.359	+ 0.010 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.389	A xxxxx	0.399	+ 0.010 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.470	A xxxxx	0.485	+ 0.015 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.697	C xxxxx	0.710	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.332	A xxxxx	0.382	+ 0.050 V/C
#212 Navy Way / Seaside	F xxxxx	1.080	F xxxxx	1.159	+ 0.078 V/C

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 25 15 3 8 36 123 113 388 38 6 559 20
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 16 3 8 38 129 119 408 40 6 588 21
Added Vol: 7 13 13 8 16 22 25 192 8 16 104 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 29 16 16 54 151 144 600 48 22 692 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 29 16 16 54 151 144 600 48 22 692 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 29 16 16 54 151 144 600 48 22 692 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 33 29 16 16 54 151 576 600 48 89 692 29
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.85 0.74 0.41 0.15 0.85 1.00 0.80 1.12 0.08 0.07 1.86 0.07
Final Sat.: 1277 1104 619 222 1278 1500 1198 1685 118 99 2794 108
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.07 0.04 0.10 0.12 0.36 0.41 0.23 0.25 0.27
Crit Vol: 33 151 612 22
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 25 124 352 26 242 201 170 1892 25 443 949 32
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 130 370 27 255 212 179 1991 26 466 999 34
Added Vol: 7 146 31 0 83 0 0 31 5 25 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 276 401 27 338 212 179 2022 31 491 1036 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 276 401 27 338 212 179 2022 31 491 1036 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 276 401 27 338 212 179 2022 31 491 1036 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 33 276 442 27 338 212 179 2022 31 540 1036 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.16 1.84 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1646 2629 1425 2850 1425 1425 2850 1425 2850 2760 90
Capacity Analysis Module:
Vol/Sat: 0.02 0.17 0.17 0.02 0.12 0.15 0.13 0.71 0.02 0.19 0.38 0.38
Crit Vol: 239 27 1011 270
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 142 96 121 86 147 9 30 1852 616 81 1390 98
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 149 101 127 91 155 9 32 1949 648 85 1463 103
Added Vol: 0 0 0 0 0 0 0 0 62 0 0 63 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 149 101 127 91 155 9 32 2011 648 85 1526 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 149 101 127 91 155 9 32 2011 0 85 1526 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 101 127 91 155 9 32 2011 0 85 1526 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 164 101 127 91 155 9 32 2011 0 85 1526 103
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.86 1.14 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2648 1627 1425 1425 4028 247 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.09 0.06 0.04 0.04 0.02 0.71 0.00 0.06 0.54 0.07
Crit Vol: 127 91 1006 85
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 608 611 0 0 336 107 0 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 640 643 0 0 354 113 0 0 0 0 0 0 0
Added Vol: 127 13 0 0 51 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 767 656 0 0 405 113 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 767 656 0 0 405 113 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 767 656 0 0 405 113 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 844 656 0 0 405 113 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2347 653 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.22 0.00 0.00 0.17 0.17 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 422 259 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St Cycle (sec): 100 Critical Vol./Cap. (X): 0.785 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 106 Level Of Service: C

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #34 John S. Gibson / I-110 NB Ramps Cycle (sec): 100 Critical Vol./Cap. (X): 0.695 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 61 Level Of Service: B

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #38 Figueroa St / C-St / I-110 Ramps Cycle (sec): 100 Critical Vol./Cap. (X): 0.564 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 43 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #53 Pacific Ave / Front St Cycle (sec): 100 Critical Vol./Cap. (X): 0.651 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 77 Level Of Service: B

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 129 28 60 8 20 14 24 445 84 73 582 1
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 136 29 63 8 21 15 25 468 88 77 612 1
Added Vol: 55 0 67 0 0 0 0 156 4 5 118 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 191 29 130 8 21 15 25 624 92 82 730 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 191 29 130 8 21 15 25 624 92 82 730 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 191 29 130 8 21 15 25 624 92 82 730 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 191 29 130 8 21 15 101 624 92 327 730 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.38 0.95 0.67 0.07 1.70 0.23 0.28 1.71 0.01
Final Sat.: 1500 386 1114 571 1429 1000 114 2547 339 432 2565 3
Capacity Analysis Module:
Vol/Sat: 0.13 0.08 0.12 0.01 0.01 0.01 0.22 0.25 0.27 0.19 0.28 0.35
Crit Vol: 191 22 25 529
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.286
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 582 0 0 651 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 612 0 0 685 0
Added Vol: 0 0 0 0 0 0 0 160 0 0 173 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 772 0 0 858 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 772 0 0 858 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 772 0 0 858 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 772 0 0 858 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.26 0.00 0.00 0.29 0.00
Crit Vol: 0 0 0 429
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.359 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 29 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.399 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 31 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 20 104 35 155 140 144 81 990 21 53 891 150
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 109 37 163 147 152 85 1042 22 56 938 158
Added Vol: 0 0 0 0 0 0 0 0 62 0 0 63 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 109 37 163 147 152 85 1104 22 56 1001 158
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 109 37 163 147 152 85 1104 22 56 1001 158
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 109 37 163 147 152 85 1104 22 56 1001 158
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 109 37 163 147 152 85 1104 22 56 1001 158
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2058 692 1375 1375 1375 1375 4044 81 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.05 0.12 0.11 0.11 0.06 0.27 0.27 0.04 0.24 0.11
Crit Vol: 73 163 375 56
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 328 514 0 0 328 211 736 0 319 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 345 541 0 0 345 222 775 0 336 0 0 0
Added Vol: 0 28 0 0 32 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 345 569 0 0 377 223 807 0 336 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 345 569 0 0 377 223 807 0 336 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 569 0 0 377 223 807 0 336 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 345 569 0 0 377 223 887 0 369 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.24 0.20 0.00 0.00 0.13 0.16 0.31 0.00 0.26 0.00 0.00 0.00
Crit Vol: 345 223 444 0
Crit Moves: **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 10 25 22 7 102 60 314 4 64 477 14
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 11 26 23 7 107 63 330 4 67 502 15
Added Vol: 0 0 0 0 0 0 0 206 0 0 130 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 26 23 7 107 63 536 4 67 632 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 26 23 7 107 63 536 4 67 632 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 26 23 7 107 63 536 4 67 632 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 26 23 7 107 253 536 4 135 632 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.34 0.66 1.00 0.30 1.69 0.01 0.21 1.75 0.04
Final Sat.: 83 1417 1500 504 996 1500 457 2527 16 312 2631 57
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.07 0.14 0.21 0.26 0.22 0.24 0.26
Crit Vol: 1 107 397 67
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 1.159
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 305 0 1352 0 0 0 0 3526 263 218 3261 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 321 0 1423 0 0 0 0 3711 277 229 3432 0
Added Vol: 0 0 0 0 0 0 0 334 0 0 255 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 321 0 1423 0 0 0 0 4045 277 229 3687 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 321 0 0 0 0 0 0 4045 277 229 3687 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 0 0 0 0 0 0 4045 277 229 3687 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 353 0 0 0 0 0 0 4045 277 252 3687 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.95 0.19 0.09 0.86 0.00
Crit Vol: 177 0 1348 126
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: 2038 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	17.00	6.00	17	6	23	0.4
	Zone 1 Subtotal					17	6	23	0.4
2	YML Trucks	1.00	YML Trucks	-28.00	-31.00	-28	-31	-59	-0.9
	Zone 2 Subtotal					-28	-31	-59	-0.9
3	Trapac Autos	1.00	Trapac Autos	42.00	62.00	42	62	104	1.7
	Zone 3 Subtotal					42	62	104	1.7
4	Trapac Truck	1.00	Trapac Trucks	33.00	56.00	33	56	89	1.4
	Zone 4 Subtotal					33	56	89	1.4
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.6
	Zone 5 Subtotal					81	81	162	2.6
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.1
	Zone 6 Subtotal					80	55	135	2.1
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.2
	Zone 7 Subtotal					138	124	262	4.2
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.8
	Zone 8 Subtotal					160	144	304	4.8
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.8
	Zone 9 Subtotal					24	24	48	0.8
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.8
	Zone 10 Subtotal					9	102	111	1.8
11	China Shippi	1.00	China Shipping	52.00	96.00	52	96	148	2.3
	Zone 11 Subtotal					52	96	148	2.3
12	China Shippi	1.00	China Shipping	132.00	175.00	132	175	307	4.9
	Zone 12 Subtotal					132	175	307	4.9
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	44
	Zone 13 Subtotal					1456	1325	2781	44.1
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.5
	Zone 14 Subtotal					217	127	344	5.5
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
Zone 17 Subtotal						28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
Zone 18 Subtotal						28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
Zone 19 Subtotal						28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
Zone 20 Subtotal						28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.4
Zone 21 Subtotal						98	51	149	2.4
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.3
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.2
Zone 22 Subtotal						265	265	530	8.4
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.3
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	8.8
TOTAL						3207	3096	6303	100.0

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates 12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Intersection	Impact Analysis Report Level Of Service				
	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.525	B xxxxx	0.679	+ 0.154 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.885	E xxxxx	0.925	+ 0.040 V/C
# 26 Henry Ford Ave / Anaheim St	E xxxxx	0.989	F xxxxx	1.013	+ 0.024 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.593	B xxxxx	0.668	+ 0.075 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F xxxxx	1.108	F xxxxx	1.277	+ 0.169 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.506	A xxxxx	0.585	+ 0.079 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.574	+ 0.070 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.552	A xxxxx	0.571	+ 0.019 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.493	A xxxxx	0.598	+ 0.104 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.321	A xxxxx	0.378	+ 0.058 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.580	A xxxxx	0.586	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.435	A xxxxx	0.442	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	B xxxxx	0.613	B xxxxx	0.630	+ 0.017 V/C
#110 John S. Gibson / Channel Stree	D xxxxx	0.807	D xxxxx	0.825	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.566	B xxxxx	0.600	+ 0.034 V/C
#212 Navy Way / Seaside	F xxxxx	1.245	F xxxxx	1.359	+ 0.113 V/C

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #21 Avalon Ave / Harry Bridges Blvd

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #23 Alameda St / Anaheim St

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 1.013
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 474 467 124 130 91 42 26 1552 186 70 1708 151
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 499 491 130 137 96 44 27 1633 196 74 1797 159
Added Vol: 0 0 0 0 0 0 0 0 77 0 0 69 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 499 491 130 137 96 44 27 1710 196 74 1866 159
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 499 491 130 137 96 44 27 1710 0 74 1866 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 499 491 130 137 96 44 27 1710 0 74 1866 159
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 549 491 130 137 96 44 27 1710 0 74 1866 159
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2255 2020 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.09 0.10 0.03 0.03 0.02 0.60 0.00 0.05 0.65 0.11
Crit Vol: 347 137 27 933
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 914 596 0 0 468 216 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 962 627 0 0 493 227 0 0 0 0 0 0
Added Vol: 157 9 0 0 53 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1119 636 0 0 546 227 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1119 636 0 0 546 227 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1119 636 0 0 546 227 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1231 636 0 0 546 227 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.41 0.59 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2118 882 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.21 0.00 0.00 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 615 386 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St ... Cycle (sec): 100 Critical Vol./Cap. (X): 1.277 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 180 Level Of Service: F

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #34 John S. Gibson / I-110 NB Ramps ... Cycle (sec): 100 Critical Vol./Cap. (X): 0.585 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 45 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 102 147 651 0 108 116 161 388 106 575 528 41
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 107 155 685 0 114 122 169 408 112 605 556 43
Added Vol: 0 13 92 0 15 27 19 60 70 78 69 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 168 777 0 129 149 188 468 182 683 625 44
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 107 168 0 0 129 149 188 468 0 683 625 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 168 0 0 129 149 188 468 0 683 625 44
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 118 168 0 0 129 149 188 468 0 751 625 44
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.10 0.13 0.16 0.00 0.26 0.22 0.03
Crit Vol: 59 149 234 376
Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 530 0 20 0 0 0 0 244 753 11 435 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 558 0 21 0 0 0 0 257 792 12 458 0
Added Vol: 22 0 0 0 0 0 0 27 28 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 580 0 21 0 0 0 0 284 820 12 467 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 580 0 21 0 0 0 0 284 820 12 467 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 580 0 21 0 0 0 0 284 820 12 467 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 580 0 21 0 0 0 0 284 820 12 467 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.01 0.00 0.00 0.00 0.00 0.10 0.58 0.01 0.16 0.00
Crit Vol: 580 0
Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #72 Fries Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #73 Neptune Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.586 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 45 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.442 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 33 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 34 268 51 205 163 140 106 1031 14 18 993 149
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 36 282 54 216 172 147 112 1085 15 19 1045 157
Added Vol: 0 0 0 0 0 0 0 0 77 0 0 69 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 282 54 216 172 147 112 1162 15 19 1114 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 282 54 216 172 147 112 1162 15 19 1114 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 282 54 216 172 147 112 1162 15 19 1114 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 36 282 54 216 172 147 112 1162 15 19 1114 157
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.08 0.92 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2310 440 1375 1479 1271 1375 4073 52 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.03 0.12 0.12 0.16 0.12 0.12 0.08 0.29 0.29 0.01 0.27 0.11
Crit Vol: 168 216 112 371
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 430 579 0 0 400 296 555 0 445 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 453 609 0 0 421 312 584 0 468 0 0 0
Added Vol: 0 31 0 0 55 1 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 640 0 0 476 313 650 0 468 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 640 0 0 476 313 650 0 468 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 640 0 0 476 313 650 0 468 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 453 640 0 0 476 313 715 0 515 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.74 0.00 1.26 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2485 0 1790 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.22 0.00 0.00 0.17 0.22 0.29 0.00 0.29 0.00 0.00 0.00
Crit Vol: 453 313 410 0
Crit Moves: **** **** ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #128 Broad Ave / Harry Bridges Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.600 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 36 Level of Service: B

Port of Los Angeles TraPac EIR Year 2038 PM Peak - NEPA Baseline (No Federal Action at Trapac)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #212 Navy Way / Seaside Cycle (sec): 100 Critical Vol./Cap. (X): 1.359 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 180 Level of Service: F

Future Baseline

 Port of Los Angeles
 TraPac EIR
 Year 2015 Baseline AM Peak - Existing Trapac

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 Baseline AM Peak - Existing Trapac

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.4
	Zone 1 Subtotal					23	38	61	1.4
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.9
	Zone 2 Subtotal					107	26	133	2.9
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.7
	Zone 5 Subtotal					61	61	122	2.7
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.9
	Zone 7 Subtotal					73	58	131	2.9
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.2
	Zone 8 Subtotal					244	215	459	10.2
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.7
	Zone 10 Subtotal					72	50	122	2.7
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.7
	Zone 11 Subtotal					60	63	123	2.7
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	7.5
	Zone 12 Subtotal					273	65	338	7.5
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	28.0
	Zone 13 Subtotal					524	740	1264	28.0
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.4
	Zone 14 Subtotal					65	43	108	2.4
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.4
	Zone 15 Subtotal					54	54	108	2.4
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
	Zone 17 Subtotal					14	6	20	0.4

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
	Zone 18 Subtotal					14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
	Zone 19 Subtotal					14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
	Zone 21 Subtotal					26	27	53	1.2
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.3
	Zone 22 Subtotal					126	126	252	5.6
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.2
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.5
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	18.7
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.7
	Zone 23 Subtotal					540	540	1080	23.9
TOTAL						2346	2168	4514	100.0

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates 12

Zone	Value
1	1.0
2	3.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0
17	20.0
18	20.0
19	20.0
20	20.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 Baseline AM Peak - Existing Trapac

Zone	To Gates
	12

21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 Baseline AM Peak - Existing Trapac

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.405	+ 0.090 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	C xxxxx	0.782	+ 0.028 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.672	+ 0.016 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.288	A xxxxx	0.342	+ 0.055 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.554	B xxxxx	0.605	+ 0.051 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.488	A xxxxx	0.566	+ 0.077 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.389	A xxxxx	0.469	+ 0.079 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.554	+ 0.015 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	A xxxxx	0.360	+ 0.056 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.184	A xxxxx	0.240	+ 0.056 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.328	+ 0.003 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.373	+ 0.003 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.410	+ 0.011 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.581	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.329	+ 0.079 V/C
#212 Navy Way / Seaside	C xxxxx	0.726	C xxxxx	0.799	+ 0.072 V/C

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 18 11 2 6 26 88 81 277 27 4 399 14
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 21 13 2 7 31 104 96 329 32 5 474 17
Added Vol: 7 13 13 8 16 15 15 70 8 16 157 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 26 15 15 47 119 111 399 40 21 631 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 26 15 15 47 119 111 399 40 21 631 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 26 15 15 47 119 111 399 40 21 631 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 26 15 15 47 119 222 399 40 41 631 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.81 0.75 0.44 0.17 0.83 1.00 0.51 1.37 0.12 0.06 1.87 0.07
Final Sat.: 1219 1120 661 250 1250 1500 760 2058 182 95 2799 106
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.06 0.04 0.08 0.15 0.19 0.22 0.22 0.23 0.23
Crit Vol: 28 119 111
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0
Volume Module:
Base Vol: 14 71 201 15 138 115 97 1081 14 253 542 18
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 19 96 271 20 186 155 131 1459 19 342 732 24
Added Vol: 7 41 14 0 131 0 0 31 5 28 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 137 285 20 317 155 131 1490 24 370 769 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 137 285 20 317 155 131 1490 24 370 769 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 137 285 20 317 155 131 1490 24 370 769 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 26 137 285 20 317 155 131 1490 24 370 769 24
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2763 87
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.01 0.11 0.11 0.09 0.52 0.02 0.13 0.28 0.28
Crit Vol: 26 159 745 185
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 81 55 69 49 84 5 17 1058 352 46 794 56
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 109 74 93 66 113 7 23 1428 475 62 1072 76
Added Vol: 0 0 0 0 0 0 0 0 45 0 0 66 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 74 93 66 113 7 23 1473 475 62 1138 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 109 74 93 66 113 7 23 1473 0 62 1138 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 74 93 66 113 7 23 1473 0 62 1138 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 109 74 93 66 113 7 23 1473 0 62 1138 76
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.79 1.21 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2546 1729 1425 1425 4035 240 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.07 0.05 0.03 0.03 0.02 0.52 0.00 0.04 0.40 0.05
Crit Vol: 93 66 737 62
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 405 407 0 0 224 71 0 0 0 0 0 0
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 499 502 0 0 276 88 0 0 0 0 0 0
Added Vol: 127 16 0 0 37 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 626 518 0 0 313 88 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 626 518 0 0 313 88 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 626 518 0 0 313 88 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 626 518 0 0 313 88 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2345 655 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.13 0.13 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 313 200 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 11 columns representing traffic volumes and 11 rows representing different traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Table with 11 columns representing saturation flow and 11 rows representing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 11 columns representing capacity analysis and 11 rows representing Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 11 columns representing traffic volumes and 11 rows representing different traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Table with 11 columns representing saturation flow and 11 rows representing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 11 columns representing capacity analysis and 11 rows representing Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 48 69 335 0 68 63 93 393 101 363 266 21
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 57 82 398 0 81 75 110 466 120 431 316 25
Added Vol: 0 7 75 0 5 29 34 16 212 158 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 89 473 0 86 104 144 482 332 589 326 25
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 57 89 0 0 86 104 144 482 0 589 326 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 89 0 0 86 104 144 482 0 589 326 25
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 57 89 0 0 86 104 144 482 0 589 326 25
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.00 0.00 0.06 0.07 0.10 0.17 0.00 0.21 0.11 0.02
Crit Vol: 28 104 241 294
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 506 0 25 0 0 0 0 361 415 22 224 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 565 0 28 0 0 0 0 403 464 25 250 0
Added Vol: 12 0 0 0 0 0 0 20 11 0 16 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 577 0 28 0 0 0 0 423 475 25 266 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 577 0 28 0 0 0 0 423 475 25 266 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 577 0 28 0 0 0 0 423 475 25 266 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 577 0 28 0 0 0 0 423 475 25 266 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.15 0.33 0.02 0.09 0.00
Crit Vol: 577 0 212 133
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 92 20 43 6 14 10 17 318 60 52 416 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 109 24 51 7 17 12 20 377 71 62 494 1
Added Vol: 0 0 0 0 0 0 0 0 91 0 0 168 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 24 51 7 17 12 20 468 71 62 662 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 109 24 51 7 17 12 20 468 71 62 662 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 24 51 7 17 12 20 468 71 62 662 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 109 24 51 7 17 12 40 468 71 123 662 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.45 0.55 0.40 0.93 0.67 0.07 1.68 0.25 0.18 1.81 0.01
Final Sat.: 1500 668 832 600 1400 1000 112 2519 368 279 2716 5
Capacity Analysis Module:
Vol/Sat: 0.07 0.04 0.06 0.01 0.01 0.01 0.18 0.19 0.19 0.22 0.24 0.26
Crit Vol: 109 18 20 393
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.240
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 416 0 0 465 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 0 494 0 0 552 0
Added Vol: 0 0 0 0 0 0 0 0 91 0 0 168 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 585 0 0 720 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 0 585 0 0 720 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 585 0 0 720 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 0 585 0 0 720 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.19 0.00 0.00 0.24 0.00
Crit Vol: 0 0 0 360
Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.328 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 28 Level of Service: A

Port of Los Angeles TraPac EIR Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.373 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 30 Level of Service: A

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.410
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 16 83 28 124 112 115 65 792 17 42 713 120
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 18 93 31 139 125 128 73 885 19 47 796 134
Added Vol: 0 0 0 0 0 0 0 0 45 0 0 66 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 93 31 139 125 128 73 930 19 47 862 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 93 31 139 125 128 73 930 19 47 862 134
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 93 31 139 125 128 73 930 19 47 862 134
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 18 93 31 139 125 128 73 930 19 47 862 134
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2056 694 1375 1375 1375 1375 4042 83 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.05 0.10 0.09 0.09 0.05 0.23 0.23 0.03 0.21 0.10
Crit Vol: 62 139 316 47
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 262 411 0 0 262 169 589 0 255 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 293 459 0 0 293 189 658 0 285 0 0 0
Added Vol: 0 28 0 0 31 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 293 487 0 0 324 190 690 0 285 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 293 487 0 0 324 190 690 0 285 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 293 487 0 0 324 190 690 0 285 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 293 487 0 0 324 190 690 0 285 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.11 0.13 0.24 0.00 0.20 0.00 0.00 0.00
Crit Vol: 293 190 345 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic movements and 11 rows for various volume and adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 11 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for movements and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic movements and 11 rows for various volume and adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 11 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for movements and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Scenario Report

Scenario: 2015 PM Peak
Command: 2015 PM Peak
Volume: 2015 PM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2015 PM Peak
Trip Distribution: Distribution
Paths: Proposed
Routes: Default Routes
Configuration: 2015 PM Peak

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.2
	Zone 1 Subtotal					35	42	77	1.2
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.9
	Zone 2 Subtotal					84	106	190	2.9
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.5
	Zone 5 Subtotal					81	81	162	2.5
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.0
	Zone 7 Subtotal					138	124	262	4.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.6
	Zone 8 Subtotal					160	144	304	4.6
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.5
	Zone 11 Subtotal					59	108	167	2.5
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	7.3
	Zone 12 Subtotal					213	271	484	7.3
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	42
	Zone 13 Subtotal					1456	1325	2781	42.1
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.2
	Zone 14 Subtotal					217	127	344	5.2
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3
	Zone 15 Subtotal					42	42	84	1.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
	Zone 17 Subtotal					28	29	57	0.9

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
	Zone 18 Subtotal					28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
	Zone 19 Subtotal					28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
	Zone 20 Subtotal					28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.3
	Zone 21 Subtotal					98	51	149	2.3
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.0
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.1
	Zone 22 Subtotal					265	265	530	8.0
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	8.4
TOTAL						3350	3259	6609	100.0

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates 12

Zone	Value
1	1.0
2	3.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0
17	20.0
18	20.0
19	20.0
20	20.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 Baseline PM Peak - Existing Trapac

Zone	To Gates
	12

21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 Baseline PM Peak - Existing Trapac

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS	Veh	LOS	Veh	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.386	A xxxxx	0.575	+ 0.189 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.639	B xxxxx	0.692	+ 0.053 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx	0.717	C xxxxx	0.742	+ 0.025 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.391	A xxxxx	0.477	+ 0.086 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.735	D xxxxx	0.894	+ 0.158 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.569	+ 0.156 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.386	A xxxxx	0.469	+ 0.083 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.469	A xxxxx	0.486	+ 0.017 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.398	A xxxxx	0.472	+ 0.074 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.258	A xxxxx	0.332	+ 0.074 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.551	A xxxxx	0.563	+ 0.012 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.414	A xxxxx	0.425	+ 0.012 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.521	A xxxxx	0.538	+ 0.017 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.664	B xxxxx	0.682	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.336	A xxxxx	0.501	+ 0.166 V/C
#212 Navy Way / Seaside	D xxxxx	0.827	E xxxxx	0.950	+ 0.123 V/C

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 77 35 16 5 5 66 94 572 8 8 264 8
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 91 42 19 6 6 78 112 679 9 9 313 9
Added Vol: 16 32 32 23 50 26 32 181 25 50 148 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 74 51 29 56 104 144 860 34 59 461 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 107 74 51 29 56 104 144 860 34 59 461 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 74 51 29 56 104 144 860 34 59 461 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 107 74 51 29 56 104 287 860 34 238 461 32
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.93 0.63 0.44 0.31 0.69 1.00 0.32 1.62 0.06 0.32 1.59 0.09
Final Sat.: 1389 951 660 459 1041 1500 482 2431 88 476 2391 133
Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.06 0.05 0.07 0.30 0.35 0.39 0.12 0.19 0.24
Crit Vol: 107 104 591 59
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.692
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0
Volume Module:
Base Vol: 6 295 297 17 182 140 112 618 11 233 895 25
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 8 398 401 23 246 189 151 834 15 315 1208 34
Added Vol: 1 150 46 0 133 0 0 32 10 52 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 548 447 23 379 189 151 866 25 367 1228 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 9 548 447 23 379 189 151 866 25 367 1228 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 548 447 23 379 189 151 866 25 367 1228 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 548 447 23 379 189 151 866 25 367 1228 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.65 1.35 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2355 1920 1425 2850 1425 1425 2850 1425 2850 2774 76
Capacity Analysis Module:
Vol/Sat: 0.01 0.23 0.23 0.02 0.13 0.13 0.11 0.30 0.02 0.13 0.44 0.44
Crit Vol: 332 23 433 631
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 271 267 71 74 52 24 15 887 106 40 976 86
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 366 360 96 100 70 32 20 1197 143 54 1318 116
Added Vol: 0 0 0 0 0 0 0 0 78 0 0 72 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 366 360 96 100 70 32 20 1275 143 54 1390 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 366 360 96 100 70 32 20 1275 0 54 1390 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 366 360 96 100 70 32 20 1275 0 54 1390 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 366 360 96 100 70 32 20 1275 0 54 1390 116
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.07 0.07 0.02 0.02 0.01 0.45 0.00 0.04 0.49 0.08
Crit Vol: 242 100 20 695
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 457 298 0 0 234 108 0 0 0 0 0 0
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 670 437 0 0 343 158 0 0 0 0 0 0
Added Vol: 157 10 0 0 101 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 827 447 0 0 444 158 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 827 447 0 0 444 158 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 827 447 0 0 444 158 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 827 447 0 0 444 158 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.47 0.53 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2211 789 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.15 0.00 0.00 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 414 301 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 0 2 0 1 0 1 0
Volume Module:
Base Vol: 308 567 14 11 127 100 89 21 1007 20 21 35
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 452 832 21 16 186 147 131 31 1477 29 31 51
Added Vol: 251 167 0 0 25 75 0 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 703 999 21 16 211 222 131 31 1923 29 31 51
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 703 999 21 16 211 222 131 31 1923 29 31 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 703 999 21 16 211 222 131 31 1923 29 31 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 703 999 21 16 211 222 131 31 1923 29 31 51
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.96 0.04 1.00 1.00 1.00 0.81 0.19 2.00 0.53 0.55 0.92
Final Sat.: 2750 2695 55 1375 1375 1375 1113 263 2750 724 760 1266
Capacity Analysis Module:
Vol/Sat: 0.26 0.37 0.37 0.01 0.15 0.16 0.12 0.12 0.70 0.04 0.04 0.04
Crit Vol: 0 211 962 56
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 1 0 1 1 0
Volume Module:
Base Vol: 406 474 5 23 476 11 19 10 14 51 41 34
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 454 529 6 26 532 12 21 11 16 57 46 38
Added Vol: 66 14 15 304 25 0 0 59 0 33 228 178
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 520 543 21 330 557 12 21 70 16 90 274 216
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 520 543 21 330 557 12 21 70 16 90 274 216
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 520 543 21 330 557 12 21 70 16 90 274 216
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 520 543 21 330 557 12 21 70 16 90 274 216
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.96 0.04 0.23 0.77 1.00 1.00 1.12 0.88
Final Sat.: 2850 2850 1425 2850 2788 62 331 1094 1425 1425 1593 1257
Capacity Analysis Module:
Vol/Sat: 0.18 0.19 0.01 0.12 0.20 0.20 0.06 0.06 0.01 0.06 0.17 0.17
Crit Vol: 260 284 21
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 73 105 465 0 77 83 115 277 76 411 377 29
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 87 125 552 0 91 99 137 329 90 488 447 34
Added Vol: 0 13 179 0 15 27 19 42 173 141 33 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 138 731 0 106 126 156 371 263 629 480 34
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 138 0 0 106 126 156 371 0 629 480 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 138 0 0 106 126 156 371 0 629 480 34
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 138 0 0 106 126 156 371 0 629 480 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.05 0.00 0.00 0.07 0.09 0.11 0.13 0.00 0.22 0.17 0.02
Crit Vol: 43 126 185 314
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 424 0 16 0 0 0 0 195 602 9 348 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 474 0 18 0 0 0 0 218 672 10 389 0
Added Vol: 19 0 0 0 0 0 0 33 24 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 493 0 18 0 0 0 0 251 696 10 399 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 493 0 18 0 0 0 0 251 696 10 399 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 493 0 18 0 0 0 0 251 696 10 399 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 493 0 18 0 0 0 0 251 696 10 399 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.01 0.00 0.00 0.00 0.00 0.09 0.49 0.01 0.14 0.00
Crit Vol: 493 0
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 141 25 141 8 11 31 40 516 30 18 411 6
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 167 30 167 9 13 37 47 612 36 21 488 7
Added Vol: 0 0 0 0 0 0 0 221 0 0 174 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 167 30 167 9 13 37 47 833 36 21 662 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 167 30 167 9 13 37 47 833 36 21 662 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 167 30 167 9 13 37 47 833 36 21 662 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 167 30 167 9 13 37 95 833 36 85 662 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 0.16 0.92 0.32 0.68 1.00 0.11 1.82 0.07 0.07 1.91 0.02
Final Sat.: 1378 244 1378 480 1020 1500 164 2725 111 102 2869 28
Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.12 0.02 0.01 0.02 0.29 0.31 0.32 0.21 0.23 0.25
Crit Vol: 167 37 482 21
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 653 0 0 617 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 775 0 0 732 0
Added Vol: 0 0 0 0 0 0 0 221 0 0 174 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 996 0 0 906 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 996 0 0 906 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 996 0 0 906 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 996 0 0 906 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.33 0.00 0.00 0.30 0.00
Crit Vol: 0 498 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0
Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 2 31 121 4 167 95 656 31 22 646 7
Added Vol: 0 0 0 0 0 0 0 0 33 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 2 31 121 4 167 95 689 31 22 672 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 2 31 121 4 167 95 689 31 22 672 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 2 31 121 4 167 95 689 31 22 672 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 2 31 121 4 167 95 689 31 22 672 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2727 123 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 20 400 360 22
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0
Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 1 88 16 0 5 6 732 51 93 581 3
Added Vol: 0 0 0 0 0 0 0 0 33 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 1 88 16 0 5 6 765 51 93 607 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 1 88 16 0 5 6 765 51 93 607 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 1 88 16 0 5 6 765 51 93 607 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 1 88 16 0 5 6 765 51 93 607 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.99 0.01
Final Sat.: 1425 16 1409 1425 0 1425 1425 2672 178 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.14 0.14
Crit Vol: 89 16 408 93
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 78 0 0 72 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1000 12 16 959 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1000 12 16 959 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1000 12 16 959 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1000 12 16 959 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4075 50 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.23 0.10
Crit Vol: 142 183 95 320
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 344 463 0 0 320 237 444 0 356 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 384 517 0 0 357 265 496 0 398 0 0 0
Added Vol: 0 29 0 0 56 2 67 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 384 546 0 0 413 267 563 0 398 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 384 546 0 0 413 267 563 0 398 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 384 546 0 0 413 267 563 0 398 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 384 546 0 0 413 267 563 0 398 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.76 0.00 1.24 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2505 0 1770 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.19 0.00 0.00 0.15 0.19 0.22 0.00 0.22 0.00 0.00 0.00
Crit Vol: 384 267 320 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 6 86 5 3 48 114 502 0 25 234 28
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 7 102 6 4 57 135 596 0 30 278 33
Added Vol: 0 0 0 0 0 0 0 230 0 0 216 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 102 6 4 57 135 826 0 30 494 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 102 6 4 57 135 826 0 30 494 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 102 6 4 57 135 826 0 30 494 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 102 6 4 57 271 826 0 119 494 33
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.66 1.34 0.00 0.13 1.77 0.10
Final Sat.: 32 1468 1500 268 1232 1500 983 2017 0 190 2655 154
Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.14 0.41 0.00 0.16 0.19 0.22
Crit Vol: 102 6 614 30
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 410 0 998 0 0 0 0 1664 129 28 1548 0
Growth Adj: 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Initial Bse: 624 0 1520 0 0 0 0 2534 196 43 2358 0
Added Vol: 0 0 0 0 0 0 0 525 0 0 550 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 624 0 1520 0 0 0 0 3059 196 43 2908 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 624 0 0 0 0 0 0 3059 196 43 2908 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 624 0 0 0 0 0 0 3059 196 43 2908 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 624 0 0 0 0 0 0 3059 196 43 2908 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.14 0.01 0.68 0.00
Crit Vol: 312 0 1020 21
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 Baseline AM Peak - Existing Trapac

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: 2038 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 Baseline AM Peak - Existing Trapac

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	3.00	18.00	3	18	21	0.5
	Zone 1 Subtotal					3	18	21	0.5
2	YML Trucks	1.00	YML Trucks	-36.00	58.00	-36	58	22	0.5
	Zone 2 Subtotal					-36	58	22	0.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.8
	Zone 5 Subtotal					61	61	122	2.8
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	1.0
	Zone 6 Subtotal					23	19	42	1.0
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	3.0
	Zone 7 Subtotal					73	58	131	3.0
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.6
	Zone 8 Subtotal					244	215	459	10.6
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.8
	Zone 10 Subtotal					72	50	122	2.8
11	China Shippi	1.00	China Shipping	53.00	56.00	53	56	109	2.5
	Zone 11 Subtotal					53	56	109	2.5
12	China Shippi	1.00	China Shipping	170.00	130.00	170	130	300	7.0
	Zone 12 Subtotal					170	130	300	7.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	29.3
	Zone 13 Subtotal					524	740	1264	29.3
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.5
	Zone 14 Subtotal					65	43	108	2.5
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.5
	Zone 15 Subtotal					54	54	108	2.5
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.5
	Zone 17 Subtotal					14	6	20	0.5

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.5
	Zone 18 Subtotal					14	6	20	0.5
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.5
	Zone 19 Subtotal					14	6	20	0.5
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
	Zone 21 Subtotal					26	27	53	1.2
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.5
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.4
	Zone 22 Subtotal					126	126	252	5.8
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.2
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.5
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	19.6
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.8
	Zone 23 Subtotal					540	540	1080	25.1
TOTAL						2073	2238	4311	100.0

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates 12

Zone	Value
1	1.0
2	3.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0
17	20.0
18	20.0
19	20.0
20	20.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 Baseline AM Peak - Existing Trapac

Zone	To Gates
	12

21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 Baseline AM Peak - Existing Trapac

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.390	A	xxxxx 0.490	+ 0.100 V/C
# 23 Alameda St / Anaheim St	F	xxxxx 1.045	F	xxxxx 1.069	+ 0.024 V/C
# 26 Henry Ford Ave / Anaheim St	D	xxxxx 0.897	E	xxxxx 0.913	+ 0.016 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx 0.390	A	xxxxx 0.453	+ 0.063 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx 0.711	C	xxxxx 0.784	+ 0.073 V/C
# 34 John S. Gibson / I-110 NB Ram	B	xxxxx 0.607	B	xxxxx 0.693	+ 0.086 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx 0.504	A	xxxxx 0.554	+ 0.050 V/C
# 53 Pacific Ave / Front St	B	xxxxx 0.634	B	xxxxx 0.647	+ 0.013 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx 0.378	A	xxxxx 0.455	+ 0.078 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx 0.228	A	xxxxx 0.255	+ 0.026 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx 0.349	A	xxxxx 0.355	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx 0.389	A	xxxxx 0.395	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx 0.470	A	xxxxx 0.482	+ 0.011 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx 0.697	C	xxxxx 0.710	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.332	A	xxxxx 0.364	+ 0.032 V/C
#212 Navy Way / Seaside	F	xxxxx 1.080	F	xxxxx 1.156	+ 0.076 V/C

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 25 15 3 8 36 123 113 388 38 6 559 20
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 16 3 8 38 129 119 408 40 6 588 21
Added Vol: 7 13 13 8 16 12 13 93 8 16 70 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 29 16 16 54 141 132 501 48 22 658 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 29 16 16 54 141 132 501 48 22 658 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 29 16 16 54 141 132 501 48 22 658 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 33 29 16 16 54 141 528 501 48 45 658 29

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.85 0.74 0.41 0.16 0.84 1.00 0.92 0.99 0.09 0.06 1.86 0.08
Final Sat.: 1277 1104 619 233 1267 1500 1386 1480 134 97 2784 119

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.07 0.04 0.09 0.10 0.34 0.36 0.23 0.24 0.24
Crit Vol: 33 141 539 22
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.069
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

Volume Module:
Base Vol: 25 124 352 26 242 201 170 1892 25 443 949 32
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 130 370 27 255 212 179 1991 26 466 999 34
Added Vol: 7 68 16 0 58 0 0 31 5 21 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 198 386 27 313 212 179 2022 31 487 1036 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 198 386 27 313 212 179 2022 31 487 1036 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 198 386 27 313 212 179 2022 31 487 1036 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 33 198 425 27 313 212 179 2022 31 536 1036 34

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2760 90

Capacity Analysis Module:
Vol/Sat: 0.02 0.14 0.15 0.02 0.11 0.15 0.13 0.71 0.02 0.19 0.38 0.38
Crit Vol: 33 212 1011 268
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 142 96 121 86 147 9 30 1852 616 81 1390 98
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 149 101 127 91 155 9 32 1949 648 85 1463 103
Added Vol: 0 0 0 0 0 0 0 0 47 0 0 58 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 149 101 127 91 155 9 32 1996 648 85 1521 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 149 101 127 91 155 9 32 1996 0 85 1521 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 101 127 91 155 9 32 1996 0 85 1521 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 164 101 127 91 155 9 32 1996 0 85 1521 103
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.86 1.14 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2648 1627 1425 1425 4028 247 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.09 0.06 0.04 0.04 0.02 0.70 0.00 0.06 0.53 0.07
Crit Vol: 127 91 998 85
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 608 611 0 0 336 107 0 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 640 643 0 0 354 113 0 0 0 0 0 0 0
Added Vol: 127 13 0 0 50 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 767 656 0 0 404 113 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 767 656 0 0 404 113 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 767 656 0 0 404 113 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 844 656 0 0 404 113 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2346 654 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.22 0.00 0.00 0.17 0.17 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 422 258 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 0 2 0 1 0 1 0
Volume Module:
Base Vol: 479 737 47 50 206 110 372 83 911 32 21 8
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 504 776 49 53 217 116 391 87 959 34 22 8
Added Vol: 177 139 0 0 12 38 0 0 280 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 681 915 49 53 229 154 391 87 1239 34 22 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 681 915 49 53 229 154 391 87 1239 34 22 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 681 915 49 53 229 154 391 87 1239 34 22 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 749 915 49 53 229 154 391 87 1363 34 22 8
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.90 0.10 1.00 1.20 0.80 0.82 0.18 2.00 1.00 0.74 0.26
Final Sat.: 2750 2609 141 1375 1645 1105 1124 251 2750 1375 1014 361
Capacity Analysis Module:
Vol/Sat: 0.27 0.35 0.35 0.04 0.14 0.14 0.35 0.35 0.50 0.02 0.02 0.02
Crit Vol: 375 191 479 34
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 1 0 1 1 0
Volume Module:
Base Vol: 835 433 58 8 501 109 23 11 33 16 50 18
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 879 456 61 8 527 115 24 12 35 17 53 19
Added Vol: 32 15 9 146 10 0 0 27 0 16 113 88
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 911 471 70 154 537 115 24 39 35 33 166 107
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 911 471 70 154 537 115 24 39 35 33 166 107
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 911 471 70 154 537 115 24 39 35 33 166 107
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1002 471 70 170 537 115 24 39 35 33 166 107
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.65 0.35 0.39 0.61 1.00 1.00 1.22 0.78
Final Sat.: 2850 2850 1425 2850 2349 501 549 876 1425 1425 1732 1118
Capacity Analysis Module:
Vol/Sat: 0.35 0.17 0.05 0.06 0.23 0.23 0.04 0.04 0.02 0.02 0.10 0.10
Crit Vol: 501 326 24 136
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 67 97 469 0 95 88 130 550 141 508 372 29
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 71 102 494 0 100 93 137 579 148 535 391 31
Added Vol: 0 7 95 0 5 29 34 16 82 69 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 71 109 589 0 105 122 171 595 230 604 401 31
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 71 109 0 0 105 122 171 595 0 604 401 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 109 0 0 105 122 171 595 0 604 401 31
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 78 109 0 0 105 122 171 595 0 664 401 31
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.04 0.00 0.00 0.07 0.09 0.12 0.21 0.00 0.23 0.14 0.02
Crit Vol: 39 122 297 332
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1
Volume Module:
Base Vol: 633 0 31 0 0 0 0 451 519 28 280 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 666 0 33 0 0 0 0 475 546 29 295 0
Added Vol: 11 0 0 0 0 0 0 16 10 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 677 0 33 0 0 0 0 491 556 29 308 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 677 0 33 0 0 0 0 491 556 29 308 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 677 0 33 0 0 0 0 491 556 29 308 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 677 0 33 0 0 0 0 491 556 29 308 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.48 0.00 0.02 0.00 0.00 0.00 0.00 0.17 0.39 0.02 0.11 0.00
Crit Vol: 677 0 245 154
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 129 28 60 8 20 14 24 445 84 73 582 1
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 136 29 63 8 21 15 25 468 88 77 612 1
Added Vol: 0 0 0 0 0 0 0 0 112 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 136 29 63 8 21 15 25 580 88 77 691 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 136 29 63 8 21 15 25 580 88 77 691 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 29 63 8 21 15 25 580 88 77 691 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 136 29 63 8 21 15 101 580 88 307 691 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.45 0.55 0.38 0.95 0.67 0.08 1.69 0.23 0.28 1.71 0.01
Final Sat.: 1500 671 829 571 1429 1000 123 2533 345 428 2569 3

Capacity Analysis Module:
Vol/Sat: 0.09 0.04 0.08 0.01 0.01 0.01 0.21 0.23 0.26 0.18 0.27 0.33
Crit Vol: 136 22 25
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.255
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 582 0 0 651 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 612 0 0 685 0
Added Vol: 0 0 0 0 0 0 0 0 112 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 724 0 0 764 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 724 0 0 764 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 724 0 0 764 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 724 0 0 764 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.24 0.00 0.00 0.25 0.00
Crit Vol: 0 0 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0

Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 0 17 0 0 12 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 540 23 37 466 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 540 23 37 466 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 540 23 37 466 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 540 23 37 466 2

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.54 0.01 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2203 0 647 1425 2733 117 1425 4256 19

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.20 0.03 0.11 0.11
Crit Vol: 46 141 282 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.395
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0

Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 2 89 9 0 1 2 661 65 91 450 6
Added Vol: 0 0 0 0 0 0 0 0 17 0 0 12 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 678 65 91 462 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 678 65 91 462 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 678 65 91 462 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 678 65 91 462 6

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2600 250 1425 4217 58

Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 92 9 372 91
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 20 104 35 155 140 144 81 990 21 53 891 150
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 109 37 163 147 152 85 1042 22 56 938 158
Added Vol: 0 0 0 0 0 0 0 0 47 0 0 58 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 109 37 163 147 152 85 1089 22 56 996 158
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 109 37 163 147 152 85 1089 22 56 996 158
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 109 37 163 147 152 85 1089 22 56 996 158
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 109 37 163 147 152 85 1089 22 56 996 158
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2058 692 1375 1375 1375 1375 4043 82 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.05 0.12 0.11 0.11 0.06 0.27 0.27 0.04 0.24 0.11
Crit Vol: 73 163 370 56
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 328 514 0 0 328 211 736 0 319 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 345 541 0 0 345 222 775 0 336 0 0 0
Added Vol: 0 24 0 0 26 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 345 565 0 0 371 223 807 0 336 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 345 565 0 0 371 223 807 0 336 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 565 0 0 371 223 807 0 336 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 345 565 0 0 371 223 887 0 369 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.24 0.20 0.00 0.00 0.13 0.16 0.31 0.00 0.26 0.00 0.00 0.00
Crit Vol: 345 223 444 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 10 25 22 7 102 60 314 4 64 477 14
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 11 26 23 7 107 63 330 4 67 502 15
Added Vol: 0 0 0 0 0 0 0 108 0 0 96 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 26 23 7 107 63 438 4 67 598 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 26 23 7 107 63 438 4 67 598 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 26 23 7 107 63 438 4 67 598 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 26 23 7 107 126 438 4 135 598 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.34 0.66 1.00 0.29 1.70 0.01 0.22 1.74 0.04
Final Sat.: 83 1417 1500 504 996 1500 428 2550 22 330 2611 59
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.07 0.15 0.17 0.19 0.20 0.23 0.25
Crit Vol: 1 107 63 374
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline AM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 1.156
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 305 0 1352 0 0 0 0 3526 263 218 3261 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 321 0 1423 0 0 0 0 3711 277 229 3432 0
Added Vol: 0 0 0 0 0 0 0 325 0 0 253 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 321 0 1423 0 0 0 0 4036 277 229 3685 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 321 0 0 0 0 0 0 4036 277 229 3685 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 0 0 0 0 0 0 4036 277 229 3685 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 353 0 0 0 0 0 0 4036 277 252 3685 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.94 0.19 0.09 0.86 0.00
Crit Vol: 177 0 1345 126
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 Baseline PM Peak - Existing Trapac

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: 2038 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 Baseline PM Peak - Existing Trapac

Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	17.00	6.00	17	6	23	0.4
	Zone 1 Subtotal					17	6	23	0.4
2	YML Trucks	1.00	YML Trucks	-28.00	-31.00	-28	-31	-59	-1.0
	Zone 2 Subtotal					-28	-31	-59	-1.0
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.7
	Zone 5 Subtotal					81	81	162	2.7
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.2
	Zone 6 Subtotal					80	55	135	2.2
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.3
	Zone 7 Subtotal					138	124	262	4.3
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	5.0
	Zone 8 Subtotal					160	144	304	5.0
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.8
	Zone 9 Subtotal					24	24	48	0.8
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.8
	Zone 10 Subtotal					9	102	111	1.8
11	China Shippi	1.00	China Shipping	52.00	96.00	52	96	148	2.4
	Zone 11 Subtotal					52	96	148	2.4
12	China Shippi	1.00	China Shipping	132.00	175.00	132	175	307	5.0
	Zone 12 Subtotal					132	175	307	5.0
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	45.5
	Zone 13 Subtotal					1456	1325	2781	45.5
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.6
	Zone 14 Subtotal					217	127	344	5.6
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.4
	Zone 15 Subtotal					42	42	84	1.4
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
	Zone 17 Subtotal					28	29	57	0.9

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
	Zone 18 Subtotal					28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
	Zone 19 Subtotal					28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
	Zone 20 Subtotal					28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.4
	Zone 21 Subtotal					98	51	149	2.4
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.4
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.2
	Zone 22 Subtotal					265	265	530	8.7
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.5
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.8
	Zone 23 Subtotal					277	277	554	9.1
TOTAL						3132	2978	6110	100.0

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates 12

Zone	Value
1	1.0
2	3.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0
17	20.0
18	20.0
19	20.0
20	20.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 Baseline PM Peak - Existing Trapac

Zone	To Gates
	12

21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 Baseline PM Peak - Existing Trapac

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.525	B xxxxx	0.643	+ 0.117 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.885	E xxxxx	0.920	+ 0.036 V/C
# 26 Henry Ford Ave / Anaheim St	E xxxxx	0.989	F xxxxx	1.012	+ 0.023 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.593	B xxxxx	0.667	+ 0.075 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F xxxxx	1.108	F xxxxx	1.277	+ 0.168 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.506	A xxxxx	0.582	+ 0.077 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.565	+ 0.061 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.552	A xxxxx	0.567	+ 0.015 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.493	A xxxxx	0.575	+ 0.082 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.321	A xxxxx	0.363	+ 0.043 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.580	A xxxxx	0.585	+ 0.005 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.435	A xxxxx	0.440	+ 0.005 V/C
# 94 Santa Fe Ave / Anaheim St	B xxxxx	0.613	B xxxxx	0.629	+ 0.016 V/C
#110 John S. Gibson / Channel Stree	D xxxxx	0.807	D xxxxx	0.825	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.566	A xxxxx	0.589	+ 0.023 V/C
#212 Navy Way / Seaside	F xxxxx	1.245	F xxxxx	1.358	+ 0.113 V/C

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 108 49 22 7 7 92 132 801 11 11 370 11
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 114 52 23 7 7 97 139 843 12 12 389 12
Added Vol: 16 32 32 23 50 24 27 93 25 50 80 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 84 55 30 57 121 166 936 37 62 469 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 84 55 30 57 121 166 936 37 62 469 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 84 55 30 57 121 166 936 37 62 469 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 130 84 55 30 57 121 332 936 37 246 469 35
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.62 0.41 0.29 0.71 1.00 0.34 1.60 0.06 0.32 1.59 0.09
Final Sat.: 1449 934 617 437 1063 1500 512 2404 84 485 2377 138
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.07 0.05 0.08 0.32 0.39 0.43 0.13 0.20 0.25
Crit Vol: 130 121 652 62
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 11 516 520 30 319 245 196 1082 19 408 1566 44
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 12 543 547 32 336 258 206 1139 20 429 1648 46
Added Vol: 1 80 39 0 76 0 0 32 10 46 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 623 586 32 412 258 206 1171 30 475 1668 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 623 586 32 412 258 206 1171 30 475 1668 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 623 586 32 412 258 206 1171 30 475 1668 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 13 623 645 32 412 258 206 1171 30 523 1668 46
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.47 1.53 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2101 2174 1425 2850 1425 1425 2850 1425 2850 2773 77
Capacity Analysis Module:
Vol/Sat: 0.01 0.30 0.30 0.02 0.14 0.18 0.14 0.41 0.02 0.18 0.60 0.60
Crit Vol: 423 32 585 857
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.012
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 474 467 124 130 91 42 26 1552 186 70 1708 151
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 499 491 130 137 96 44 27 1633 196 74 1797 159
Added Vol: 0 0 0 0 0 0 0 71 0 0 66 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 499 491 130 137 96 44 27 1704 196 74 1863 159
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 499 491 130 137 96 44 27 1704 0 74 1863 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 499 491 130 137 96 44 27 1704 0 74 1863 159
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 549 491 130 137 96 44 27 1704 0 74 1863 159

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2255 2020 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.09 0.10 0.03 0.03 0.02 0.60 0.00 0.05 0.65 0.11
Crit Vol: 347 137 27 932
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 914 596 0 0 468 216 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 962 627 0 0 493 227 0 0 0 0 0 0
Added Vol: 157 8 0 0 51 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1119 635 0 0 544 227 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1119 635 0 0 544 227 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1119 635 0 0 544 227 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1231 635 0 0 544 227 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.41 0.59 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2115 885 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.41 0.21 0.00 0.00 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 615 385 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 1.277
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 0 2 0 1 0 1 0
Volume Module:
Base Vol: 616 1134 28 22 254 200 178 42 2014 40 42 70
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 648 1193 29 23 267 210 187 44 2120 42 44 74
Added Vol: 251 165 0 0 20 31 0 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 899 1358 29 23 287 241 187 44 2566 42 44 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 899 1358 29 23 287 241 187 44 2566 42 44 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 899 1358 29 23 287 241 187 44 2566 42 44 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 989 1358 29 23 287 241 187 44 2822 42 44 74
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.96 0.04 1.00 1.09 0.91 0.81 0.19 2.00 0.53 0.55 0.92
Final Sat.: 2750 2692 58 1375 1494 1256 1113 263 2750 724 760 1266
Capacity Analysis Module:
Vol/Sat: 0.36 0.50 0.50 0.02 0.19 0.19 0.17 0.17 1.03 0.06 0.06 0.06
Crit Vol: 0 264 1411 80
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 1 0 1 0 0
Volume Module:
Base Vol: 508 593 6 29 595 14 24 13 18 64 51 43
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 535 624 6 31 626 15 25 14 19 67 54 45
Added Vol: 66 14 11 129 25 0 0 23 0 22 99 85
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 601 638 17 160 651 15 25 37 19 89 153 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 601 638 17 160 651 15 25 37 19 89 153 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 601 638 17 160 651 15 25 37 19 89 153 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 661 638 17 175 651 15 25 37 19 89 153 130
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.96 0.04 0.41 0.59 1.00 1.00 1.08 0.92
Final Sat.: 2850 2850 1425 2850 2787 63 581 844 1425 1425 1538 1312
Capacity Analysis Module:
Vol/Sat: 0.23 0.22 0.01 0.06 0.23 0.23 0.04 0.04 0.01 0.06 0.10 0.10
Crit Vol: 330 333 25 141
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 102 147 651 0 108 116 161 388 106 575 528 41
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 107 155 685 0 114 122 169 408 112 605 556 43
Added Vol: 0 13 86 0 15 27 19 42 70 70 33 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 168 771 0 129 149 188 450 182 675 589 43
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 107 168 0 0 129 149 188 450 0 675 589 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 168 0 0 129 149 188 450 0 675 589 43
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 118 168 0 0 129 149 188 450 0 743 589 43
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.10 0.13 0.16 0.00 0.26 0.21 0.03
Crit Vol: 59 149 225 371
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1
Volume Module:
Base Vol: 530 0 20 0 0 0 0 244 753 11 435 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 558 0 21 0 0 0 0 257 792 12 458 0
Added Vol: 17 0 0 0 0 0 0 26 21 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 575 0 21 0 0 0 0 283 813 12 466 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 575 0 21 0 0 0 0 283 813 12 466 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 575 0 21 0 0 0 0 283 813 12 466 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 575 0 21 0 0 0 0 283 813 12 466 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.40 0.00 0.01 0.00 0.00 0.00 0.00 0.10 0.57 0.01 0.16 0.00
Crit Vol: 575 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 197 35 197 11 15 43 56 722 42 25 575 8
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 207 37 207 12 16 45 59 760 44 26 605 8
Added Vol: 0 0 0 0 0 0 0 0 128 0 0 103 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 207 37 207 12 16 45 59 888 44 26 708 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 207 37 207 12 16 45 59 888 44 26 708 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 207 37 207 12 16 45 59 888 44 26 708 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 207 37 207 12 16 45 236 888 44 105 708 8
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 0.16 0.92 0.32 0.68 1.00 0.14 1.78 0.08 0.08 1.90 0.02
Final Sat.: 1378 245 1378 478 1022 1500 217 2669 114 119 2850 31
Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.15 0.02 0.02 0.03 0.27 0.33 0.39 0.22 0.25 0.27
Crit Vol: 207 45 584 26
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 914 0 0 864 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 962 0 0 909 0
Added Vol: 0 0 0 0 0 0 0 0 128 0 0 103 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1090 0 0 1012 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1090 0 0 1012 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1090 0 0 1012 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1090 0 0 1012 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Crit Vol: 0 545 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0

Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 14 0 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 704 33 23 690 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 704 33 23 690 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 704 33 23 690 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 704 33 23 690 7

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2724 126 1425 4230 45

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.30 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 21 421 368 23
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0

Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 1 93 17 0 5 6 770 54 98 611 3
Added Vol: 0 0 0 0 0 0 0 14 0 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 1 93 17 0 5 6 784 54 98 621 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 1 93 17 0 5 6 784 54 98 621 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 1 93 17 0 5 6 784 54 98 621 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 1 93 17 0 5 6 784 54 98 621 3

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.98 0.02
Final Sat.: 1425 16 1409 1425 0 1425 1425 2667 183 1425 4253 22

Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.15 0.15
Crit Vol: 94 17 419 98
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 34 268 51 205 163 140 106 1031 14 18 993 149
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 36 282 54 216 172 147 112 1085 15 19 1045 157
Added Vol: 0 0 0 0 0 0 0 0 71 0 0 66 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 282 54 216 172 147 112 1156 15 19 1111 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 282 54 216 172 147 112 1156 15 19 1111 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 282 54 216 172 147 112 1156 15 19 1111 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 36 282 54 216 172 147 112 1156 15 19 1111 157
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.08 0.92 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2310 440 1375 1479 1271 1375 4073 52 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.03 0.12 0.12 0.16 0.12 0.12 0.08 0.28 0.28 0.01 0.27 0.11
Crit Vol: 168 216 112 370
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 430 579 0 0 400 296 555 0 445 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 453 609 0 0 421 312 584 0 468 0 0 0
Added Vol: 0 25 0 0 46 1 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 634 0 0 467 313 650 0 468 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 634 0 0 467 313 650 0 468 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 634 0 0 467 313 650 0 468 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 453 634 0 0 467 313 715 0 515 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.74 0.00 1.26 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2485 0 1790 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.22 0.00 0.00 0.16 0.22 0.29 0.00 0.29 0.00 0.00 0.00
Crit Vol: 453 313 410 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 1 8 120 7 4 67 160 703 0 35 328 39
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 8 126 7 4 71 168 740 0 37 345 41
Added Vol: 0 0 0 0 0 0 0 142 0 0 147 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 126 7 4 71 168 882 0 37 492 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 126 7 4 71 168 882 0 37 492 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 126 7 4 71 168 882 0 37 492 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 126 7 4 71 337 882 0 147 492 41

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.76 1.24 0.00 0.16 1.72 0.12
Final Sat.: 23 1477 1500 269 1231 1500 1146 1854 0 240 2579 181

Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.08 0.03 0.00 0.05 0.15 0.48 0.00 0.15 0.19 0.23
Crit Vol: 126 7 713 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 Baseline PM Peak - Existing Trapac

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 1.358
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 869 0 2116 0 0 0 0 3528 273 59 3282 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 915 0 2227 0 0 0 0 3713 287 62 3454 0
Added Vol: 0 0 0 0 0 0 0 481 0 0 514 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 915 0 2227 0 0 0 0 4194 287 62 3968 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 915 0 0 0 0 0 0 4194 287 62 3968 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 915 0 0 0 0 0 0 4194 287 62 3968 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 1006 0 0 0 0 0 0 4194 287 68 3968 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.00 0.00 0.00 0.00 0.00 0.98 0.20 0.02 0.93 0.00
Crit Vol: 503 0 1398 34
Crit Moves: **** **** ****

Proposed Project

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Proposed Project

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Proposed Project

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.2
	Zone 1 Subtotal					23	38	61	1.2
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.7
	Zone 2 Subtotal					107	26	133	2.7
3	Trapac Autos	1.00	Trapac Autos	69.00	80.00	69	80	149	3.0
	Zone 3 Subtotal					69	80	149	3.0
4	Trapac Truck	1.00	Trapac Trucks	220.00	99.00	220	99	319	6.4
	Zone 4 Subtotal					220	99	319	6.4
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.6
	Zone 7 Subtotal					73	58	131	2.6
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.2
	Zone 8 Subtotal					244	215	459	9.2
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.5
	Zone 11 Subtotal					60	63	123	2.5
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	6.8
	Zone 12 Subtotal					273	65	338	6.8
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	25.4
	Zone 13 Subtotal					524	740	1264	25.4
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.2
	Zone 14 Subtotal					65	43	108	2.2
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.2

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips Total
Zone 15 Subtotal						54	54	108	2.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.0
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
Zone 22 Subtotal						126	126	252	5.1
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	16.9
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	21.7
TOTAL						2635	2347	4982	100.0

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates											
12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Proposed Project

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Proposed Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS	Veh	LOS	Veh	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.480	+ 0.166 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	D xxxxx	0.829	+ 0.075 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.676	+ 0.019 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.288	A xxxxx	0.343	+ 0.055 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.554	B xxxxx	0.606	+ 0.052 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.488	A xxxxx	0.570	+ 0.081 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.389	A xxxxx	0.505	+ 0.116 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.561	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	B xxxxx	0.606	+ 0.302 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.184	A xxxxx	0.268	+ 0.084 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.331	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.376	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.413	+ 0.014 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.581	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.376	+ 0.127 V/C
#212 Navy Way / Seaside	C xxxxx	0.726	D xxxxx	0.800	+ 0.074 V/C

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 18 11 2 6 26 88 81 277 27 4 399 14
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 21 13 2 7 31 104 96 329 32 5 474 17
Added Vol: 7 13 13 8 16 34 38 149 8 16 299 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 26 15 15 47 138 134 478 40 21 773 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 26 15 15 47 138 134 478 40 21 773 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 26 15 15 47 138 134 478 40 21 773 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 26 15 15 47 138 537 478 40 41 773 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.81 0.75 0.44 0.15 0.85 1.00 1.00 0.92 0.08 0.05 1.89 0.06
Final Sat.: 1219 1120 661 226 1274 1500 1500 1386 114 78 2834 88
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.07 0.04 0.09 0.09 0.34 0.35 0.27 0.27 0.28
Crit Vol: 28 138 134
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 14 71 201 15 138 115 97 1081 14 253 542 18
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 19 96 271 20 186 155 131 1459 19 342 732 24
Added Vol: 7 100 24 0 243 0 0 31 5 50 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 196 295 20 429 155 131 1490 24 392 769 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 196 295 20 429 155 131 1490 24 392 769 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 196 295 20 429 155 131 1490 24 392 769 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 26 196 295 20 429 155 131 1490 24 392 769 24
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.20 1.80 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1705 2570 1425 2850 1425 1425 2850 1425 2850 2763 87
Capacity Analysis Module:
Vol/Sat: 0.02 0.11 0.11 0.01 0.15 0.11 0.09 0.52 0.02 0.14 0.28 0.28
Crit Vol: 26 215 745 196
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 11 rows of metrics including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.343
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 11 rows of metrics including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows of capacity data including Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows of capacity data including Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.505
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 48 69 335 0 68 63 93 393 101 363 266 21
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 57 82 398 0 81 75 110 466 120 431 316 25
Added Vol: 0 7 84 2 5 29 34 109 212 169 68 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 89 482 2 86 104 144 575 332 600 384 26
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 57 89 0 2 86 104 144 575 0 600 384 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 89 0 2 86 104 144 575 0 600 384 26
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 57 89 0 2 86 104 144 575 0 600 384 26
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.00 0.00 0.06 0.07 0.10 0.20 0.00 0.21 0.13 0.02
Crit Vol: 28 104 288 300
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 506 0 25 0 0 0 0 361 415 22 224 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 565 0 28 0 0 0 0 403 464 25 250 0
Added Vol: 21 0 0 0 0 0 0 22 21 0 17 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 586 0 28 0 0 0 0 425 485 25 267 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 586 0 28 0 0 0 0 425 485 25 267 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 586 0 28 0 0 0 0 425 485 25 267 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 586 0 28 0 0 0 0 425 485 25 267 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.15 0.34 0.02 0.09 0.00
Crit Vol: 586 0 213 134
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 92 20 43 6 14 10 17 318 60 52 416 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 109 24 51 7 17 12 20 377 71 62 494 1
Added Vol: 45 0 54 0 0 0 0 138 99 121 209 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 154 24 105 7 17 12 20 515 170 183 703 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 154 24 105 7 17 12 20 515 170 183 703 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 154 24 105 7 17 12 20 515 170 183 703 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 154 24 105 7 17 12 81 515 170 731 703 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.40 0.93 0.67 0.06 1.50 0.44 1.00 0.99 0.01
Final Sat.: 1500 386 1114 600 1400 1000 94 2240 666 1500 1498 2
Capacity Analysis Module:
Vol/Sat: 0.10 0.06 0.09 0.01 0.01 0.01 0.22 0.23 0.26 0.12 0.47 0.48
Crit Vol: 154 18 20 717
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.268
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 416 0 0 465 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 494 0 0 552 0
Added Vol: 0 0 0 0 0 0 0 237 0 0 253 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 731 0 0 805 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 731 0 0 805 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 731 0 0 805 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 731 0 0 805 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.24 0.00 0.00 0.27 0.00
Crit Vol: 0 0 0 402
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 11 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns and 5 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 11 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns and 5 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 16 83 28 124 112 115 65 792 17 42 713 120
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 18 93 31 139 125 128 73 885 19 47 796 134
Added Vol: 0 0 0 0 0 0 0 0 55 0 0 87 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 93 31 139 125 128 73 940 19 47 883 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 93 31 139 125 128 73 940 19 47 883 134
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 93 31 139 125 128 73 940 19 47 883 134
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 18 93 31 139 125 128 73 940 19 47 883 134
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2056 694 1375 1375 1375 1375 4043 82 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.05 0.10 0.09 0.09 0.05 0.23 0.23 0.03 0.21 0.10
Crit Vol: 62 139 73 294
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 262 411 0 0 262 169 589 0 255 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 293 459 0 0 293 189 658 0 285 0 0 0
Added Vol: 0 38 0 0 43 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 293 497 0 0 336 190 690 0 285 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 293 497 0 0 336 190 690 0 285 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 293 497 0 0 336 190 690 0 285 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 293 497 0 0 336 190 690 0 285 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.12 0.13 0.24 0.00 0.20 0.00 0.00 0.00
Crit Vol: 293 190 345 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 1 7 18 16 5 73 43 224 3 46 341 10
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 8 21 19 6 87 51 266 4 55 405 12
Added Vol: 0 0 0 0 0 0 0 164 0 0 325 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 21 19 6 87 51 430 4 55 730 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 21 19 6 87 51 430 4 55 730 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 21 19 6 87 51 430 4 55 730 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 21 19 6 87 204 430 4 109 730 12

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 0.31 1.68 0.01 0.15 1.82 0.03
Final Sat.: 115 1385 1500 511 989 1500 462 2521 17 221 2737 42

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.06 0.11 0.17 0.21 0.25 0.27 0.28
Crit Vol: 1 87 51 425
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 145 0 644 0 0 0 0 1679 125 104 1553 0
Growth Adj: 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51
Initial Bse: 219 0 974 0 0 0 0 2540 189 157 2350 0
Added Vol: 0 0 0 0 0 0 0 315 0 0 312 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 219 0 974 0 0 0 0 2855 189 157 2662 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 219 0 0 0 0 0 0 2855 189 157 2662 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 0 0 0 0 0 0 2855 189 157 2662 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 219 0 0 0 0 0 0 2855 189 157 2662 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.67 0.13 0.06 0.62 0.00
Crit Vol: 110 0 952 79
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Scenario Report

Scenario: 2015 PM Peak
Command: 2015 PM Peak
Volume: 2015 PM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2015 PM Peak
Trip Distribution: Distribution
Paths: Proposed
Routes: Default Routes
Configuration: 2015 PM Peak

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.1
	Zone 1 Subtotal					35	42	77	1.1
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.6
	Zone 2 Subtotal					84	106	190	2.6
3	Trapac Autos	1.00	Trapac Autos	74.00	124.00	74	124	198	2.7
	Zone 3 Subtotal					74	124	198	2.7
4	Trapac Truck	1.00	Trapac Trucks	172.00	229.00	172	229	401	5.6
	Zone 4 Subtotal					172	229	401	5.6
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.2
	Zone 5 Subtotal					81	81	162	2.2
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.6
	Zone 7 Subtotal					138	124	262	3.6
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.2
	Zone 8 Subtotal					160	144	304	4.2
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.5
	Zone 10 Subtotal					9	102	111	1.5
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.3
	Zone 11 Subtotal					59	108	167	2.3
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	6.7
	Zone 12 Subtotal					213	271	484	6.7
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	38
	Zone 13 Subtotal					1456	1325	2781	38.6
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.8
	Zone 14 Subtotal					217	127	344	4.8
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips Total
Zone 15 Subtotal						42	42	84	1.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.5
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.4
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.8
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.6
Zone 23 Subtotal						277	277	554	7.7
TOTAL						3596	3612	7208	100.0

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Proposed Project

Zone	To Gates 12 -----
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Proposed Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.386	B	xxxxx 0.667	+ 0.281 V/C
# 23 Alameda St / Anaheim St	B	xxxxx 0.639	C	xxxxx 0.726	+ 0.087 V/C
# 26 Henry Ford Ave / Anaheim St	C	xxxxx 0.717	C	xxxxx 0.733	+ 0.017 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx 0.391	A	xxxxx 0.477	+ 0.087 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx 0.735	D	xxxxx 0.896	+ 0.161 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx 0.413	A	xxxxx 0.575	+ 0.162 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx 0.386	A	xxxxx 0.502	+ 0.116 V/C
# 53 Pacific Ave / Front St	A	xxxxx 0.469	A	xxxxx 0.493	+ 0.024 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx 0.398	B	xxxxx 0.685	+ 0.287 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx 0.258	A	xxxxx 0.382	+ 0.124 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx 0.551	A	xxxxx 0.569	+ 0.018 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx 0.414	A	xxxxx 0.431	+ 0.018 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx 0.521	A	xxxxx 0.542	+ 0.022 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx 0.664	B	xxxxx 0.682	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.336	A	xxxxx 0.546	+ 0.210 V/C
#212 Navy Way / Seaside	D	xxxxx 0.827	E	xxxxx 0.953	+ 0.126 V/C

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 77 35 16 5 5 66 94 572 8 8 264 8
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 91 42 19 6 6 78 112 679 9 9 313 9
Added Vol: 16 32 32 23 50 47 67 345 25 50 266 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 74 51 29 56 125 179 1024 34 59 579 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 107 74 51 29 56 125 179 1024 34 59 579 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 74 51 29 56 125 179 1024 34 59 579 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 107 74 51 29 56 125 357 1024 34 238 579 32
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.93 0.63 0.44 0.28 0.72 1.00 0.34 1.61 0.05 0.24 1.68 0.08
Final Sat.: 1389 951 660 413 1087 1500 506 2421 73 362 2523 115
Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.07 0.05 0.08 0.35 0.42 0.47 0.16 0.23 0.28
Crit Vol: 107 125 708 59
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 6 295 297 17 182 140 112 618 11 233 895 25
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 8 398 401 23 246 189 151 834 15 315 1208 34
Added Vol: 1 275 69 0 224 0 0 32 10 69 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 673 470 23 470 189 151 866 25 384 1228 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 9 673 470 23 470 189 151 866 25 384 1228 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 673 470 23 470 189 151 866 25 384 1228 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 673 470 23 470 189 151 866 25 384 1228 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.77 1.23 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2518 1757 1425 2850 1425 1425 2850 1425 2850 2774 76
Capacity Analysis Module:
Vol/Sat: 0.01 0.27 0.27 0.02 0.16 0.13 0.11 0.30 0.02 0.13 0.44 0.44
Crit Vol: 381 23 433 631
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 271 267 71 74 52 24 15 887 106 40 976 86
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 366 360 96 100 70 32 20 1197 143 54 1318 116
Added Vol: 0 0 0 0 0 0 0 0 101 0 0 89 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 366 360 96 100 70 32 20 1298 143 54 1407 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 366 360 96 100 70 32 20 1298 0 54 1407 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 366 360 96 100 70 32 20 1298 0 54 1407 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 366 360 96 100 70 32 20 1298 0 54 1407 116
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.07 0.07 0.02 0.02 0.01 0.46 0.00 0.04 0.49 0.08
Crit Vol: 242 100 649 54
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 457 298 0 0 234 108 0 0 0 0 0 0 0
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 670 437 0 0 343 158 0 0 0 0 0 0 0
Added Vol: 157 12 0 0 103 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 827 449 0 0 446 158 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 827 449 0 0 446 158 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 827 449 0 0 446 158 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 827 449 0 0 446 158 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.48 0.52 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2214 786 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.15 0.00 0.00 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 414 302 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 11 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 11 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 73 105 465 0 77 83 115 277 76 411 377 29
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 87 125 552 0 91 99 137 329 90 488 447 34
Added Vol: 0 13 189 2 15 27 19 118 173 158 156 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 138 741 2 106 126 156 447 263 646 603 36
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 138 0 2 106 126 156 447 0 646 603 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 138 0 2 106 126 156 447 0 646 603 36
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 138 0 2 106 126 156 447 0 646 603 36
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.05 0.00 0.00 0.07 0.09 0.11 0.16 0.00 0.23 0.21 0.03
Crit Vol: 43 126 223 323
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 424 0 16 0 0 0 0 195 602 9 348 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 474 0 18 0 0 0 0 218 672 10 389 0
Added Vol: 28 0 0 0 0 0 0 35 38 0 12 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 502 0 18 0 0 0 0 253 710 10 401 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 502 0 18 0 0 0 0 253 710 10 401 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 502 0 18 0 0 0 0 253 710 10 401 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 502 0 18 0 0 0 0 253 710 10 401 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.01 0.00 0.00 0.00 0.00 0.09 0.50 0.01 0.14 0.00
Crit Vol: 502 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 141 25 141 8 11 31 40 516 30 18 411 6
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 167 30 167 9 13 37 47 612 36 21 488 7
Added Vol: 103 0 126 0 0 0 0 294 77 95 218 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 270 30 293 9 13 37 47 906 113 116 706 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 270 30 293 9 13 37 47 906 113 116 706 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 270 30 293 9 13 37 47 906 113 116 706 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 270 30 293 9 13 37 190 906 113 465 706 7

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.10 0.99 0.32 0.68 1.00 0.10 1.71 0.19 0.48 1.51 0.01
Final Sat.: 1367 150 1483 480 1020 1500 154 2566 279 727 2255 18

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.02 0.01 0.02 0.31 0.35 0.40 0.16 0.31 0.39
Crit Vol: 297 9 605 116
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 653 0 0 617 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 775 0 0 732 0
Added Vol: 0 0 0 0 0 0 0 371 0 0 321 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1146 0 0 1053 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1146 0 0 1053 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1146 0 0 1053 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1146 0 0 1053 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.38 0.00 0.00 0.35 0.00
Crit Vol: 0 0 573 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 2 31 121 4 167 95 656 31 22 646 7
Added Vol: 0 0 0 0 0 0 0 0 50 0 0 38 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 2 31 121 4 167 95 706 31 22 684 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 2 31 121 4 167 95 706 31 22 684 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 2 31 121 4 167 95 706 31 22 684 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 2 31 121 4 167 95 706 31 22 684 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.92 0.08 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2730 120 1425 4232 43
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 20 400 369 22
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 1 88 16 0 5 6 732 51 93 581 3
Added Vol: 0 0 0 0 0 0 0 0 50 0 0 38 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 1 88 16 0 5 6 782 51 93 619 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 1 88 16 0 5 6 782 51 93 619 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 1 88 16 0 5 6 782 51 93 619 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 1 88 16 0 5 6 782 51 93 619 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.99 0.01
Final Sat.: 1425 16 1409 1425 0 1425 1425 2676 174 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.15 0.15
Crit Vol: 89 16 417 93
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 101 0 0 89 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1023 12 16 976 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1023 12 16 976 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1023 12 16 976 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1023 12 16 976 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4076 49 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.24 0.10
Crit Vol: 142 183 95 325
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 344 463 0 0 320 237 444 0 356 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 384 517 0 0 357 265 496 0 398 0 0 0
Added Vol: 0 40 0 0 74 2 67 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 384 557 0 0 431 267 563 0 398 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 384 557 0 0 431 267 563 0 398 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 384 557 0 0 431 267 563 0 398 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 384 557 0 0 431 267 563 0 398 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.76 0.00 1.24 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2505 0 1770 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.20 0.00 0.00 0.15 0.19 0.22 0.00 0.22 0.00 0.00 0.00
Crit Vol: 384 267 320 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 1 6 86 5 3 48 114 502 0 25 234 28
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 7 102 6 4 57 135 596 0 30 278 33
Added Vol: 0 0 0 0 0 0 0 394 0 0 333 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 102 6 4 57 135 990 0 30 611 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 102 6 4 57 135 990 0 30 611 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 102 6 4 57 135 990 0 30 611 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 102 6 4 57 271 990 0 119 611 33

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.55 1.45 0.00 0.10 1.81 0.09
Final Sat.: 32 1468 1500 268 1232 1500 820 2180 0 152 2717 131

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.16 0.45 0.00 0.19 0.22 0.25
Crit Vol: 102 6 681 30
Crit Moves: **** **

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 410 0 998 0 0 0 0 1664 129 28 1548 0
Growth Adj: 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Initial Bse: 624 0 1520 0 0 0 0 2534 196 43 2358 0
Added Vol: 0 0 0 0 0 0 0 539 0 0 561 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 624 0 1520 0 0 0 0 3073 196 43 2919 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 624 0 0 0 0 0 0 3073 196 43 2919 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 624 0 0 0 0 0 0 3073 196 43 2919 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 624 0 0 0 0 0 0 3073 196 43 2919 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.14 0.01 0.68 0.00
Crit Vol: 312 0 1024 21
Crit Moves: **** **

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Proposed Project

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: 2038 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Proposed Project

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	3.00	18.00	3	18	21	0.4
	Zone 1 Subtotal					3	18	21	0.4
2	YML Trucks	1.00	YML Trucks	-36.00	58.00	-36	58	22	0.5
	Zone 2 Subtotal					-36	58	22	0.5
3	Trapac Autos	1.00	Trapac Autos	62.00	74.00	62	74	136	2.8
	Zone 3 Subtotal					62	74	136	2.8
4	Trapac Truck	1.00	Trapac Trucks	177.00	238.00	177	238	415	8.5
	Zone 4 Subtotal					177	238	415	8.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.5
	Zone 5 Subtotal					61	61	122	2.5
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.7
	Zone 7 Subtotal					73	58	131	2.7
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.4
	Zone 8 Subtotal					244	215	459	9.4
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.5
	Zone 10 Subtotal					72	50	122	2.5
11	China Shippi	1.00	China Shipping	53.00	56.00	53	56	109	2.2
	Zone 11 Subtotal					53	56	109	2.2
12	China Shippi	1.00	China Shipping	170.00	130.00	170	130	300	6.2
	Zone 12 Subtotal					170	130	300	6.2
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.0
	Zone 13 Subtotal					524	740	1264	26.0
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.2
	Zone 14 Subtotal					65	43	108	2.2
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.2

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.1
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
Zone 22 Subtotal						126	126	252	5.2
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	22.2
TOTAL						2312	2550	4862	100.0

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Proposed Project

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Proposed Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.390	A xxxxx	0.580	+ 0.190 V/C
# 23 Alameda St / Anaheim St	F xxxxx	1.045	F xxxxx	1.104	+ 0.058 V/C
# 26 Henry Ford Ave / Anaheim St	D xxxxx	0.897	E xxxxx	0.921	+ 0.025 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.390	A xxxxx	0.454	+ 0.064 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.711	C xxxxx	0.785	+ 0.074 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx	0.607	B xxxxx	0.697	+ 0.090 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.585	+ 0.081 V/C
# 53 Pacific Ave / Front St	B xxxxx	0.634	B xxxxx	0.653	+ 0.019 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.378	B xxxxx	0.668	+ 0.291 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.228	A xxxxx	0.303	+ 0.074 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.361	+ 0.012 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.389	A xxxxx	0.401	+ 0.012 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.470	A xxxxx	0.487	+ 0.017 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.697	C xxxxx	0.710	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.332	A xxxxx	0.403	+ 0.071 V/C
#212 Navy Way / Seaside	F xxxxx	1.080	F xxxxx	1.160	+ 0.079 V/C

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #21 Avalon Ave / Harry Bridges Blvd *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 25 15 3 8 36 123 113 388 38 6 559 20
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 16 3 8 38 129 119 408 40 6 588 21
Added Vol: 7 13 13 8 16 30 33 247 8 16 187 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 29 16 16 54 159 152 655 48 22 775 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 29 16 16 54 159 152 655 48 22 775 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 29 16 16 54 159 152 655 48 22 775 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 33 29 16 16 54 159 608 655 48 89 775 29
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.85 0.74 0.41 0.14 0.86 1.00 0.76 1.17 0.07 0.06 1.88 0.06
Final Sat.: 1277 1104 619 214 1286 1500 1141 1749 110 88 2814 98
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.08 0.04 0.11 0.13 0.37 0.44 0.25 0.28 0.30
Crit Vol: 33 159 656 22
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #23 Alameda St / Anaheim St *****
Cycle (sec): 100 Critical Vol./Cap. (X): 1.104
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 25 124 352 26 242 201 170 1892 25 443 949 32
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 130 370 27 255 212 179 1991 26 466 999 34
Added Vol: 7 190 39 0 149 0 0 31 5 38 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 320 409 27 404 212 179 2022 31 504 1036 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 320 409 27 404 212 179 2022 31 504 1036 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 320 409 27 404 212 179 2022 31 504 1036 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 33 320 450 27 404 212 179 2022 31 555 1036 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.25 1.75 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1777 2498 1425 2850 1425 1425 2850 1425 2850 2760 90
Capacity Analysis Module:
Vol/Sat: 0.02 0.18 0.18 0.02 0.14 0.15 0.13 0.71 0.02 0.19 0.38 0.38
Crit Vol: 257 27 1011 277
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 142 96 121 86 147 9 30 1852 616 81 1390 98
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 149 101 127 91 155 9 32 1949 648 85 1463 103
Added Vol: 0 0 0 0 0 0 0 0 70 0 0 75 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 149 101 127 91 155 9 32 2019 648 85 1538 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 149 101 127 91 155 9 32 2019 0 85 1538 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 101 127 91 155 9 32 2019 0 85 1538 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 164 101 127 91 155 9 32 2019 0 85 1538 103
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.86 1.14 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2648 1627 1425 1425 4028 247 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.09 0.06 0.04 0.04 0.02 0.71 0.00 0.06 0.54 0.07
Crit Vol: 127 91 1010 85
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 608 611 0 0 336 107 0 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 640 643 0 0 354 113 0 0 0 0 0 0 0
Added Vol: 127 14 0 0 51 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 767 657 0 0 405 113 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 767 657 0 0 405 113 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 767 657 0 0 405 113 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 844 657 0 0 405 113 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2347 653 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.22 0.00 0.00 0.17 0.17 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 422 259 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Table with 10 columns for Volume Module and 10 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with 10 columns for Saturation Flow Module and 4 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 10 columns for Capacity Analysis Module and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Table with 10 columns for Volume Module and 10 rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with 10 columns for Saturation Flow Module and 4 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 10 columns for Capacity Analysis Module and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 67 97 469 0 95 88 130 550 141 508 372 29
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 71 102 494 0 100 93 137 579 148 535 391 31
Added Vol: 0 7 104 2 5 29 34 92 82 80 128 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 71 109 598 2 105 122 171 671 230 615 519 33
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 71 109 0 2 105 122 171 671 0 615 519 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 109 0 2 105 122 171 671 0 615 519 33
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 78 109 0 2 105 122 171 671 0 676 519 33
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.04 0.00 0.00 0.07 0.09 0.12 0.24 0.00 0.24 0.18 0.02
Crit Vol: 39 122 335 338
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1
Volume Module:
Base Vol: 633 0 31 0 0 0 0 451 519 28 280 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 666 0 33 0 0 0 0 475 546 29 295 0
Added Vol: 18 0 0 0 0 0 0 18 19 0 14 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 684 0 33 0 0 0 0 493 565 29 309 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 684 0 33 0 0 0 0 493 565 29 309 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 684 0 33 0 0 0 0 493 565 29 309 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 684 0 33 0 0 0 0 493 565 29 309 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.48 0.00 0.02 0.00 0.00 0.00 0.00 0.17 0.40 0.02 0.11 0.00
Crit Vol: 684 0 246 154
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 129 28 60 8 20 14 24 445 84 73 582 1
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 136 29 63 8 21 15 25 468 88 77 612 1
Added Vol: 107 0 131 0 0 0 0 155 80 97 116 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 243 29 194 8 21 15 25 623 168 174 728 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 243 29 194 8 21 15 25 623 168 174 728 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 243 29 194 8 21 15 25 623 168 174 728 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 243 29 194 8 21 15 101 623 168 695 728 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.17 0.83 0.38 0.95 0.67 0.07 1.55 0.38 0.91 1.08 0.01
Final Sat.: 1500 251 1249 571 1429 1000 102 2332 566 1365 1632 2
Capacity Analysis Module:
Vol/Sat: 0.16 0.12 0.16 0.01 0.01 0.01 0.25 0.27 0.30 0.13 0.45 0.47
Crit Vol: 243 22 25 712
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 582 0 0 651 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 612 0 0 685 0
Added Vol: 0 0 0 0 0 0 0 235 0 0 223 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 847 0 0 908 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 847 0 0 908 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 847 0 0 908 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 847 0 0 908 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.28 0.00 0.00 0.30 0.00
Crit Vol: 0 0 0 0 454
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.361 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 11 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 31 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 11 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 20 104 35 155 140 144 81 990 21 53 891 150
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 109 37 163 147 152 85 1042 22 56 938 158
Added Vol: 0 0 0 0 0 0 0 0 70 0 0 75 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 109 37 163 147 152 85 1112 22 56 1013 158
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 109 37 163 147 152 85 1112 22 56 1013 158
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 109 37 163 147 152 85 1112 22 56 1013 158
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 109 37 163 147 152 85 1112 22 56 1013 158
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2058 692 1375 1375 1375 1375 4045 80 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.05 0.12 0.11 0.11 0.06 0.27 0.27 0.04 0.25 0.11
Crit Vol: 73 163 378 56
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Proposed Project

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 328 514 0 0 328 211 736 0 319 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 345 541 0 0 345 222 775 0 336 0 0 0
Added Vol: 0 32 0 0 36 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 345 573 0 0 381 223 807 0 336 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 345 573 0 0 381 223 807 0 336 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 573 0 0 381 223 807 0 336 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 345 573 0 0 381 223 887 0 369 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.24 0.20 0.00 0.00 0.13 0.16 0.31 0.00 0.26 0.00 0.00 0.00
Crit Vol: 345 223 444 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 1 10 25 22 7 102 60 314 4 64 477 14
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 11 26 23 7 107 63 330 4 67 502 15
Added Vol: 0 0 0 0 0 0 0 262 0 0 213 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 26 23 7 107 63 592 4 67 715 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 26 23 7 107 63 592 4 67 715 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 26 23 7 107 63 592 4 67 715 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 26 23 7 107 253 592 4 135 715 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.34 0.66 1.00 0.27 1.72 0.01 0.18 1.79 0.03
Final Sat.: 83 1417 1500 504 996 1500 403 2582 15 277 2672 51

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.07 0.16 0.23 0.28 0.24 0.27 0.29
Crit Vol: 1 107 63 432
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 1.160
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 305 0 1352 0 0 0 0 3526 263 218 3261 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 321 0 1423 0 0 0 0 3711 277 229 3432 0
Added Vol: 0 0 0 0 0 0 0 339 0 0 263 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 321 0 1423 0 0 0 0 4050 277 229 3695 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 321 0 0 0 0 0 0 4050 277 229 3695 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 0 0 0 0 0 0 4050 277 229 3695 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 353 0 0 0 0 0 0 4050 277 252 3695 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.95 0.19 0.09 0.86 0.00
Crit Vol: 177 0 1350 126
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Scenario Report

Scenario: 2038 PM Peak
Command: 2038 PM Peak
Volume: 2038 PM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2030 PM Peak
Trip Distribution: Distribution
Paths: Proposed
Routes: Default Routes
Configuration: 2038 PM Peak

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	17.00	6.00	17	6	23	0.3
	Zone 1 Subtotal					17	6	23	0.3
2	YML Trucks	1.00	YML Trucks	-28.00	-31.00	-28	-31	-59	-0.9
	Zone 2 Subtotal					-28	-31	-59	-0.9
3	Trapac Autos	1.00	Trapac Autos	68.00	112.00	68	112	180	2.7
	Zone 3 Subtotal					68	112	180	2.7
4	Trapac Truck	1.00	Trapac Trucks	138.00	188.00	138	188	326	4.9
	Zone 4 Subtotal					138	188	326	4.9
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.4
	Zone 5 Subtotal					81	81	162	2.4
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.0
	Zone 7 Subtotal					138	124	262	4.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.6
	Zone 8 Subtotal					160	144	304	4.6
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	52.00	96.00	52	96	148	2.2
	Zone 11 Subtotal					52	96	148	2.2
12	China Shippi	1.00	China Shipping	132.00	175.00	132	175	307	4.6
	Zone 12 Subtotal					132	175	307	4.6
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	42
	Zone 13 Subtotal					1456	1325	2781	42.0
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.2
	Zone 14 Subtotal					217	127	344	5.2
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
Zone 17 Subtotal						28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
Zone 18 Subtotal						28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
Zone 19 Subtotal						28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.3
Zone 21 Subtotal						98	51	149	2.3
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.0
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.1
Zone 22 Subtotal						265	265	530	8.0
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	8.4
TOTAL						3338	3278	6616	100.0

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Proposed Project

Zone	To Gates 12 -----
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Proposed Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.525	C	xxxxx 0.723	+ 0.197 V/C
# 23 Alameda St / Anaheim St	D	xxxxx 0.885	E	xxxxx 0.948	+ 0.063 V/C
# 26 Henry Ford Ave / Anaheim St	E	xxxxx 0.989	F	xxxxx 1.017	+ 0.028 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx 0.593	B	xxxxx 0.668	+ 0.076 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F	xxxxx 1.108	F	xxxxx 1.278	+ 0.170 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx 0.506	A	xxxxx 0.588	+ 0.082 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx 0.504	A	xxxxx 0.592	+ 0.088 V/C
# 53 Pacific Ave / Front St	A	xxxxx 0.552	A	xxxxx 0.573	+ 0.021 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx 0.493	C	xxxxx 0.725	+ 0.232 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx 0.321	A	xxxxx 0.406	+ 0.085 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx 0.580	A	xxxxx 0.590	+ 0.010 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx 0.435	A	xxxxx 0.445	+ 0.010 V/C
# 94 Santa Fe Ave / Anaheim St	B	xxxxx 0.613	B	xxxxx 0.633	+ 0.019 V/C
#110 John S. Gibson / Channel Stree	D	xxxxx 0.807	D	xxxxx 0.825	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.566	C	xxxxx 0.794	+ 0.227 V/C
#212 Navy Way / Seaside	F	xxxxx 1.245	F	xxxxx 1.361	+ 0.115 V/C

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 108 49 22 7 7 92 132 801 11 11 370 11
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 114 52 23 7 7 97 139 843 12 12 389 12
Added Vol: 16 32 32 23 50 43 59 231 25 50 177 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 84 55 30 57 140 198 1074 37 62 566 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 84 55 30 57 140 198 1074 37 62 566 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 84 55 30 57 140 198 1074 37 62 566 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 130 84 55 30 57 140 396 1074 37 369 566 35
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.62 0.41 0.27 0.73 1.00 0.36 1.59 0.05 0.35 1.58 0.07
Final Sat.: 1449 934 617 400 1100 1500 535 2393 73 521 2372 107
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.08 0.05 0.09 0.37 0.45 0.50 0.12 0.24 0.32
Crit Vol: 130 140 140 753 62
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 11 516 520 30 319 245 196 1082 19 408 1566 44
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 12 543 547 32 336 258 206 1139 20 429 1648 46
Added Vol: 1 184 58 0 150 0 0 32 10 60 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 727 605 32 486 258 206 1171 30 489 1668 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 727 605 32 486 258 206 1171 30 489 1668 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 727 605 32 486 258 206 1171 30 489 1668 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 13 727 666 32 486 258 206 1171 30 538 1668 46
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.57 1.43 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2232 2043 1425 2850 1425 1425 2850 1425 2850 2773 77
Capacity Analysis Module:
Vol/Sat: 0.01 0.33 0.33 0.02 0.17 0.18 0.14 0.41 0.02 0.19 0.60 0.60
Crit Vol: 464 32 585 269
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 474 467 124 130 91 42 26 1552 186 70 1708 151
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 499 491 130 137 96 44 27 1633 196 74 1797 159
Added Vol: 0 0 0 0 0 0 0 0 90 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 499 491 130 137 96 44 27 1723 196 74 1876 159
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 499 491 130 137 96 44 27 1723 0 74 1876 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 499 491 130 137 96 44 27 1723 0 74 1876 159
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 549 491 130 137 96 44 27 1723 0 74 1876 159
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2255 2020 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.09 0.10 0.03 0.03 0.02 0.60 0.00 0.05 0.66 0.11
Crit Vol: 347 137 27 938
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 914 596 0 0 468 216 0 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 962 627 0 0 493 227 0 0 0 0 0 0 0
Added Vol: 157 9 0 0 54 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1119 636 0 0 547 227 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1119 636 0 0 547 227 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1119 636 0 0 547 227 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1231 636 0 0 547 227 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.41 0.59 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2119 881 0 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.21 0.00 0.00 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 615 387 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.278
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing traffic volumes for different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing traffic volumes for different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 102 147 651 0 108 116 161 388 106 575 528 41
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 107 155 685 0 114 122 169 408 112 605 556 43
Added Vol: 0 13 95 1 15 27 19 104 70 85 136 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 168 780 1 129 149 188 512 182 690 692 45
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 107 168 0 1 129 149 188 512 0 690 692 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 168 0 1 129 149 188 512 0 690 692 45
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 118 168 0 1 129 149 188 512 0 759 692 45

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.10 0.13 0.18 0.00 0.27 0.24 0.03
Crit Vol: 59 149 256 380
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 530 0 20 0 0 0 0 244 753 11 435 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 558 0 21 0 0 0 0 257 792 12 458 0
Added Vol: 26 0 0 0 0 0 0 28 34 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 584 0 21 0 0 0 0 285 826 12 467 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 584 0 21 0 0 0 0 285 826 12 467 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 584 0 21 0 0 0 0 285 826 12 467 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 584 0 21 0 0 0 0 285 826 12 467 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0

Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.01 0.00 0.00 0.00 0.00 0.10 0.58 0.01 0.16 0.00
Crit Vol: 584 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 197 35 197 11 15 43 56 722 42 25 575 8
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 207 37 207 12 16 45 59 760 44 26 605 8
Added Vol: 85 0 103 0 0 0 0 194 62 76 143 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 37 310 12 16 45 59 954 106 102 748 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 292 37 310 12 16 45 59 954 106 102 748 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 37 310 12 16 45 59 954 106 102 748 8
PCE Adj: 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 292 37 310 23 16 45 236 954 106 614 748 8
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.12 0.97 0.38 0.62 1.00 0.13 1.71 0.16 0.59 1.40 0.01
Final Sat.: 1371 173 1456 569 931 1500 188 2566 246 884 2098 18
Capacity Analysis Module:
Vol/Sat: 0.21 0.21 0.21 0.02 0.02 0.03 0.31 0.37 0.43 0.12 0.36 0.46
Crit Vol: 292 45 648 102
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 914 0 0 864 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 962 0 0 909 0
Added Vol: 0 0 0 0 0 0 0 256 0 0 228 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1218 0 0 1137 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1218 0 0 1137 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1218 0 0 1137 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1218 0 0 1137 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.38 0.00
Crit Vol: 0 609
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic volumes and 11 rows for various adjustment factors like Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for saturation flow and 5 rows for adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 11 columns for capacity and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic volumes and 11 rows for various adjustment factors like Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for saturation flow and 5 rows for adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 11 columns for capacity and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 34 268 51 205 163 140 106 1031 14 18 993 149
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 36 282 54 216 172 147 112 1085 15 19 1045 157
Added Vol: 0 0 0 0 0 0 0 0 90 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 282 54 216 172 147 112 1175 15 19 1124 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 282 54 216 172 147 112 1175 15 19 1124 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 282 54 216 172 147 112 1175 15 19 1124 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 36 282 54 216 172 147 112 1175 15 19 1124 157
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.08 0.92 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2310 440 1375 1479 1271 1375 4074 51 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.03 0.12 0.12 0.16 0.12 0.12 0.08 0.29 0.29 0.01 0.27 0.11
Crit Vol: 168 216 112 375
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 430 579 0 0 400 296 555 0 445 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 453 609 0 0 421 312 584 0 468 0 0 0
Added Vol: 0 35 0 0 62 1 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 644 0 0 483 313 650 0 468 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 644 0 0 483 313 650 0 468 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 644 0 0 483 313 650 0 468 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 453 644 0 0 483 313 715 0 515 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.74 0.00 1.26 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2485 0 1790 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.23 0.00 0.00 0.17 0.22 0.29 0.00 0.29 0.00 0.00 0.00
Crit Vol: 453 313 410 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 8 120 7 4 67 160 703 0 35 328 39
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 8 126 7 4 71 168 740 0 37 345 41
Added Vol: 0 0 0 0 0 0 0 280 0 0 244 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 126 7 4 71 168 1020 0 37 589 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 126 7 4 71 168 1020 0 37 589 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 126 7 4 71 168 1020 0 37 589 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 126 7 4 71 674 1020 0 147 589 41
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 1.00 0.00 0.13 1.76 0.11
Final Sat.: 23 1477 1500 269 1231 1500 1500 1500 0 199 2643 158
Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.08 0.03 0.00 0.05 0.11 0.68 0.00 0.19 0.22 0.26
Crit Vol: 126 7 1020 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Proposed Project

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 1.361
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 869 0 2116 0 0 0 0 3528 273 59 3282 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 915 0 2227 0 0 0 0 3713 287 62 3454 0
Added Vol: 0 0 0 0 0 0 0 492 0 0 523 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 915 0 2227 0 0 0 0 4205 287 62 3977 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 915 0 0 0 0 0 0 4205 287 62 3977 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 915 0 0 0 0 0 0 4205 287 62 3977 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 1006 0 0 0 0 0 0 4205 287 68 3977 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.00 0.00 0.00 0.00 0.00 0.98 0.20 0.02 0.93 0.00
Crit Vol: 503 0 1402 34
Crit Moves: **** **** ****

Alternatives

NEPA-Alternative 1

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 1 (No Project)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 1 (No Project)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.2
	Zone 1 Subtotal					23	38	61	1.2
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.6
	Zone 2 Subtotal					107	26	133	2.6
3	Trapac Autos	1.00	Trapac Autos	46.00	57.00	46	57	103	2.0
	Zone 3 Subtotal					46	57	103	2.0
4	Trapac Truck	1.00	Trapac Trucks	298.00	114.00	298	114	412	8.2
	Zone 4 Subtotal					298	114	412	8.2
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.6
	Zone 7 Subtotal					73	58	131	2.6
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.1
	Zone 8 Subtotal					244	215	459	9.1
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.4
	Zone 11 Subtotal					60	63	123	2.4
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	6.7
	Zone 12 Subtotal					273	65	338	6.7
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	25.1
	Zone 13 Subtotal					524	740	1264	25.1
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips Total
Zone 15 Subtotal						54	54	108	2.1
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.0
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
Zone 22 Subtotal						126	126	252	5.0
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	16.8
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	21.5
TOTAL						2690	2339	5029	100.0

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates 12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 1 (No Project)

Zone	To Gates 12 -----
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 1 (No Project)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.484	+ 0.169 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	D xxxxx	0.842	+ 0.088 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.676	+ 0.020 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.288	A xxxxx	0.343	+ 0.055 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.554	B xxxxx	0.606	+ 0.051 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.488	A xxxxx	0.569	+ 0.080 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.389	A xxxxx	0.514	+ 0.124 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.558	+ 0.020 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	A xxxxx	0.462	+ 0.158 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.184	A xxxxx	0.306	+ 0.122 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.332	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.376	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.414	+ 0.015 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.581	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.388	+ 0.138 V/C
#212 Navy Way / Seaside	C xxxxx	0.726	D xxxxx	0.800	+ 0.074 V/C

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 18 11 2 6 26 88 81 277 27 4 399 14
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 21 13 2 7 31 104 96 329 32 5 474 17
Added Vol: 7 13 13 8 16 28 31 150 8 16 335 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 26 15 15 47 132 127 479 40 21 809 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 26 15 15 47 132 127 479 40 21 809 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 26 15 15 47 132 127 479 40 21 809 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 26 15 15 47 132 509 479 40 41 809 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.81 0.75 0.44 0.16 0.84 1.00 0.96 0.96 0.08 0.05 1.89 0.06
Final Sat.: 1219 1120 661 233 1267 1500 1442 1441 117 75 2841 84
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.06 0.04 0.09 0.09 0.33 0.34 0.28 0.28 0.29
Crit Vol: 28 132 127
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 14 71 201 15 138 115 97 1081 14 253 542 18
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 19 96 271 20 186 155 131 1459 19 342 732 24
Added Vol: 7 103 25 0 275 0 0 31 5 56 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 199 296 20 461 155 131 1490 24 398 769 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 199 296 20 461 155 131 1490 24 398 769 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 199 296 20 461 155 131 1490 24 398 769 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 26 199 296 20 461 155 131 1490 24 398 769 24
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.20 1.80 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1717 2558 1425 2850 1425 1425 2850 1425 2850 2763 87
Capacity Analysis Module:
Vol/Sat: 0.02 0.12 0.12 0.01 0.16 0.11 0.09 0.52 0.02 0.14 0.28 0.28
Crit Vol: 26 231 745 199
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 81 55 69 49 84 5 17 1058 352 46 794 56
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 109 74 93 66 113 7 23 1428 475 62 1072 76
Added Vol: 0 0 0 0 0 0 0 0 56 0 0 93 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 74 93 66 113 7 23 1484 475 62 1165 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 109 74 93 66 113 7 23 1484 0 62 1165 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 74 93 66 113 7 23 1484 0 62 1165 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 109 74 93 66 113 7 23 1484 0 62 1165 76
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.79 1.21 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2546 1729 1425 1425 4035 240 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.07 0.05 0.03 0.03 0.02 0.52 0.00 0.04 0.41 0.05
Crit Vol: 93 66 742 62
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.343
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 405 407 0 0 224 71 0 0 0 0 0 0
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 499 502 0 0 276 88 0 0 0 0 0 0
Added Vol: 127 16 0 0 38 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 626 518 0 0 314 88 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 626 518 0 0 314 88 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 626 518 0 0 314 88 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 626 518 0 0 314 88 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2346 654 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.13 0.13 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 313 201 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	319	491	31	33	137	73	248	55	607	21	14	5
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	393	605	38	41	169	90	306	68	748	26	17	6
Added Vol:	177	143	0	0	16	21	0	0	280	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	748	38	41	185	111	306	68	1028	26	17	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	748	38	41	185	111	306	68	1028	26	17	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	748	38	41	185	111	306	68	1028	26	17	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	570	748	38	41	185	111	306	68	1028	26	17	6

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.90	0.10	1.00	1.25	0.75	0.82	0.18	2.00	1.00	0.75	0.25
Final Sat.:	2750	2616	134	1375	1718	1032	1125	250	2750	1375	1031	344

Capacity Analysis Module:

Vol/Sat:	0.21	0.29	0.29	0.03	0.11	0.11	0.27	0.27	0.37	0.02	0.02	0.02
Crit Vol:	285			148			374			26		
Crit Moves:	****			****			****			****		

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	1	0	1	0	0	1	1

Volume Module:

Base Vol:	668	346	46	6	401	87	18	9	26	13	40	14
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	746	386	51	7	448	97	20	10	29	15	45	16
Added Vol:	32	21	14	365	18	0	0	73	0	22	72	68
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	778	407	65	372	466	97	20	83	29	37	117	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	778	407	65	372	466	97	20	83	29	37	117	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	778	407	65	372	466	97	20	83	29	37	117	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	778	407	65	372	466	97	20	83	29	37	117	84

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.65	0.35	0.19	0.81	1.00	1.00	1.16	0.84
Final Sat.:	2850	2850	1425	2850	2358	492	278	1147	1425	1425	1660	1190

Capacity Analysis Module:

Vol/Sat:	0.27	0.14	0.05	0.13	0.20	0.20	0.07	0.07	0.02	0.03	0.07	0.07
Crit Vol:	389			282			103			37		
Crit Moves:	****			****			****			****		

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 48 69 335 0 68 63 93 393 101 363 266 21
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 57 82 398 0 81 75 110 466 120 431 316 25
Added Vol: 0 7 81 3 5 29 34 136 212 166 70 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 89 479 3 86 104 144 602 332 597 386 26
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 57 89 0 3 86 104 144 602 0 597 386 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 89 0 3 86 104 144 602 0 597 386 26
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 57 89 0 3 86 104 144 602 0 597 386 26
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.00 0.00 0.06 0.07 0.10 0.21 0.00 0.21 0.14 0.02
Crit Vol: 28 104 301 298
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 506 0 25 0 0 0 0 361 415 22 224 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 565 0 28 0 0 0 0 403 464 25 250 0
Added Vol: 18 0 0 0 0 0 0 21 18 0 16 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 583 0 28 0 0 0 0 424 482 25 266 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 583 0 28 0 0 0 0 424 482 25 266 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 583 0 28 0 0 0 0 424 482 25 266 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 583 0 28 0 0 0 0 424 482 25 266 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.15 0.34 0.02 0.09 0.00
Crit Vol: 583 0 212 133
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 92 20 43 6 14 10 17 318 60 52 416 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 109 24 51 7 17 12 20 377 71 62 494 1
Added Vol: 41 0 50 0 0 0 0 137 27 33 326 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 150 24 101 7 17 12 20 514 98 95 820 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 150 24 101 7 17 12 20 514 98 95 820 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 150 24 101 7 17 12 20 514 98 95 820 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 150 24 101 7 17 12 81 514 98 189 820 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.27 0.73 0.40 0.93 0.67 0.07 1.65 0.28 0.23 1.76 0.01
Final Sat.: 1500 398 1102 600 1400 1000 106 2469 425 346 2650 4
Capacity Analysis Module:
Vol/Sat: 0.10 0.06 0.09 0.01 0.01 0.01 0.19 0.21 0.23 0.27 0.31 0.34
Crit Vol: 150 18 20 505
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.306
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 416 0 0 465 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 494 0 0 552 0
Added Vol: 0 0 0 0 0 0 0 164 0 0 367 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 658 0 0 919 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 658 0 0 919 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 658 0 0 919 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 658 0 0 919 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.22 0.00 0.00 0.31 0.00
Crit Vol: 0 0 0 459
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 0 24 189 0 61 70 497 22 35 431 2
Added Vol: 0 0 0 0 0 0 0 18 0 0 53 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 0 24 189 0 61 70 515 22 35 484 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 0 24 189 0 61 70 515 22 35 484 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 0 24 189 0 61 70 515 22 35 484 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 0 24 189 0 61 70 515 22 35 484 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2155 0 695 1425 2733 117 1425 4257 18
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.02 0.11 0.11
Crit Vol: 44 125 269 35
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 2 85 9 0 1 2 628 62 86 428 6
Added Vol: 0 0 0 0 0 0 0 18 0 0 53 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 2 85 9 0 1 2 646 62 86 481 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 2 85 9 0 1 2 646 62 86 481 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 2 85 9 0 1 2 646 62 86 481 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 2 85 9 0 1 2 646 62 86 481 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2600 250 1425 4222 53
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.25 0.25 0.06 0.11 0.11
Crit Vol: 87 9 354 86
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 16 83 28 124 112 115 65 792 17 42 713 120
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 18 93 31 139 125 128 73 885 19 47 796 134
Added Vol: 0 0 0 0 0 0 0 0 56 0 0 93 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 93 31 139 125 128 73 941 19 47 889 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 93 31 139 125 128 73 941 19 47 889 134
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 93 31 139 125 128 73 941 19 47 889 134
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 18 93 31 139 125 128 73 941 19 47 889 134
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2056 694 1375 1375 1375 1375 4043 82 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.05 0.10 0.09 0.09 0.05 0.23 0.23 0.03 0.22 0.10
Crit Vol: 62 139 73 296
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 262 411 0 0 262 169 589 0 255 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 293 459 0 0 293 189 658 0 285 0 0 0
Added Vol: 0 34 0 0 39 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 293 493 0 0 332 190 690 0 285 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 293 493 0 0 332 190 690 0 285 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 293 493 0 0 332 190 690 0 285 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 293 493 0 0 332 190 690 0 285 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.12 0.13 0.24 0.00 0.20 0.00 0.00 0.00
Crit Vol: 293 190 345 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 1 7 18 16 5 73 43 224 3 46 341 10
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 8 21 19 6 87 51 266 4 55 405 12
Added Vol: 0 0 0 0 0 0 0 165 0 0 360 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 21 19 6 87 51 431 4 55 765 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 21 19 6 87 51 431 4 55 765 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 21 19 6 87 51 431 4 55 765 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 21 19 6 87 204 431 4 109 765 12

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 0.31 1.68 0.01 0.14 1.83 0.03
Final Sat.: 115 1385 1500 511 989 1500 461 2523 17 211 2749 40

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.06 0.11 0.17 0.21 0.26 0.28 0.30
Crit Vol: 1 87 51 443
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 145 0 644 0 0 0 0 1679 125 104 1553 0
Growth Adj: 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51
Initial Bse: 219 0 974 0 0 0 0 2540 189 157 2350 0
Added Vol: 0 0 0 0 0 0 0 316 0 0 316 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 219 0 974 0 0 0 0 2856 189 157 2666 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 219 0 0 0 0 0 0 2856 189 157 2666 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 0 0 0 0 0 0 2856 189 157 2666 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 219 0 0 0 0 0 0 2856 189 157 2666 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.67 0.13 0.06 0.62 0.00
Crit Vol: 110 0 952 79
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 1 (No Project)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: 2015 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 1 (No Project)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.1
	Zone 1 Subtotal					35	42	77	1.1
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.6
	Zone 2 Subtotal					84	106	190	2.6
3	Trapac Autos	1.00	Trapac Autos	53.00	82.00	53	82	135	1.9
	Zone 3 Subtotal					53	82	135	1.9
4	Trapac Truck	1.00	Trapac Trucks	232.00	291.00	232	291	523	7.2
	Zone 4 Subtotal					232	291	523	7.2
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.2
	Zone 5 Subtotal					81	81	162	2.2
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.6
	Zone 7 Subtotal					138	124	262	3.6
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.2
	Zone 8 Subtotal					160	144	304	4.2
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.5
	Zone 10 Subtotal					9	102	111	1.5
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.3
	Zone 11 Subtotal					59	108	167	2.3
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	6.7
	Zone 12 Subtotal					213	271	484	6.7
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	38
	Zone 13 Subtotal					1456	1325	2781	38.3
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.7
	Zone 14 Subtotal					217	127	344	4.7
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.4
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.3
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.7
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.6
Zone 23 Subtotal						277	277	554	7.6
TOTAL						3635	3632	7267	100.0

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates 12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 1 (No Project)

Zone	To Gates 12 -----
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 1 (No Project)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.386	B xxxxx	0.662	+ 0.276 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.639	C xxxxx	0.730	+ 0.091 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx	0.717	C xxxxx	0.750	+ 0.033 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.391	A xxxxx	0.477	+ 0.086 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.735	D xxxxx	0.895	+ 0.160 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.573	+ 0.160 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.386	A xxxxx	0.507	+ 0.121 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.469	A xxxxx	0.490	+ 0.021 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.398	B xxxxx	0.624	+ 0.226 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.258	A xxxxx	0.381	+ 0.123 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.551	A xxxxx	0.570	+ 0.019 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.414	A xxxxx	0.433	+ 0.019 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.521	A xxxxx	0.544	+ 0.023 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.664	B xxxxx	0.682	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.336	C xxxxx	0.766	+ 0.430 V/C
#212 Navy Way / Seaside	D xxxxx	0.827	E xxxxx	0.954	+ 0.127 V/C

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 77 35 16 5 5 66 94 572 8 8 264 8
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 91 42 19 6 6 78 112 679 9 9 313 9
Added Vol: 16 32 32 23 50 41 55 366 25 50 292 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 74 51 29 56 119 167 1045 34 59 605 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 107 74 51 29 56 119 167 1045 34 59 605 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 74 51 29 56 119 167 1045 34 59 605 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 107 74 51 29 56 119 333 1045 34 238 605 32
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.93 0.63 0.44 0.28 0.72 1.00 0.31 1.64 0.05 0.23 1.70 0.07
Final Sat.: 1389 951 660 425 1075 1500 463 2464 73 344 2545 111
Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.07 0.05 0.08 0.36 0.42 0.47 0.17 0.24 0.29
Crit Vol: 107 119 706 59
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0
Volume Module:
Base Vol: 6 295 297 17 182 140 112 618 11 233 895 25
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 8 398 401 23 246 189 151 834 15 315 1208 34
Added Vol: 1 297 74 0 248 0 0 32 10 74 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 695 475 23 494 189 151 866 25 389 1228 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 9 695 475 23 494 189 151 866 25 389 1228 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 695 475 23 494 189 151 866 25 389 1228 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 695 475 23 494 189 151 866 25 389 1228 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.78 1.22 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2540 1735 1425 2850 1425 1425 2850 1425 2850 2774 76
Capacity Analysis Module:
Vol/Sat: 0.01 0.27 0.27 0.02 0.17 0.13 0.11 0.30 0.02 0.14 0.44 0.44
Crit Vol: 390 23 433 194
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 271 267 71 74 52 24 15 887 106 40 976 86
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 366 360 96 100 70 32 20 1197 143 54 1318 116
Added Vol: 0 0 0 0 0 0 0 0 106 0 0 94 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 366 360 96 100 70 32 20 1303 143 54 1412 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 366 360 96 100 70 32 20 1303 0 54 1412 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 366 360 96 100 70 32 20 1303 0 54 1412 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 366 360 96 100 70 32 20 1303 0 54 1412 116
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.07 0.07 0.02 0.02 0.01 0.46 0.00 0.04 0.50 0.08
Crit Vol: 242 100 20 706
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 457 298 0 0 234 108 0 0 0 0 0 0 0
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 670 437 0 0 343 158 0 0 0 0 0 0 0
Added Vol: 157 11 0 0 102 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 827 448 0 0 445 158 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 827 448 0 0 445 158 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 827 448 0 0 445 158 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 827 448 0 0 445 158 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.48 0.52 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2213 787 0 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.15 0.00 0.00 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 414 302 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.895
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes lane counts and control types like Protected, Split Phase.

Volume Module table with 11 columns for volume and growth factors across four approaches. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns for capacity and critical values. Rows include Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes lane counts and control types like Protected, Permitted.

Volume Module table with 11 columns for volume and growth factors across four approaches. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns for capacity and critical values. Rows include Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 73 105 465 0 77 83 115 277 76 411 377 29
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 87 125 552 0 91 99 137 329 90 488 447 34
Added Vol: 0 13 186 2 15 27 19 138 173 152 176 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 138 738 2 106 126 156 467 263 640 623 37
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 138 0 2 106 126 156 467 0 640 623 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 138 0 2 106 126 156 467 0 640 623 37
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 138 0 2 106 126 156 467 0 640 623 37
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.05 0.00 0.00 0.07 0.09 0.11 0.16 0.00 0.22 0.22 0.03
Crit Vol: 43 126 233 320
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 424 0 16 0 0 0 0 195 602 9 348 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 474 0 18 0 0 0 0 218 672 10 389 0
Added Vol: 25 0 0 0 0 0 0 34 33 0 11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 499 0 18 0 0 0 0 252 705 10 400 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 499 0 18 0 0 0 0 252 705 10 400 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 499 0 18 0 0 0 0 252 705 10 400 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 499 0 18 0 0 0 0 252 705 10 400 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.01 0.00 0.00 0.00 0.00 0.09 0.50 0.01 0.14 0.00
Crit Vol: 499 0
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 141 25 141 8 11 31 40 516 30 18 411 6
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 167 30 167 9 13 37 47 612 36 21 488 7
Added Vol: 105 0 128 0 0 0 0 301 21 26 308 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 272 30 295 9 13 37 47 913 57 47 796 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 272 30 295 9 13 37 47 913 57 47 796 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 272 30 295 9 13 37 47 913 57 47 796 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 272 30 295 9 13 37 190 913 57 189 796 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.10 0.99 0.32 0.68 1.00 0.11 1.79 0.10 0.13 1.86 0.01
Final Sat.: 1368 149 1483 480 1020 1500 163 2691 146 201 2778 22
Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.02 0.01 0.02 0.29 0.34 0.39 0.24 0.29 0.33
Crit Vol: 299 9 580 47
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 653 0 0 617 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 775 0 0 732 0
Added Vol: 0 0 0 0 0 0 0 322 0 0 412 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1097 0 0 1144 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1097 0 0 1144 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1097 0 0 1144 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1097 0 0 1144 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.38 0.00
Crit Vol: 0 0 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 0 0 1 0

Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 2 31 121 4 167 95 656 31 22 646 7
Added Vol: 0 0 0 0 0 0 0 54 0 0 42 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 2 31 121 4 167 95 710 31 22 688 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 2 31 121 4 167 95 710 31 22 688 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 2 31 121 4 167 95 710 31 22 688 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 2 31 121 4 167 95 710 31 22 688 7

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.92 0.08 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2731 119 1425 4232 43

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 20 400 371 22
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 1 88 16 0 5 6 732 51 93 581 3
Added Vol: 0 0 0 0 0 0 0 54 0 0 42 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 1 88 16 0 5 6 786 51 93 623 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 1 88 16 0 5 6 786 51 93 623 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 1 88 16 0 5 6 786 51 93 623 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 1 88 16 0 5 6 786 51 93 623 3

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.99 0.01
Final Sat.: 1425 16 1409 1425 0 1425 1425 2676 174 1425 4255 20

Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.15 0.15
Crit Vol: 89 16 419 93
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 106 0 0 94 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1028 12 16 981 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1028 12 16 981 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1028 12 16 981 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1028 12 16 981 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4076 49 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.24 0.10
Crit Vol: 142 183 95 327
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 344 463 0 0 320 237 444 0 356 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 384 517 0 0 357 265 496 0 398 0 0 0
Added Vol: 0 37 0 0 68 2 67 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 384 554 0 0 425 267 563 0 398 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 384 554 0 0 425 267 563 0 398 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 384 554 0 0 425 267 563 0 398 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 384 554 0 0 425 267 563 0 398 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.76 0.00 1.24 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2505 0 1770 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.19 0.00 0.00 0.15 0.19 0.22 0.00 0.22 0.00 0.00 0.00
Crit Vol: 384 267 320
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 6 86 5 3 48 114 502 0 25 234 28
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 7 102 6 4 57 135 596 0 30 278 33
Added Vol: 0 0 0 0 0 0 0 415 0 0 360 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 102 6 4 57 135 1011 0 30 638 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 102 6 4 57 135 1011 0 30 638 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 102 6 4 57 135 1011 0 30 638 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 102 6 4 57 541 1011 0 119 638 33
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 1.00 0.00 0.10 1.82 0.08
Final Sat.: 32 1468 1500 268 1232 1500 1500 1500 0 146 2728 126
Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.09 0.67 0.00 0.20 0.23 0.26
Crit Vol: 102 6 1011 30
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 410 0 998 0 0 0 0 1664 129 28 1548 0
Growth Adj: 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Initial Bse: 624 0 1520 0 0 0 0 2534 196 43 2358 0
Added Vol: 0 0 0 0 0 0 0 543 0 0 564 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 624 0 1520 0 0 0 0 3077 196 43 2922 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 624 0 0 0 0 0 0 3077 196 43 2922 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 624 0 0 0 0 0 0 3077 196 43 2922 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 624 0 0 0 0 0 0 3077 196 43 2922 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.14 0.01 0.68 0.00
Crit Vol: 312 0 1026 21
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 1 (No Project)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: 2038 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 1 (No Project)

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	3.00	18.00	3	18	21	0.4
	Zone 1 Subtotal					3	18	21	0.4
2	YML Trucks	1.00	YML Trucks	-36.00	58.00	-36	58	22	0.5
	Zone 2 Subtotal					-36	58	22	0.5
3	Trapac Autos	1.00	Trapac Autos	34.00	46.00	34	46	80	1.7
	Zone 3 Subtotal					34	46	80	1.7
4	Trapac Truck	1.00	Trapac Trucks	200.00	244.00	200	244	444	9.2
	Zone 4 Subtotal					200	244	444	9.2
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.5
	Zone 5 Subtotal					61	61	122	2.5
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.7
	Zone 7 Subtotal					73	58	131	2.7
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.5
	Zone 8 Subtotal					244	215	459	9.5
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.5
	Zone 10 Subtotal					72	50	122	2.5
11	China Shippi	1.00	China Shipping	53.00	56.00	53	56	109	2.3
	Zone 11 Subtotal					53	56	109	2.3
12	China Shippi	1.00	China Shipping	170.00	130.00	170	130	300	6.2
	Zone 12 Subtotal					170	130	300	6.2
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.1
	Zone 13 Subtotal					524	740	1264	26.1
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.2
	Zone 14 Subtotal					65	43	108	2.2
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.2

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.1
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
Zone 22 Subtotal						126	126	252	5.2
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.5
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	22.3
TOTAL						2307	2528	4835	100.0

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 1 (No Project)

Zone	To Gates 12 -----
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 1 (No Project)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.390	A xxxxx	0.563	+ 0.172 V/C
# 23 Alameda St / Anaheim St	F xxxxx	1.045	F xxxxx	1.104	+ 0.058 V/C
# 26 Henry Ford Ave / Anaheim St	D xxxxx	0.897	E xxxxx	0.921	+ 0.025 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.390	A xxxxx	0.454	+ 0.064 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.711	C xxxxx	0.785	+ 0.074 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx	0.607	B xxxxx	0.695	+ 0.089 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.585	+ 0.081 V/C
# 53 Pacific Ave / Front St	B xxxxx	0.634	B xxxxx	0.651	+ 0.016 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.378	A xxxxx	0.579	+ 0.202 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.228	A xxxxx	0.320	+ 0.092 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.361	+ 0.012 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.389	A xxxxx	0.401	+ 0.012 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.470	A xxxxx	0.487	+ 0.017 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.697	C xxxxx	0.710	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.332	A xxxxx	0.404	+ 0.072 V/C
#212 Navy Way / Seaside	F xxxxx	1.080	F xxxxx	1.160	+ 0.080 V/C

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 25 15 3 8 36 123 113 388 38 6 559 20
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 16 3 8 38 129 119 408 40 6 588 21
Added Vol: 7 13 13 8 16 22 25 242 8 16 191 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 29 16 16 54 151 144 650 48 22 779 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 29 16 16 54 151 144 650 48 22 779 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 29 16 16 54 151 144 650 48 22 779 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 33 29 16 16 54 151 576 650 48 89 779 29
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.85 0.74 0.41 0.15 0.85 1.00 0.70 1.22 0.08 0.06 1.88 0.06
Final Sat.: 1277 1104 619 222 1278 1500 1052 1835 113 88 2815 97
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.07 0.04 0.10 0.14 0.35 0.42 0.25 0.28 0.30
Crit Vol: 33 151 637 22
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 1.104
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 25 124 352 26 242 201 170 1892 25 443 949 32
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 130 370 27 255 212 179 1991 26 466 999 34
Added Vol: 7 188 39 0 155 0 0 31 5 39 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 318 409 27 410 212 179 2022 31 505 1036 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 318 409 27 410 212 179 2022 31 505 1036 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 318 409 27 410 212 179 2022 31 505 1036 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 33 318 450 27 410 212 179 2022 31 556 1036 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.24 1.76 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1771 2504 1425 2850 1425 1425 2850 1425 2850 2760 90
Capacity Analysis Module:
Vol/Sat: 0.02 0.18 0.18 0.02 0.14 0.15 0.13 0.71 0.02 0.19 0.38 0.38
Crit Vol: 256 27 1011 278
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 142 96 121 86 147 9 30 1852 616 81 1390 98
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 149 101 127 91 155 9 32 1949 648 85 1463 103
Added Vol: 0 0 0 0 0 0 0 0 70 0 0 77 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 149 101 127 91 155 9 32 2019 648 85 1540 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 149 101 127 91 155 9 32 2019 0 85 1540 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 101 127 91 155 9 32 2019 0 85 1540 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 164 101 127 91 155 9 32 2019 0 85 1540 103
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.86 1.14 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2648 1627 1425 1425 4028 247 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.09 0.06 0.04 0.04 0.02 0.71 0.00 0.06 0.54 0.07
Crit Vol: 127 91 1010 85
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 608 611 0 0 336 107 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 640 643 0 0 354 113 0 0 0 0 0 0
Added Vol: 127 13 0 0 51 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 767 656 0 0 405 113 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 767 656 0 0 405 113 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 767 656 0 0 405 113 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 844 656 0 0 405 113 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2347 653 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.22 0.00 0.00 0.17 0.17 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 422 259 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes lane counts and control types like Protected, Split Phase.

Volume Module table with 11 columns for different traffic movements and 11 rows for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for movements and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for movements and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.695
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes lane counts and control types like Protected, Permitted.

Volume Module table with 11 columns for different traffic movements and 11 rows for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for movements and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for movements and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 67 97 469 0 95 88 130 550 141 508 372 29
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 71 102 494 0 100 93 137 579 148 535 391 31
Added Vol: 0 7 100 2 5 29 34 97 82 76 126 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 71 109 594 2 105 122 171 676 230 611 517 33
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 71 109 0 2 105 122 171 676 0 611 517 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 109 0 2 105 122 171 676 0 611 517 33
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 78 109 0 2 105 122 171 676 0 672 517 33
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.04 0.00 0.00 0.07 0.09 0.12 0.24 0.00 0.24 0.18 0.02
Crit Vol: 39 122 338 336
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 633 0 31 0 0 0 0 451 519 28 280 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 666 0 33 0 0 0 0 475 546 29 295 0
Added Vol: 15 0 0 0 0 0 0 17 15 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 681 0 33 0 0 0 0 492 561 29 308 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 681 0 33 0 0 0 0 492 561 29 308 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 681 0 33 0 0 0 0 492 561 29 308 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 681 0 33 0 0 0 0 492 561 29 308 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.48 0.00 0.02 0.00 0.00 0.00 0.00 0.17 0.39 0.02 0.11 0.00
Crit Vol: 681 0 246 154
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 129 28 60 8 20 14 24 445 84 73 582 1
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 136 29 63 8 21 15 25 468 88 77 612 1
Added Vol: 88 0 107 0 0 0 0 166 18 22 187 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 224 29 170 8 21 15 25 634 106 99 799 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 224 29 170 8 21 15 25 634 106 99 799 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 224 29 170 8 21 15 25 634 106 99 799 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 224 29 170 8 21 15 101 634 106 395 799 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.20 0.80 0.38 0.95 0.67 0.07 1.68 0.25 0.32 1.67 0.01
Final Sat.: 1500 294 1206 571 1429 1000 110 2511 379 492 2506 3
Capacity Analysis Module:
Vol/Sat: 0.15 0.10 0.14 0.01 0.01 0.01 0.23 0.25 0.28 0.20 0.32 0.40
Crit Vol: 224 22 25 598
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.320
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 582 0 0 651 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 612 0 0 685 0
Added Vol: 0 0 0 0 0 0 0 184 0 0 275 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 796 0 0 960 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 796 0 0 960 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 796 0 0 960 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 796 0 0 960 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.00 0.00 0.32 0.00
Crit Vol: 0 0 0 480
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.361
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 34 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 557 23 37 480 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 557 23 37 480 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 557 23 37 480 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 557 23 37 480 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.54 0.01 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2203 0 647 1425 2736 114 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.20 0.03 0.11 0.11
Crit Vol: 46 141 290 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 2 89 9 0 1 2 661 65 91 450 6
Added Vol: 0 0 0 0 0 0 0 34 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 695 65 91 476 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 695 65 91 476 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 695 65 91 476 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 695 65 91 476 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2605 245 1425 4219 56
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.27 0.27 0.06 0.11 0.11
Crit Vol: 92 9 380 91
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 20 104 35 155 140 144 81 990 21 53 891 150
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 109 37 163 147 152 85 1042 22 56 938 158
Added Vol: 0 0 0 0 0 0 0 0 70 0 0 77 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 109 37 163 147 152 85 1112 22 56 1015 158
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 109 37 163 147 152 85 1112 22 56 1015 158
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 109 37 163 147 152 85 1112 22 56 1015 158
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 109 37 163 147 152 85 1112 22 56 1015 158
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2058 692 1375 1375 1375 1375 4045 80 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.05 0.12 0.11 0.11 0.06 0.27 0.27 0.04 0.25 0.11
Crit Vol: 73 163 378 56
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 328 514 0 0 328 211 736 0 319 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 345 541 0 0 345 222 775 0 336 0 0 0
Added Vol: 0 28 0 0 32 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 345 569 0 0 377 223 807 0 336 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 345 569 0 0 377 223 807 0 336 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 569 0 0 377 223 807 0 336 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 345 569 0 0 377 223 887 0 369 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.24 0.20 0.00 0.00 0.13 0.16 0.31 0.00 0.26 0.00 0.00 0.00
Crit Vol: 345 223 444 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 10 25 22 7 102 60 314 4 64 477 14
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 11 26 23 7 107 63 330 4 67 502 15
Added Vol: 0 0 0 0 0 0 0 257 0 0 217 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 26 23 7 107 63 587 4 67 719 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 26 23 7 107 63 587 4 67 719 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 26 23 7 107 63 587 4 67 719 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 26 23 7 107 253 587 4 135 719 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.34 0.66 1.00 0.27 1.72 0.01 0.18 1.79 0.03
Final Sat.: 83 1417 1500 504 996 1500 407 2578 15 275 2674 51
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.07 0.16 0.23 0.28 0.24 0.27 0.29
Crit Vol: 1 107 63 434
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 1.160
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 305 0 1352 0 0 0 0 3526 263 218 3261 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 321 0 1423 0 0 0 0 3711 277 229 3432 0
Added Vol: 0 0 0 0 0 0 0 340 0 0 265 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 321 0 1423 0 0 0 0 4051 277 229 3697 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 321 0 0 0 0 0 0 4051 277 229 3697 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 0 0 0 0 0 0 4051 277 229 3697 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 353 0 0 0 0 0 0 4051 277 252 3697 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.95 0.19 0.09 0.86 0.00
Crit Vol: 177 0 1350 126
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 1 (No Project)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: 2038 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 1 (No Project)

Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	17.00	6.00	17	6	23	0.4
	Zone 1 Subtotal					17	6	23	0.4
2	YML Trucks	1.00	YML Trucks	-28.00	-31.00	-28	-31	-59	-0.9
	Zone 2 Subtotal					-28	-31	-59	-0.9
3	Trapac Autos	1.00	Trapac Autos	42.00	62.00	42	62	104	1.6
	Zone 3 Subtotal					42	62	104	1.6
4	Trapac Truck	1.00	Trapac Trucks	156.00	196.00	156	196	352	5.4
	Zone 4 Subtotal					156	196	352	5.4
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.5
	Zone 5 Subtotal					81	81	162	2.5
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.1
	Zone 6 Subtotal					80	55	135	2.1
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.0
	Zone 7 Subtotal					138	124	262	4.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.6
	Zone 8 Subtotal					160	144	304	4.6
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	52.00	96.00	52	96	148	2.3
	Zone 11 Subtotal					52	96	148	2.3
12	China Shippi	1.00	China Shipping	132.00	175.00	132	175	307	4.7
	Zone 12 Subtotal					132	175	307	4.7
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	42
	Zone 13 Subtotal					1456	1325	2781	42.4
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.2
	Zone 14 Subtotal					217	127	344	5.2
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
Zone 17 Subtotal						28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
Zone 18 Subtotal						28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
Zone 19 Subtotal						28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
Zone 20 Subtotal						28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.3
Zone 21 Subtotal						98	51	149	2.3
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.0
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.1
Zone 22 Subtotal						265	265	530	8.1
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	8.4
TOTAL						3330	3236	6566	100.0

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 1 (No Project)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 1 (No Project)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS	Veh	LOS	Veh	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.525	C	xxxxx 0.705	+ 0.180 V/C
# 23 Alameda St / Anaheim St	D	xxxxx 0.885	E	xxxxx 0.947	+ 0.062 V/C
# 26 Henry Ford Ave / Anaheim St	E	xxxxx 0.989	F	xxxxx 1.017	+ 0.028 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx 0.593	B	xxxxx 0.668	+ 0.075 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F	xxxxx 1.108	F	xxxxx 1.277	+ 0.169 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx 0.506	A	xxxxx 0.585	+ 0.079 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx 0.504	A	xxxxx 0.591	+ 0.087 V/C
# 53 Pacific Ave / Front St	A	xxxxx 0.552	A	xxxxx 0.571	+ 0.019 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx 0.493	B	xxxxx 0.658	+ 0.165 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx 0.321	A	xxxxx 0.392	+ 0.071 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx 0.580	A	xxxxx 0.590	+ 0.010 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx 0.435	A	xxxxx 0.445	+ 0.010 V/C
# 94 Santa Fe Ave / Anaheim St	B	xxxxx 0.613	B	xxxxx 0.633	+ 0.019 V/C
#110 John S. Gibson / Channel Stree	D	xxxxx 0.807	D	xxxxx 0.825	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.566	C	xxxxx 0.786	+ 0.220 V/C
#212 Navy Way / Seaside	F	xxxxx 1.245	F	xxxxx 1.361	+ 0.115 V/C

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 108 49 22 7 7 92 132 801 11 11 370 11
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 114 52 23 7 7 97 139 843 12 12 389 12
Added Vol: 16 32 32 23 50 36 45 220 25 50 179 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 84 55 30 57 133 184 1063 37 62 568 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 84 55 30 57 133 184 1063 37 62 568 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 84 55 30 57 133 184 1063 37 62 568 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 130 84 55 30 57 133 368 1063 37 369 568 35

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.62 0.41 0.28 0.72 1.00 0.33 1.62 0.05 0.35 1.58 0.07
Final Sat.: 1449 934 617 413 1087 1500 502 2423 75 518 2375 107

Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.07 0.05 0.09 0.37 0.44 0.49 0.12 0.24 0.32
Crit Vol: 130 133 734 62
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0

Volume Module:
Base Vol: 11 516 520 30 319 245 196 1082 19 408 1566 44
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 12 543 547 32 336 258 206 1139 20 429 1648 46
Added Vol: 1 180 57 0 154 0 0 32 10 61 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 723 604 32 490 258 206 1171 30 490 1668 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 723 604 32 490 258 206 1171 30 490 1668 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 723 604 32 490 258 206 1171 30 490 1668 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 13 723 665 32 490 258 206 1171 30 539 1668 46

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.56 1.44 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2227 2048 1425 2850 1425 1425 2850 1425 2850 2773 77

Capacity Analysis Module:
Vol/Sat: 0.01 0.32 0.32 0.02 0.17 0.18 0.14 0.41 0.02 0.19 0.60 0.60
Crit Vol: 463 32 585 270
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 474 467 124 130 91 42 26 1552 186 70 1708 151
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 499 491 130 137 96 44 27 1633 196 74 1797 159
Added Vol: 0 0 0 0 0 0 0 0 90 0 0 80 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 499 491 130 137 96 44 27 1723 196 74 1877 159
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 499 491 130 137 96 44 27 1723 0 74 1877 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 499 491 130 137 96 44 27 1723 0 74 1877 159
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 549 491 130 137 96 44 27 1723 0 74 1877 159
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2255 2020 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.09 0.10 0.03 0.03 0.02 0.60 0.00 0.05 0.66 0.11
Crit Vol: 347 137 27 939
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 914 596 0 0 468 216 0 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 962 627 0 0 493 227 0 0 0 0 0 0 0
Added Vol: 157 9 0 0 53 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1119 636 0 0 546 227 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1119 636 0 0 546 227 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1119 636 0 0 546 227 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1231 636 0 0 546 227 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.41 0.59 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2118 882 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.21 0.00 0.00 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 615 386 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 1.277
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 1 0
Volume Module:
Base Vol: 616 1134 28 22 254 200 178 42 2014 40 42 70
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 648 1193 29 23 267 210 187 44 2120 42 44 74
Added Vol: 251 165 0 0 22 31 0 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 899 1358 29 23 289 241 187 44 2566 42 44 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 899 1358 29 23 289 241 187 44 2566 42 44 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 899 1358 29 23 289 241 187 44 2566 42 44 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 989 1358 29 23 289 241 187 44 2822 42 44 74
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.96 0.04 1.00 1.09 0.91 0.81 0.19 2.00 0.53 0.55 0.92
Final Sat.: 2750 2692 58 1375 1499 1251 1113 263 2750 724 760 1266
Capacity Analysis Module:
Vol/Sat: 0.36 0.50 0.50 0.02 0.19 0.19 0.17 0.17 1.03 0.06 0.06 0.06
Crit Vol: 0 265 1411 80
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 1 0 1 0 0
Volume Module:
Base Vol: 508 593 6 29 595 14 24 13 18 64 51 43
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 535 624 6 31 626 15 25 14 19 67 54 45
Added Vol: 66 20 11 129 33 0 0 23 0 22 99 85
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 601 644 17 160 659 15 25 37 19 89 153 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 601 644 17 160 659 15 25 37 19 89 153 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 601 644 17 160 659 15 25 37 19 89 153 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 661 644 17 175 659 15 25 37 19 89 153 130
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.96 0.04 0.41 0.59 1.00 1.00 1.08 0.92
Final Sat.: 2850 2850 1425 2850 2788 62 581 844 1425 1425 1538 1312
Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.01 0.06 0.24 0.24 0.04 0.04 0.01 0.06 0.10 0.10
Crit Vol: 330 337 25 141
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 102 147 651 0 108 116 161 388 106 575 528 41
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 107 155 685 0 114 122 169 408 112 605 556 43
Added Vol: 0 13 92 2 15 27 19 107 70 78 131 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 168 777 2 129 149 188 515 182 683 687 45
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 107 168 0 2 129 149 188 515 0 683 687 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 168 0 2 129 149 188 515 0 683 687 45
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 118 168 0 2 129 149 188 515 0 751 687 45
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.10 0.13 0.18 0.00 0.26 0.24 0.03
Crit Vol: 59 149 258 376
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 530 0 20 0 0 0 0 244 753 11 435 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 558 0 21 0 0 0 0 257 792 12 458 0
Added Vol: 22 0 0 0 0 0 0 27 28 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 580 0 21 0 0 0 0 284 820 12 467 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 580 0 21 0 0 0 0 284 820 12 467 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 580 0 21 0 0 0 0 284 820 12 467 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 580 0 21 0 0 0 0 284 820 12 467 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.01 0.00 0.00 0.00 0.00 0.10 0.58 0.01 0.16 0.00
Crit Vol: 580 0 233
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 197 35 197 11 15 43 56 722 42 25 575 8
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 207 37 207 12 16 45 59 760 44 26 605 8
Added Vol: 71 0 86 0 0 0 0 186 14 17 196 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 278 37 293 12 16 45 59 946 58 43 801 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 278 37 293 12 16 45 59 946 58 43 801 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 278 37 293 12 16 45 59 946 58 43 801 8
PCE Adj: 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 278 37 293 23 16 45 236 946 58 173 801 8
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.12 0.97 0.38 0.62 1.00 0.13 1.78 0.09 0.12 1.86 0.02
Final Sat.: 1372 182 1446 569 931 1500 200 2660 141 180 2795 26
Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.02 0.02 0.03 0.30 0.36 0.41 0.24 0.29 0.33
Crit Vol: 278 45 620 43
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 914 0 0 864 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 962 0 0 909 0
Added Vol: 0 0 0 0 0 0 0 200 0 0 267 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1162 0 0 1176 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1162 0 0 1176 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1162 0 0 1176 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1162 0 0 1176 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.39 0.00 0.00 0.39 0.00
Crit Vol: 0 0 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0
Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 28 0 0 21 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 718 33 23 701 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 718 33 23 701 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 718 33 23 701 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 718 33 23 701 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2726 124 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.30 0.12 0.07 0.26 0.26 0.02 0.17 0.17
Crit Vol: 21 421 375 23
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0
Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 1 93 17 0 5 6 770 54 98 611 3
Added Vol: 0 0 0 0 0 0 0 28 0 0 21 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 1 93 17 0 5 6 798 54 98 632 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 1 93 17 0 5 6 798 54 98 632 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 1 93 17 0 5 6 798 54 98 632 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 1 93 17 0 5 6 798 54 98 632 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.99 0.01
Final Sat.: 1425 16 1409 1425 0 1425 1425 2670 180 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.30 0.30 0.07 0.15 0.15
Crit Vol: 94 17 426 98
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 34 268 51 205 163 140 106 1031 14 18 993 149
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 36 282 54 216 172 147 112 1085 15 19 1045 157
Added Vol: 0 0 0 0 0 0 0 0 90 0 0 80 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 282 54 216 172 147 112 1175 15 19 1125 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 282 54 216 172 147 112 1175 15 19 1125 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 282 54 216 172 147 112 1175 15 19 1125 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 36 282 54 216 172 147 112 1175 15 19 1125 157
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.08 0.92 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2310 440 1375 1479 1271 1375 4074 51 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.03 0.12 0.12 0.16 0.12 0.12 0.08 0.29 0.29 0.01 0.27 0.11
Crit Vol: 168 216 112 375
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 430 579 0 0 400 296 555 0 445 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 453 609 0 0 421 312 584 0 468 0 0 0
Added Vol: 0 31 0 0 55 1 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 640 0 0 476 313 650 0 468 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 640 0 0 476 313 650 0 468 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 640 0 0 476 313 650 0 468 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 453 640 0 0 476 313 715 0 515 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.74 0.00 1.26 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2485 0 1790 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.22 0.00 0.00 0.17 0.22 0.29 0.00 0.29 0.00 0.00 0.00
Crit Vol: 453 313 410 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 8 120 7 4 67 160 703 0 35 328 39
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 8 126 7 4 71 168 740 0 37 345 41
Added Vol: 0 0 0 0 0 0 0 269 0 0 246 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 126 7 4 71 168 1009 0 37 591 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 126 7 4 71 168 1009 0 37 591 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 126 7 4 71 168 1009 0 37 591 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 126 7 4 71 674 1009 0 147 591 41
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 1.00 0.00 0.13 1.76 0.11
Final Sat.: 23 1477 1500 269 1231 1500 1500 1500 0 198 2644 158
Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.08 0.03 0.00 0.05 0.11 0.67 0.00 0.19 0.22 0.26
Crit Vol: 126 7 1009 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 1.361
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 0 1 2 0 3 0 0
Volume Module:
Base Vol: 869 0 2116 0 0 0 0 3528 273 59 3282 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 915 0 2227 0 0 0 0 3713 287 62 3454 0
Added Vol: 0 0 0 0 0 0 0 493 0 0 524 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 915 0 2227 0 0 0 0 4206 287 62 3978 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 915 0 0 0 0 0 0 4206 287 62 3978 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 915 0 0 0 0 0 0 4206 287 62 3978 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 1006 0 0 0 0 0 0 4206 287 68 3978 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.00 0.00 0.00 0.00 0.00 0.98 0.20 0.02 0.93 0.00
Crit Vol: 503 0 1402 34
Crit Moves: **** **** ****

NEPA-Alternative 2

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.2
	Zone 1 Subtotal					23	38	61	1.2
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.7
	Zone 2 Subtotal					107	26	133	2.7
3	Trapac Autos	1.00	Trapac Autos	69.00	80.00	69	80	149	3.0
	Zone 3 Subtotal					69	80	149	3.0
4	Trapac Truck	1.00	Trapac Trucks	220.00	99.00	220	99	319	6.4
	Zone 4 Subtotal					220	99	319	6.4
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.6
	Zone 7 Subtotal					73	58	131	2.6
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.2
	Zone 8 Subtotal					244	215	459	9.2
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.5
	Zone 11 Subtotal					60	63	123	2.5
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	6.8
	Zone 12 Subtotal					273	65	338	6.8
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	25.4
	Zone 13 Subtotal					524	740	1264	25.4
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.2
	Zone 14 Subtotal					65	43	108	2.2
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.2

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips Total
Zone 15 Subtotal						54	54	108	2.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.0
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
Zone 22 Subtotal						126	126	252	5.1
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	16.9
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	21.7
TOTAL						2635	2347	4982	100.0

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	-----
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Port of Los Angeles
TraPac EIR

Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

To Gates
12
Zone -----
17 20.0
18 20.0
19 20.0
20 20.0
21 20.0
22 0.0
23 0.0

Port of Los Angeles
TraPac EIR

Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.480	+ 0.166 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	D xxxxx	0.829	+ 0.075 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.676	+ 0.019 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.288	A xxxxx	0.343	+ 0.055 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.554	B xxxxx	0.606	+ 0.052 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.488	A xxxxx	0.570	+ 0.081 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.389	A xxxxx	0.505	+ 0.116 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.561	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	B xxxxx	0.606	+ 0.302 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.184	A xxxxx	0.268	+ 0.084 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.331	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.376	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.413	+ 0.014 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.581	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.376	+ 0.127 V/C
#212 Navy Way / Seaside	C xxxxx	0.726	D xxxxx	0.800	+ 0.074 V/C

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic movements and 11 rows for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for movements and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for movements and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic movements and 11 rows for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for movements and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for movements and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 57 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 10 rows of metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.343 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 35 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 10 rows of metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 0 2 0 1 0 1 0
Volume Module:
Base Vol: 319 491 31 33 137 73 248 55 607 21 14 5
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 393 605 38 41 169 90 306 68 748 26 17 6
Added Vol: 177 144 0 0 17 21 0 0 280 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 570 749 38 41 186 111 306 68 1028 26 17 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 570 749 38 41 186 111 306 68 1028 26 17 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 570 749 38 41 186 111 306 68 1028 26 17 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 570 749 38 41 186 111 306 68 1028 26 17 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.90 0.10 1.00 1.25 0.75 0.82 0.18 2.00 1.00 0.75 0.25
Final Sat.: 2750 2617 133 1375 1722 1028 1125 250 2750 1375 1031 344
Capacity Analysis Module:
Vol/Sat: 0.21 0.29 0.29 0.03 0.11 0.11 0.27 0.27 0.37 0.02 0.02 0.02
Crit Vol: 285 148 374 26
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 1 0 1 1 0
Volume Module:
Base Vol: 668 346 46 6 401 87 18 9 26 13 40 14
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 746 386 51 7 448 97 20 10 29 15 45 16
Added Vol: 32 24 14 365 21 0 0 73 0 22 72 68
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 778 410 65 372 469 97 20 83 29 37 117 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 778 410 65 372 469 97 20 83 29 37 117 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 778 410 65 372 469 97 20 83 29 37 117 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 778 410 65 372 469 97 20 83 29 37 117 84
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.66 0.34 0.19 0.81 1.00 1.00 1.16 0.84
Final Sat.: 2850 2850 1425 2850 2361 489 278 1147 1425 1425 1660 1190
Capacity Analysis Module:
Vol/Sat: 0.27 0.14 0.05 0.13 0.20 0.20 0.07 0.07 0.02 0.03 0.07 0.07
Crit Vol: 389 283 103 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.505
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 48 69 335 0 68 63 93 393 101 363 266 21
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 57 82 398 0 81 75 110 466 120 431 316 25
Added Vol: 0 7 84 2 5 29 34 109 212 169 68 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 89 482 2 86 104 144 575 332 600 384 26
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 57 89 0 2 86 104 144 575 0 600 384 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 89 0 2 86 104 144 575 0 600 384 26
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 57 89 0 2 86 104 144 575 0 600 384 26
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.00 0.00 0.06 0.07 0.10 0.20 0.00 0.21 0.13 0.02
Crit Vol: 28 104 288 300
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1
Volume Module:
Base Vol: 506 0 25 0 0 0 0 361 415 22 224 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 565 0 28 0 0 0 0 403 464 25 250 0
Added Vol: 21 0 0 0 0 0 0 22 21 0 17 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 586 0 28 0 0 0 0 425 485 25 267 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 586 0 28 0 0 0 0 425 485 25 267 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 586 0 28 0 0 0 0 425 485 25 267 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 586 0 28 0 0 0 0 425 485 25 267 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.15 0.34 0.02 0.09 0.00
Crit Vol: 586 0 213 134
Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 37 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for traffic volumes and 11 rows for various traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for saturation flow and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity analysis and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.268 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for traffic volumes and 11 rows for various traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for saturation flow and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity analysis and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #94 Santa Fe Ave / Anaheim St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #110 John S. Gibson / Channel Street. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for traffic volumes and 11 rows for various adjustment factors like Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module table with 11 columns for saturation flow values and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity values and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for traffic volumes and 11 rows for various adjustment factors like Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module table with 11 columns for saturation flow values and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity values and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: 2015 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.1
	Zone 1 Subtotal					35	42	77	1.1
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.6
	Zone 2 Subtotal					84	106	190	2.6
3	Trapac Autos	1.00	Trapac Autos	74.00	124.00	74	124	198	2.7
	Zone 3 Subtotal					74	124	198	2.7
4	Trapac Truck	1.00	Trapac Trucks	172.00	229.00	172	229	401	5.6
	Zone 4 Subtotal					172	229	401	5.6
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.2
	Zone 5 Subtotal					81	81	162	2.2
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.6
	Zone 7 Subtotal					138	124	262	3.6
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.2
	Zone 8 Subtotal					160	144	304	4.2
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.5
	Zone 10 Subtotal					9	102	111	1.5
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.3
	Zone 11 Subtotal					59	108	167	2.3
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	6.7
	Zone 12 Subtotal					213	271	484	6.7
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	38
	Zone 13 Subtotal					1456	1325	2781	38.6
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.8
	Zone 14 Subtotal					217	127	344	4.8
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						42	42	84	1.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.5
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.4
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.8
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.6
Zone 23 Subtotal						277	277	554	7.7
TOTAL						3596	3612	7208	100.0

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates 12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Port of Los Angeles
TraPac EIR

Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

To Gates
12
Zone -----
17 20.0
18 20.0
19 20.0
20 20.0
21 20.0
22 0.0
23 0.0

Port of Los Angeles
TraPac EIR

Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.386	B xxxxx	0.667	+ 0.281 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.639	C xxxxx	0.726	+ 0.087 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx	0.717	C xxxxx	0.733	+ 0.017 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.391	A xxxxx	0.477	+ 0.087 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.735	D xxxxx	0.896	+ 0.161 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.575	+ 0.162 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.386	A xxxxx	0.502	+ 0.116 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.469	A xxxxx	0.493	+ 0.024 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.398	B xxxxx	0.685	+ 0.287 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.258	A xxxxx	0.382	+ 0.124 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.551	A xxxxx	0.569	+ 0.018 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.414	A xxxxx	0.431	+ 0.018 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.521	A xxxxx	0.542	+ 0.022 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.664	B xxxxx	0.682	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.336	A xxxxx	0.546	+ 0.210 V/C
#212 Navy Way / Seaside	D xxxxx	0.827	E xxxxx	0.953	+ 0.126 V/C

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #21 Avalon Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #23 Alameda St / Anaheim St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #26 Henry Ford Ave / Anaheim St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #31 Harbor Blvd / SR-47 WB On-Ramp. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St. Table with columns for Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #34 John S. Gibson / I-110 NB Ramps. Table with columns for Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for traffic volumes and 12 columns for adjustment factors (Growth Adj, Initial Bse, etc.).

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for traffic volumes and 12 columns for adjustment factors (Growth Adj, Initial Bse, etc.).

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #72 Fries Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and rows for Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #73 Neptune Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and rows for Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 101 0 0 89 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1023 12 16 976 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1023 12 16 976 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1023 12 16 976 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1023 12 16 976 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4076 49 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.24 0.10
Crit Vol: 142 183 95 325
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 344 463 0 0 320 237 444 0 356 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 384 517 0 0 357 265 496 0 398 0 0 0
Added Vol: 0 40 0 0 74 2 67 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 384 557 0 0 431 267 563 0 398 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 384 557 0 0 431 267 563 0 398 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 384 557 0 0 431 267 563 0 398 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 384 557 0 0 431 267 563 0 398 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.76 0.00 1.24 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2505 0 1770 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.20 0.00 0.00 0.15 0.19 0.22 0.00 0.22 0.00 0.00 0.00
Crit Vol: 384 267 320 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 6 86 5 3 48 114 502 0 25 234 28
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 7 102 6 4 57 135 596 0 30 278 33
Added Vol: 0 0 0 0 0 0 0 394 0 0 333 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 102 6 4 57 135 990 0 30 611 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 102 6 4 57 135 990 0 30 611 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 102 6 4 57 135 990 0 30 611 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 102 6 4 57 271 990 0 119 611 33
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.55 1.45 0.00 0.10 1.81 0.09
Final Sat.: 32 1468 1500 268 1232 1500 820 2180 0 152 2717 131
Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.16 0.45 0.00 0.19 0.22 0.25
Crit Vol: 102 6 681 30
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 410 0 998 0 0 0 0 1664 129 28 1548 0
Growth Adj: 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Initial Bse: 624 0 1520 0 0 0 0 2534 196 43 2358 0
Added Vol: 0 0 0 0 0 0 0 539 0 0 561 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 624 0 1520 0 0 0 0 3073 196 43 2919 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 624 0 0 0 0 0 0 3073 196 43 2919 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 624 0 0 0 0 0 0 3073 196 43 2919 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 624 0 0 0 0 0 0 3073 196 43 2919 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.14 0.01 0.68 0.00
Crit Vol: 312 0 1024 21
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: 2038 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	3.00	18.00	3	18	21	0.4
	Zone 1 Subtotal					3	18	21	0.4
2	YML Trucks	1.00	YML Trucks	-36.00	58.00	-36	58	22	0.5
	Zone 2 Subtotal					-36	58	22	0.5
3	Trapac Autos	1.00	Trapac Autos	62.00	74.00	62	74	136	2.8
	Zone 3 Subtotal					62	74	136	2.8
4	Trapac Truck	1.00	Trapac Trucks	177.00	238.00	177	238	415	8.5
	Zone 4 Subtotal					177	238	415	8.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.5
	Zone 5 Subtotal					61	61	122	2.5
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.7
	Zone 7 Subtotal					73	58	131	2.7
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.4
	Zone 8 Subtotal					244	215	459	9.4
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.5
	Zone 10 Subtotal					72	50	122	2.5
11	China Shippi	1.00	China Shipping	53.00	56.00	53	56	109	2.2
	Zone 11 Subtotal					53	56	109	2.2
12	China Shippi	1.00	China Shipping	170.00	130.00	170	130	300	6.2
	Zone 12 Subtotal					170	130	300	6.2
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.0
	Zone 13 Subtotal					524	740	1264	26.0
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.2
	Zone 14 Subtotal					65	43	108	2.2
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.2

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.1
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
Zone 22 Subtotal						126	126	252	5.2
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	22.2
TOTAL						2312	2550	4862	100.0

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	-----
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Port of Los Angeles
TraPac EIR

Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

To Gates
12
Zone -----
17 20.0
18 20.0
19 20.0
20 20.0
21 20.0
22 0.0
23 0.0

Port of Los Angeles
TraPac EIR

Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.390	A xxxxx	0.580	+ 0.190 V/C
# 23 Alameda St / Anaheim St	F xxxxx	1.045	F xxxxx	1.104	+ 0.058 V/C
# 26 Henry Ford Ave / Anaheim St	D xxxxx	0.897	E xxxxx	0.921	+ 0.025 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.390	A xxxxx	0.454	+ 0.064 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.711	C xxxxx	0.785	+ 0.074 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx	0.607	B xxxxx	0.697	+ 0.090 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.585	+ 0.081 V/C
# 53 Pacific Ave / Front St	B xxxxx	0.634	B xxxxx	0.653	+ 0.019 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.378	B xxxxx	0.668	+ 0.291 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.228	A xxxxx	0.303	+ 0.074 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.361	+ 0.012 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.389	A xxxxx	0.401	+ 0.012 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.470	A xxxxx	0.487	+ 0.017 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.697	C xxxxx	0.710	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.332	A xxxxx	0.403	+ 0.071 V/C
#212 Navy Way / Seaside	F xxxxx	1.080	F xxxxx	1.160	+ 0.079 V/C

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #21 Avalon Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #23 Alameda St / Anaheim St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for volume and growth factors across four approaches.

Saturation Flow Module table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns for capacity and critical values.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 42 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for volume and growth factors across four approaches.

Saturation Flow Module table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns for capacity and critical values.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 10 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 10 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 10 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 10 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 10 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 10 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 129 28 60 8 20 14 24 445 84 73 582 1
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 136 29 63 8 21 15 25 468 88 77 612 1
Added Vol: 107 0 131 0 0 0 0 155 80 97 116 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 243 29 194 8 21 15 25 623 168 174 728 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 243 29 194 8 21 15 25 623 168 174 728 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 243 29 194 8 21 15 25 623 168 174 728 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 243 29 194 8 21 15 101 623 168 695 728 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.17 0.83 0.38 0.95 0.67 0.07 1.55 0.38 0.91 1.08 0.01
Final Sat.: 1500 251 1249 571 1429 1000 102 2332 566 1365 1632 2
Capacity Analysis Module:
Vol/Sat: 0.16 0.12 0.16 0.01 0.01 0.01 0.25 0.27 0.30 0.13 0.45 0.47
Crit Vol: 243 22 25
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 582 0 0 651 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 612 0 0 685 0
Added Vol: 0 0 0 0 0 0 0 235 0 0 223 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 847 0 0 908 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 847 0 0 908 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 847 0 0 908 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 847 0 0 908 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.28 0.00 0.00 0.30 0.00
Crit Vol: 0 0 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 44 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for movements and 12 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for movements and 12 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for movements and 12 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for movements and 12 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 10 25 22 7 102 60 314 4 64 477 14
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 11 26 23 7 107 63 330 4 67 502 15
Added Vol: 0 0 0 0 0 0 0 262 0 0 213 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 26 23 7 107 63 592 4 67 715 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 26 23 7 107 63 592 4 67 715 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 26 23 7 107 63 592 4 67 715 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 26 23 7 107 253 592 4 135 715 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.34 0.66 1.00 0.27 1.72 0.01 0.18 1.79 0.03
Final Sat.: 83 1417 1500 504 996 1500 403 2582 15 277 2672 51
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.07 0.16 0.23 0.28 0.24 0.27 0.29
Crit Vol: 1 107 63 432
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 1.160
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 305 0 1352 0 0 0 0 3526 263 218 3261 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 321 0 1423 0 0 0 0 3711 277 229 3432 0
Added Vol: 0 0 0 0 0 0 0 339 0 0 263 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 321 0 1423 0 0 0 0 4050 277 229 3695 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 321 0 0 0 0 0 0 4050 277 229 3695 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 0 0 0 0 0 0 4050 277 229 3695 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 353 0 0 0 0 0 0 4050 277 252 3695 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.95 0.19 0.09 0.86 0.00
Crit Vol: 177 0 1350 126
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: 2038 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	17.00	6.00	17	6	23	0.3
	Zone 1 Subtotal					17	6	23	0.3
2	YML Trucks	1.00	YML Trucks	-28.00	-31.00	-28	-31	-59	-0.9
	Zone 2 Subtotal					-28	-31	-59	-0.9
3	Trapac Autos	1.00	Trapac Autos	68.00	112.00	68	112	180	2.7
	Zone 3 Subtotal					68	112	180	2.7
4	Trapac Truck	1.00	Trapac Trucks	138.00	188.00	138	188	326	4.9
	Zone 4 Subtotal					138	188	326	4.9
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.4
	Zone 5 Subtotal					81	81	162	2.4
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.0
	Zone 7 Subtotal					138	124	262	4.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.6
	Zone 8 Subtotal					160	144	304	4.6
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	52.00	96.00	52	96	148	2.2
	Zone 11 Subtotal					52	96	148	2.2
12	China Shippi	1.00	China Shipping	132.00	175.00	132	175	307	4.6
	Zone 12 Subtotal					132	175	307	4.6
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	42
	Zone 13 Subtotal					1456	1325	2781	42.0
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.2
	Zone 14 Subtotal					217	127	344	5.2
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
Zone 17 Subtotal						28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
Zone 18 Subtotal						28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
Zone 19 Subtotal						28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.3
Zone 21 Subtotal						98	51	149	2.3
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.0
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.1
Zone 22 Subtotal						265	265	530	8.0
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	8.4
TOTAL						3338	3278	6616	100.0

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	-----
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Port of Los Angeles
TraPac EIR

Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

Port of Los Angeles
TraPac EIR

Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.525	C xxxxx	0.723	+ 0.197 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.885	E xxxxx	0.948	+ 0.063 V/C
# 26 Henry Ford Ave / Anaheim St	E xxxxx	0.989	F xxxxx	1.017	+ 0.028 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.593	B xxxxx	0.668	+ 0.076 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F xxxxx	1.108	F xxxxx	1.278	+ 0.170 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.506	A xxxxx	0.588	+ 0.082 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.592	+ 0.088 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.552	A xxxxx	0.573	+ 0.021 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.493	C xxxxx	0.725	+ 0.232 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.321	A xxxxx	0.406	+ 0.085 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.580	A xxxxx	0.590	+ 0.010 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.435	A xxxxx	0.445	+ 0.010 V/C
# 94 Santa Fe Ave / Anaheim St	B xxxxx	0.613	B xxxxx	0.633	+ 0.019 V/C
#110 John S. Gibson / Channel Stree	D xxxxx	0.807	D xxxxx	0.825	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.566	C xxxxx	0.794	+ 0.227 V/C
#212 Navy Way / Seaside	F xxxxx	1.245	F xxxxx	1.361	+ 0.115 V/C

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 11 columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with 11 columns for Saturation Flow Module metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 11 columns for Capacity Analysis Module metrics: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.948 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 11 columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with 11 columns for Saturation Flow Module metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 11 columns for Capacity Analysis Module metrics: Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 474 467 124 130 91 42 26 1552 186 70 1708 151
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 499 491 130 137 96 44 27 1633 196 74 1797 159
Added Vol: 0 0 0 0 0 0 0 0 90 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 499 491 130 137 96 44 27 1723 196 74 1876 159
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 499 491 130 137 96 44 27 1723 0 74 1876 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 499 491 130 137 96 44 27 1723 0 74 1876 159
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 549 491 130 137 96 44 27 1723 0 74 1876 159
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2255 2020 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.09 0.10 0.03 0.03 0.02 0.60 0.00 0.05 0.66 0.11
Crit Vol: 347 137 27 938
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 914 596 0 0 468 216 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 962 627 0 0 493 227 0 0 0 0 0 0
Added Vol: 157 9 0 0 54 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1119 636 0 0 547 227 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1119 636 0 0 547 227 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1119 636 0 0 547 227 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1231 636 0 0 547 227 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.41 0.59 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2119 881 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.21 0.00 0.00 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 615 387 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.278
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 11 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 11 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 11 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 11 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows representing various volume metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows representing various volume metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for traffic volumes and 11 rows for various traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity analysis and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for traffic volumes and 11 rows for various traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity analysis and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic volumes and 11 rows for various adjustment factors like Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for lane saturation and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity metrics and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.445 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 34 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic volumes and 11 rows for various adjustment factors like Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for lane saturation and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity metrics and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 34 268 51 205 163 140 106 1031 14 18 993 149
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 36 282 54 216 172 147 112 1085 15 19 1045 157
Added Vol: 0 0 0 0 0 0 0 0 90 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 282 54 216 172 147 112 1175 15 19 1124 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 282 54 216 172 147 112 1175 15 19 1124 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 282 54 216 172 147 112 1175 15 19 1124 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 36 282 54 216 172 147 112 1175 15 19 1124 157
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.08 0.92 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2310 440 1375 1479 1271 1375 4074 51 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.03 0.12 0.12 0.16 0.12 0.12 0.08 0.29 0.29 0.01 0.27 0.11
Crit Vol: 168 216 112 375
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 430 579 0 0 400 296 555 0 445 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 453 609 0 0 421 312 584 0 468 0 0 0
Added Vol: 0 35 0 0 62 1 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 644 0 0 483 313 650 0 468 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 644 0 0 483 313 650 0 468 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 644 0 0 483 313 650 0 468 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 453 644 0 0 483 313 715 0 515 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.74 0.00 1.26 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2485 0 1790 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.23 0.00 0.00 0.17 0.22 0.29 0.00 0.29 0.00 0.00 0.00
Crit Vol: 453 313 410 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 8 120 7 4 67 160 703 0 35 328 39
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 8 126 7 4 71 168 740 0 37 345 41
Added Vol: 0 0 0 0 0 0 0 280 0 0 244 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 126 7 4 71 168 1020 0 37 589 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 126 7 4 71 168 1020 0 37 589 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 126 7 4 71 168 1020 0 37 589 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 126 7 4 71 674 1020 0 147 589 41
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 1.00 0.00 0.13 1.76 0.11
Final Sat.: 23 1477 1500 269 1231 1500 1500 1500 0 199 2643 158
Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.08 0.03 0.00 0.05 0.11 0.68 0.00 0.19 0.22 0.26
Crit Vol: 126 7 1020 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 2 (Reduced Project - Project wo 10-Acre Fill)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 1.361
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 869 0 2116 0 0 0 0 3528 273 59 3282 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 915 0 2227 0 0 0 0 3713 287 62 3454 0
Added Vol: 0 0 0 0 0 0 0 492 0 0 523 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 915 0 2227 0 0 0 0 4205 287 62 3977 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 915 0 0 0 0 0 0 4205 287 62 3977 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 915 0 0 0 0 0 0 4205 287 62 3977 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 1006 0 0 0 0 0 0 4205 287 68 3977 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.00 0.00 0.00 0.00 0.00 0.98 0.20 0.02 0.93 0.00
Crit Vol: 503 0 1402 34
Crit Moves: **** **** ****

NEPA-Alternative 3

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.3
	Zone 1 Subtotal					23	38	61	1.3
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.7
	Zone 2 Subtotal					107	26	133	2.7
3	Trapac Autos	1.00	Trapac Autos	54.00	65.00	54	65	119	2.5
	Zone 3 Subtotal					54	65	119	2.5
4	Trapac Truck	1.00	Trapac Trucks	139.00	80.00	139	80	219	4.5
	Zone 4 Subtotal					139	80	219	4.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.5
	Zone 5 Subtotal					61	61	122	2.5
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.7
	Zone 7 Subtotal					73	58	131	2.7
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.5
	Zone 8 Subtotal					244	215	459	9.5
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.5
	Zone 10 Subtotal					72	50	122	2.5
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.5
	Zone 11 Subtotal					60	63	123	2.5
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	7.0
	Zone 12 Subtotal					273	65	338	7.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.1
	Zone 13 Subtotal					524	740	1264	26.1
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.2
	Zone 14 Subtotal					65	43	108	2.2
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.2

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.1
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
Zone 22 Subtotal						126	126	252	5.2
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	22.3
TOTAL						2539	2313	4852	100.0

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.464	+ 0.149 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	D xxxxx	0.812	+ 0.058 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.675	+ 0.019 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.288	A xxxxx	0.343	+ 0.055 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.554	B xxxxx	0.606	+ 0.051 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.488	A xxxxx	0.569	+ 0.081 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.389	A xxxxx	0.493	+ 0.104 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.559	+ 0.021 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	A xxxxx	0.446	+ 0.141 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.184	A xxxxx	0.263	+ 0.079 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.331	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.375	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.412	+ 0.013 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.581	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.360	+ 0.110 V/C
#212 Navy Way / Seaside	C xxxxx	0.726	C xxxxx	0.800	+ 0.073 V/C

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 18 11 2 6 26 88 81 277 27 4 399 14
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 21 13 2 7 31 104 96 329 32 5 474 17
Added Vol: 7 13 13 8 16 30 34 134 8 16 250 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 26 15 15 47 134 130 463 40 21 724 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 26 15 15 47 134 130 463 40 21 724 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 26 15 15 47 134 130 463 40 21 724 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 26 15 15 47 134 521 463 40 41 724 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.81 0.75 0.44 0.15 0.85 1.00 1.00 0.92 0.08 0.06 1.88 0.06
Final Sat.: 1219 1120 661 231 1269 1500 1500 1383 117 83 2823 94
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.07 0.04 0.09 0.09 0.33 0.34 0.25 0.26 0.26
Crit Vol: 28 134 512 21
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 14 71 201 15 138 115 97 1081 14 253 542 18
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 19 96 271 20 186 155 131 1459 19 342 732 24
Added Vol: 7 89 22 0 203 0 0 31 5 42 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 185 293 20 389 155 131 1490 24 384 769 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 185 293 20 389 155 131 1490 24 384 769 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 185 293 20 389 155 131 1490 24 384 769 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 26 185 293 20 389 155 131 1490 24 384 769 24
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.16 1.84 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1653 2622 1425 2850 1425 1425 2850 1425 2850 2763 87
Capacity Analysis Module:
Vol/Sat: 0.02 0.11 0.11 0.01 0.14 0.11 0.09 0.52 0.02 0.13 0.28 0.28
Crit Vol: 26 195 745 192
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 81 55 69 49 84 5 17 1058 352 46 794 56
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 109 74 93 66 113 7 23 1428 475 62 1072 76
Added Vol: 0 0 0 0 0 0 0 0 53 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 74 93 66 113 7 23 1481 475 62 1151 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 109 74 93 66 113 7 23 1481 0 62 1151 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 74 93 66 113 7 23 1481 0 62 1151 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 109 74 93 66 113 7 23 1481 0 62 1151 76
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.79 1.21 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2546 1729 1425 1425 4035 240 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.07 0.05 0.03 0.03 0.02 0.52 0.00 0.04 0.40 0.05
Crit Vol: 93 66 741 62
Crit Moves: **** **

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.343
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 405 407 0 0 224 71 0 0 0 0 0 0
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 499 502 0 0 276 88 0 0 0 0 0 0
Added Vol: 127 17 0 0 38 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 626 519 0 0 314 88 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 626 519 0 0 314 88 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 626 519 0 0 314 88 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 626 519 0 0 314 88 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2346 654 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.13 0.13 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 313 201 0
Crit Moves: **** **

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns representing different traffic movements and 11 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns representing different traffic movements and 11 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 48 69 335 0 68 63 93 393 101 363 266 21
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 57 82 398 0 81 75 110 466 120 431 316 25
Added Vol: 0 7 82 1 5 29 34 77 212 167 57 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 89 480 1 86 104 144 543 332 598 373 26
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 57 89 0 1 86 104 144 543 0 598 373 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 89 0 1 86 104 144 543 0 598 373 26
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 57 89 0 1 86 104 144 543 0 598 373 26
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.00 0.00 0.06 0.07 0.10 0.19 0.00 0.21 0.13 0.02
Crit Vol: 28 104 272 299
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 506 0 25 0 0 0 0 361 415 22 224 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 565 0 28 0 0 0 0 403 464 25 250 0
Added Vol: 19 0 0 0 0 0 0 21 19 0 17 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 584 0 28 0 0 0 0 424 483 25 267 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 584 0 28 0 0 0 0 424 483 25 267 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 584 0 28 0 0 0 0 424 483 25 267 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 584 0 28 0 0 0 0 424 483 25 267 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.15 0.34 0.02 0.09 0.00
Crit Vol: 584 212 134
Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 92 20 43 6 14 10 17 318 60 52 416 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 109 24 51 7 17 12 20 377 71 62 494 1
Added Vol: 36 0 44 0 0 0 0 129 63 76 200 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 145 24 95 7 17 12 20 506 134 138 694 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 145 24 95 7 17 12 20 506 134 138 694 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 24 95 7 17 12 20 506 134 138 694 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 145 24 95 7 17 12 81 506 134 275 694 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.28 0.72 0.40 0.93 0.67 0.07 1.56 0.37 0.39 1.60 0.01
Final Sat.: 1500 420 1080 600 1400 1000 101 2341 558 595 2402 4
Capacity Analysis Module:
Vol/Sat: 0.10 0.06 0.09 0.01 0.01 0.01 0.20 0.22 0.24 0.23 0.29 0.32
Crit Vol: 145 18 20 485
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.263
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 416 0 0 465 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 494 0 0 552 0
Added Vol: 0 0 0 0 0 0 0 192 0 0 236 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 686 0 0 788 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 686 0 0 788 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 686 0 0 788 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 686 0 0 788 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.00 0.00 0.26 0.00
Crit Vol: 0 0 0 394
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0

Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 0 24 189 0 61 70 497 22 35 431 2
Added Vol: 0 0 0 0 0 0 0 16 0 0 42 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 0 24 189 0 61 70 513 22 35 473 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 0 24 189 0 61 70 513 22 35 473 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 0 24 189 0 61 70 513 22 35 473 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 0 24 189 0 61 70 513 22 35 473 2

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2155 0 695 1425 2733 117 1425 4257 18

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.02 0.11 0.11
Crit Vol: 44 125 268 35
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 2 85 9 0 1 2 628 62 86 428 6
Added Vol: 0 0 0 0 0 0 0 16 0 0 42 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 2 85 9 0 1 2 644 62 86 470 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 2 85 9 0 1 2 644 62 86 470 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 2 85 9 0 1 2 644 62 86 470 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 2 85 9 0 1 2 644 62 86 470 6

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2600 250 1425 4221 54

Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.25 0.25 0.06 0.11 0.11
Crit Vol: 87 9 353 86
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #94 Santa Fe Ave / Anaheim St *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 16 83 28 124 112 115 65 792 17 42 713 120
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 18 93 31 139 125 128 73 885 19 47 796 134
Added Vol: 0 0 0 0 0 0 0 0 53 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 93 31 139 125 128 73 938 19 47 875 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 93 31 139 125 128 73 938 19 47 875 134
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 93 31 139 125 128 73 938 19 47 875 134
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 18 93 31 139 125 128 73 938 19 47 875 134
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2056 694 1375 1375 1375 1375 4043 82 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.05 0.10 0.09 0.09 0.05 0.23 0.23 0.03 0.21 0.10
Crit Vol: 62 139 319 47
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #110 John S. Gibson / Channel Street *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 262 411 0 0 262 169 589 0 255 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 293 459 0 0 293 189 658 0 285 0 0 0
Added Vol: 0 35 0 0 41 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 293 494 0 0 334 190 690 0 285 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 293 494 0 0 334 190 690 0 285 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 293 494 0 0 334 190 690 0 285 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 293 494 0 0 334 190 690 0 285 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.12 0.13 0.24 0.00 0.20 0.00 0.00 0.00
Crit Vol: 293 190 345 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 7 18 16 5 73 43 224 3 46 341 10
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 8 21 19 6 87 51 266 4 55 405 12
Added Vol: 0 0 0 0 0 0 0 149 0 0 275 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 21 19 6 87 51 415 4 55 680 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 21 19 6 87 51 415 4 55 680 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 21 19 6 87 51 415 4 55 680 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 21 19 6 87 204 415 4 109 680 12
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 0.32 1.67 0.01 0.16 1.81 0.03
Final Sat.: 115 1385 1500 511 989 1500 484 2499 17 237 2719 44
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.06 0.11 0.17 0.21 0.23 0.25 0.27
Crit Vol: 1 87 51 400
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 145 0 644 0 0 0 0 1679 125 104 1553 0
Growth Adj: 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51
Initial Bse: 219 0 974 0 0 0 0 2540 189 157 2350 0
Added Vol: 0 0 0 0 0 0 0 314 0 0 307 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 219 0 974 0 0 0 0 2854 189 157 2657 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 219 0 0 0 0 0 0 2854 189 157 2657 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 0 0 0 0 0 0 2854 189 157 2657 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 219 0 0 0 0 0 0 2854 189 157 2657 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.67 0.13 0.06 0.62 0.00
Crit Vol: 110 0 951 79
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: 2015 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.1
	Zone 1 Subtotal					35	42	77	1.1
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.7
	Zone 2 Subtotal					84	106	190	2.7
3	Trapac Autos	1.00	Trapac Autos	60.00	97.00	60	97	157	2.2
	Zone 3 Subtotal					60	97	157	2.2
4	Trapac Truck	1.00	Trapac Trucks	108.00	149.00	108	149	257	3.7
	Zone 4 Subtotal					108	149	257	3.7
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.7
	Zone 7 Subtotal					138	124	262	3.7
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.3
	Zone 8 Subtotal					160	144	304	4.3
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.4
	Zone 11 Subtotal					59	108	167	2.4
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	6.9
	Zone 12 Subtotal					213	271	484	6.9
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	39
	Zone 13 Subtotal					1456	1325	2781	39.6
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.9
	Zone 14 Subtotal					217	127	344	4.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.6
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.5
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	7.9
TOTAL						3518	3505	7023	100.0

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates 12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Zone	To Gates 12 -----
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.386	B	xxxxx 0.641	+ 0.255 V/C
# 23 Alameda St / Anaheim St	B	xxxxx 0.639	C	xxxxx 0.715	+ 0.076 V/C
# 26 Henry Ford Ave / Anaheim St	C	xxxxx 0.717	C	xxxxx 0.746	+ 0.029 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx 0.391	A	xxxxx 0.477	+ 0.087 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx 0.735	D	xxxxx 0.895	+ 0.160 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx 0.413	A	xxxxx 0.573	+ 0.161 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx 0.386	A	xxxxx 0.491	+ 0.105 V/C
# 53 Pacific Ave / Front St	A	xxxxx 0.469	A	xxxxx 0.491	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx 0.398	B	xxxxx 0.619	+ 0.221 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx 0.258	A	xxxxx 0.367	+ 0.109 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx 0.551	A	xxxxx 0.567	+ 0.016 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx 0.414	A	xxxxx 0.429	+ 0.016 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx 0.521	A	xxxxx 0.541	+ 0.020 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx 0.664	B	xxxxx 0.682	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.336	A	xxxxx 0.531	+ 0.196 V/C
#212 Navy Way / Seaside	D	xxxxx 0.827	E	xxxxx 0.952	+ 0.125 V/C

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 77 35 16 5 5 66 94 572 8 8 264 8
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 91 42 19 6 6 78 112 679 9 9 313 9
Added Vol: 16 32 32 23 50 43 59 293 25 50 226 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 74 51 29 56 121 171 972 34 59 539 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 107 74 51 29 56 121 171 972 34 59 539 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 74 51 29 56 121 171 972 34 59 539 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 107 74 51 29 56 121 341 972 34 238 539 32

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.93 0.63 0.44 0.28 0.72 1.00 0.34 1.61 0.05 0.26 1.66 0.08
Final Sat.: 1389 951 660 421 1079 1500 508 2415 77 394 2485 120

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.07 0.05 0.08 0.34 0.40 0.45 0.15 0.22 0.27
Crit Vol: 107 121 674 59
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0

Volume Module:
Base Vol: 6 295 297 17 182 140 112 618 11 233 895 25
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 8 398 401 23 246 189 151 834 15 315 1208 34
Added Vol: 1 234 61 0 192 0 0 32 10 63 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 632 462 23 438 189 151 866 25 378 1228 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 9 632 462 23 438 189 151 866 25 378 1228 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 632 462 23 438 189 151 866 25 378 1228 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 632 462 23 438 189 151 866 25 378 1228 34

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.73 1.27 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2470 1805 1425 2850 1425 1425 2850 1425 2850 2774 76

Capacity Analysis Module:
Vol/Sat: 0.01 0.26 0.26 0.02 0.15 0.13 0.11 0.30 0.02 0.13 0.44 0.44
Crit Vol: 365 23 433 631
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 271 267 71 74 52 24 15 887 106 40 976 86
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 366 360 96 100 70 32 20 1197 143 54 1318 116
Added Vol: 0 0 0 0 0 0 0 0 93 0 0 83 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 366 360 96 100 70 32 20 1290 143 54 1401 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 366 360 96 100 70 32 20 1290 0 54 1401 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 366 360 96 100 70 32 20 1290 0 54 1401 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 366 360 96 100 70 32 20 1290 0 54 1401 116
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.07 0.07 0.02 0.02 0.01 0.45 0.00 0.04 0.49 0.08
Crit Vol: 242 100 20 700
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 457 298 0 0 234 108 0 0 0 0 0 0
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 670 437 0 0 343 158 0 0 0 0 0 0
Added Vol: 157 12 0 0 103 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 827 449 0 0 446 158 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 827 449 0 0 446 158 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 827 449 0 0 446 158 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 827 449 0 0 446 158 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.48 0.52 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2214 786 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.15 0.00 0.00 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 414 302 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.895
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 1 0
Volume Module:
Base Vol: 308 567 14 11 127 100 89 21 1007 20 21 35
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 452 832 21 16 186 147 131 31 1477 29 31 51
Added Vol: 251 168 0 0 27 75 0 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 703 1000 21 16 213 222 131 31 1923 29 31 51
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 703 1000 21 16 213 222 131 31 1923 29 31 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 703 1000 21 16 213 222 131 31 1923 29 31 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 703 1000 21 16 213 222 131 31 1923 29 31 51
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.96 0.04 1.00 1.00 1.00 0.81 0.19 2.00 0.53 0.55 0.92
Final Sat.: 2750 2695 55 1375 1375 1375 1113 263 2750 724 760 1266
Capacity Analysis Module:
Vol/Sat: 0.26 0.37 0.37 0.01 0.16 0.16 0.12 0.12 0.70 0.04 0.04 0.04
Crit Vol: 0 213 962 56
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 1 0 1 0 0
Volume Module:
Base Vol: 406 474 5 23 476 11 19 10 14 51 41 34
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 454 529 6 26 532 12 21 11 16 57 46 38
Added Vol: 66 23 15 304 38 0 0 59 0 33 228 178
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 520 552 21 330 570 12 21 70 16 90 274 216
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 520 552 21 330 570 12 21 70 16 90 274 216
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 520 552 21 330 570 12 21 70 16 90 274 216
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 520 552 21 330 570 12 21 70 16 90 274 216
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.96 0.04 0.23 0.77 1.00 1.00 1.12 0.88
Final Sat.: 2850 2850 1425 2850 2790 60 331 1094 1425 1425 1593 1257
Capacity Analysis Module:
Vol/Sat: 0.18 0.19 0.01 0.12 0.20 0.20 0.06 0.06 0.01 0.06 0.17 0.17
Crit Vol: 260 291 21
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 73 105 465 0 77 83 115 277 76 411 377 29
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 87 125 552 0 91 99 137 329 90 488 447 34
Added Vol: 0 13 187 1 15 27 19 91 173 155 116 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 138 739 1 106 126 156 420 263 643 563 35
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 138 0 1 106 126 156 420 0 643 563 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 138 0 1 106 126 156 420 0 643 563 35
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 138 0 1 106 126 156 420 0 643 563 35
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.05 0.00 0.00 0.07 0.09 0.11 0.15 0.00 0.23 0.20 0.02
Crit Vol: 43 126 210 321
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 424 0 16 0 0 0 0 195 602 9 348 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 474 0 18 0 0 0 0 218 672 10 389 0
Added Vol: 26 0 0 0 0 0 0 35 35 0 12 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 500 0 18 0 0 0 0 253 707 10 401 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 500 0 18 0 0 0 0 253 707 10 401 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 500 0 18 0 0 0 0 253 707 10 401 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 500 0 18 0 0 0 0 253 707 10 401 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.01 0.00 0.00 0.00 0.00 0.09 0.50 0.01 0.14 0.00
Crit Vol: 500 0
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 141 25 141 8 11 31 40 516 30 18 411 6
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 167 30 167 9 13 37 47 612 36 21 488 7
Added Vol: 67 0 82 0 0 0 0 278 49 59 210 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 234 30 249 9 13 37 47 890 85 80 698 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 234 30 249 9 13 37 47 890 85 80 698 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 234 30 249 9 13 37 47 890 85 80 698 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 234 30 249 9 13 37 190 890 85 321 698 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.12 0.97 0.32 0.68 1.00 0.11 1.75 0.14 0.30 1.69 0.01
Final Sat.: 1369 173 1457 480 1020 1500 162 2620 218 443 2536 21
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.17 0.02 0.01 0.02 0.29 0.34 0.39 0.18 0.28 0.34
Crit Vol: 257 9 583 80
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 653 0 0 617 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 775 0 0 732 0
Added Vol: 0 0 0 0 0 0 0 326 0 0 277 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1101 0 0 1009 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1101 0 0 1009 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1101 0 0 1009 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1101 0 0 1009 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.34 0.00
Crit Vol: 0 0 551 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0
Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 2 31 121 4 167 95 656 31 22 646 7
Added Vol: 0 0 0 0 0 0 0 45 0 0 34 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 2 31 121 4 167 95 701 31 22 680 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 2 31 121 4 167 95 701 31 22 680 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 2 31 121 4 167 95 701 31 22 680 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 2 31 121 4 167 95 701 31 22 680 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.92 0.08 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2729 121 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 20 400 366 22
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 1 88 16 0 5 6 732 51 93 581 3
Added Vol: 0 0 0 0 0 0 0 45 0 0 34 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 1 88 16 0 5 6 777 51 93 615 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 1 88 16 0 5 6 777 51 93 615 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 1 88 16 0 5 6 777 51 93 615 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 1 88 16 0 5 6 777 51 93 615 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.99 0.01
Final Sat.: 1425 16 1409 1425 0 1425 1425 2674 176 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.14 0.14
Crit Vol: 89 16 414 93
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 93 0 0 83 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1015 12 16 970 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1015 12 16 970 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1015 12 16 970 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1015 12 16 970 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4076 49 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.24 0.10
Crit Vol: 142 183 95 323
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 344 463 0 0 320 237 444 0 356 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 384 517 0 0 357 265 496 0 398 0 0 0
Added Vol: 0 38 0 0 70 2 67 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 384 555 0 0 427 267 563 0 398 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 384 555 0 0 427 267 563 0 398 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 384 555 0 0 427 267 563 0 398 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 384 555 0 0 427 267 563 0 398 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.76 0.00 1.24 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2505 0 1770 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.19 0.00 0.00 0.15 0.19 0.22 0.00 0.22 0.00 0.00 0.00
Crit Vol: 384 267 320
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 6 86 5 3 48 114 502 0 25 234 28
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 7 102 6 4 57 135 596 0 30 278 33
Added Vol: 0 0 0 0 0 0 0 342 0 0 294 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 102 6 4 57 135 938 0 30 572 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 102 6 4 57 135 938 0 30 572 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 102 6 4 57 135 938 0 30 572 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 102 6 4 57 271 938 0 119 572 33
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.58 1.42 0.00 0.11 1.80 0.09
Final Sat.: 32 1468 1500 268 1232 1500 866 2134 0 163 2699 138
Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.16 0.44 0.00 0.18 0.21 0.24
Crit Vol: 102 6 659 30
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 410 0 998 0 0 0 0 1664 129 28 1548 0
Growth Adj: 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Initial Bse: 624 0 1520 0 0 0 0 2534 196 43 2358 0
Added Vol: 0 0 0 0 0 0 0 534 0 0 557 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 624 0 1520 0 0 0 0 3068 196 43 2915 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 624 0 0 0 0 0 0 3068 196 43 2915 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 624 0 0 0 0 0 0 3068 196 43 2915 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 624 0 0 0 0 0 0 3068 196 43 2915 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.14 0.01 0.68 0.00
Crit Vol: 312 0 1023 21
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: 2038 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	3.00	18.00	3	18	21	0.4
	Zone 1 Subtotal					3	18	21	0.4
2	YML Trucks	1.00	YML Trucks	-36.00	58.00	-36	58	22	0.5
	Zone 2 Subtotal					-36	58	22	0.5
3	Trapac Autos	1.00	Trapac Autos	48.00	59.00	48	59	107	2.3
	Zone 3 Subtotal					48	59	107	2.3
4	Trapac Truck	1.00	Trapac Trucks	92.00	186.00	92	186	278	5.9
	Zone 4 Subtotal					92	186	278	5.9
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.6
	Zone 5 Subtotal					61	61	122	2.6
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.8
	Zone 7 Subtotal					73	58	131	2.8
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.8
	Zone 8 Subtotal					244	215	459	9.8
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.6
	Zone 10 Subtotal					72	50	122	2.6
11	China Shippi	1.00	China Shipping	53.00	56.00	53	56	109	2.3
	Zone 11 Subtotal					53	56	109	2.3
12	China Shippi	1.00	China Shipping	170.00	130.00	170	130	300	6.4
	Zone 12 Subtotal					170	130	300	6.4
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.9
	Zone 13 Subtotal					524	740	1264	26.9
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.3
	Zone 14 Subtotal					65	43	108	2.3
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.3

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.2
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.2
Zone 22 Subtotal						126	126	252	5.4
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	18.0
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.7
Zone 23 Subtotal						540	540	1080	23.0
TOTAL						2213	2483	4696	100.0

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Intersection	Impact Analysis Report Level Of Service				
	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.390	A xxxxx	0.561	+ 0.171 V/C
# 23 Alameda St / Anaheim St	F xxxxx	1.045	F xxxxx	1.093	+ 0.047 V/C
# 26 Henry Ford Ave / Anaheim St	D xxxxx	0.897	E xxxxx	0.919	+ 0.023 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.390	A xxxxx	0.454	+ 0.064 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.711	C xxxxx	0.785	+ 0.074 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx	0.607	B xxxxx	0.696	+ 0.090 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.572	+ 0.068 V/C
# 53 Pacific Ave / Front St	B xxxxx	0.634	B xxxxx	0.652	+ 0.018 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.378	A xxxxx	0.589	+ 0.211 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.228	A xxxxx	0.292	+ 0.064 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.360	+ 0.011 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.389	A xxxxx	0.400	+ 0.011 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.470	A xxxxx	0.486	+ 0.016 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.697	C xxxxx	0.710	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.332	A xxxxx	0.389	+ 0.058 V/C
#212 Navy Way / Seaside	F xxxxx	1.080	F xxxxx	1.159	+ 0.079 V/C

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 25 15 3 8 36 123 113 388 38 6 559 20
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 16 3 8 38 129 119 408 40 6 588 21
Added Vol: 7 13 13 8 16 26 29 214 8 16 136 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 29 16 16 54 155 148 622 48 22 724 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 29 16 16 54 155 148 622 48 22 724 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 29 16 16 54 155 148 622 48 22 724 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 33 29 16 16 54 155 592 622 48 89 724 29
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.85 0.74 0.41 0.15 0.85 1.00 0.79 1.13 0.08 0.06 1.87 0.07
Final Sat.: 1277 1104 619 218 1282 1500 1185 1701 114 94 2802 103
Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.08 0.04 0.10 0.12 0.37 0.42 0.24 0.26 0.28
Crit Vol: 33 155 631 22
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 1.093
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 25 124 352 26 242 201 170 1892 25 443 949 32
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 130 370 27 255 212 179 1991 26 466 999 34
Added Vol: 7 163 34 0 108 0 0 31 5 30 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 293 404 27 363 212 179 2022 31 496 1036 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 293 404 27 363 212 179 2022 31 496 1036 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 293 404 27 363 212 179 2022 31 496 1036 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 33 293 445 27 363 212 179 2022 31 546 1036 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.19 1.81 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1699 2576 1425 2850 1425 1425 2850 1425 2850 2760 90
Capacity Analysis Module:
Vol/Sat: 0.02 0.17 0.17 0.02 0.13 0.15 0.13 0.71 0.02 0.19 0.38 0.38
Crit Vol: 246 27 1011 273
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.919
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 142 96 121 86 147 9 30 1852 616 81 1390 98
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 149 101 127 91 155 9 32 1949 648 85 1463 103
Added Vol: 0 0 0 0 0 0 0 0 65 0 0 67 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 149 101 127 91 155 9 32 2014 648 85 1530 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 149 101 127 91 155 9 32 2014 0 85 1530 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 101 127 91 155 9 32 2014 0 85 1530 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 164 101 127 91 155 9 32 2014 0 85 1530 103
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.86 1.14 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2648 1627 1425 1425 4028 247 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.09 0.06 0.04 0.04 0.02 0.71 0.00 0.06 0.54 0.07
Crit Vol: 127 91 1007 85
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 608 611 0 0 336 107 0 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 640 643 0 0 354 113 0 0 0 0 0 0 0
Added Vol: 127 14 0 0 51 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 767 657 0 0 405 113 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 767 657 0 0 405 113 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 767 657 0 0 405 113 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 844 657 0 0 405 113 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2347 653 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.22 0.00 0.00 0.17 0.17 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 422 259 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 10 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 10 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 10 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 10 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 10 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 10 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 67 97 469 0 95 88 130 550 141 508 372 29
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 71 102 494 0 100 93 137 579 148 535 391 31
Added Vol: 0 7 102 1 5 29 34 58 82 77 102 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 71 109 596 1 105 122 171 637 230 612 493 33
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 71 109 0 1 105 122 171 637 0 612 493 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 109 0 1 105 122 171 637 0 612 493 33
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 78 109 0 1 105 122 171 637 0 673 493 33

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.03 0.04 0.00 0.00 0.07 0.09 0.12 0.22 0.00 0.24 0.17 0.02
Crit Vol: 39 122 318 336
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 633 0 31 0 0 0 0 451 519 28 280 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 666 0 33 0 0 0 0 475 546 29 295 0
Added Vol: 17 0 0 0 0 0 0 17 17 0 14 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 683 0 33 0 0 0 0 492 563 29 309 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 683 0 33 0 0 0 0 492 563 29 309 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 683 0 33 0 0 0 0 492 563 29 309 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 683 0 33 0 0 0 0 492 563 29 309 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0

Capacity Analysis Module:
Vol/Sat: 0.48 0.00 0.02 0.00 0.00 0.00 0.00 0.17 0.40 0.02 0.11 0.00
Crit Vol: 683 0 246 154
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 129 28 60 8 20 14 24 445 84 73 582 1
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 136 29 63 8 21 15 25 468 88 77 612 1
Added Vol: 84 0 102 0 0 0 0 146 41 51 107 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 220 29 165 8 21 15 25 614 129 128 719 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 220 29 165 8 21 15 25 614 129 128 719 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 220 29 165 8 21 15 25 614 129 128 719 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 220 29 165 8 21 15 101 614 129 511 719 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.20 0.80 0.38 0.95 0.67 0.07 1.62 0.31 0.55 1.44 0.01
Final Sat.: 1500 304 1196 571 1429 1000 109 2431 460 825 2173 3
Capacity Analysis Module:
Vol/Sat: 0.15 0.10 0.14 0.01 0.01 0.01 0.23 0.25 0.28 0.15 0.33 0.41
Crit Vol: 220 22 25
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.292
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 582 0 0 651 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 612 0 0 685 0
Added Vol: 0 0 0 0 0 0 0 188 0 0 191 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 800 0 0 876 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 800 0 0 876 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 800 0 0 876 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 800 0 0 876 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.00 0.00 0.29 0.00
Crit Vol: 0 0 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 0 30 0 0 19 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 553 23 37 473 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 553 23 37 473 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 553 23 37 473 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 553 23 37 473 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.54 0.01 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2203 0 647 1425 2735 115 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.20 0.03 0.11 0.11
Crit Vol: 46 141 288 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 2 89 9 0 1 2 661 65 91 450 6
Added Vol: 0 0 0 0 0 0 0 0 30 0 0 19 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 691 65 91 469 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 691 65 91 469 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 691 65 91 469 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 691 65 91 469 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2604 246 1425 4218 57
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.27 0.27 0.06 0.11 0.11
Crit Vol: 92 9 378 91
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 20 104 35 155 140 144 81 990 21 53 891 150
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 109 37 163 147 152 85 1042 22 56 938 158
Added Vol: 0 0 0 0 0 0 0 0 65 0 0 67 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 109 37 163 147 152 85 1107 22 56 1005 158
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 109 37 163 147 152 85 1107 22 56 1005 158
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 109 37 163 147 152 85 1107 22 56 1005 158
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 109 37 163 147 152 85 1107 22 56 1005 158
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2058 692 1375 1375 1375 1375 4044 81 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.05 0.12 0.11 0.11 0.06 0.27 0.27 0.04 0.24 0.11
Crit Vol: 73 163 376 56
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 328 514 0 0 328 211 736 0 319 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 345 541 0 0 345 222 775 0 336 0 0 0
Added Vol: 0 30 0 0 34 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 345 571 0 0 379 223 807 0 336 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 345 571 0 0 379 223 807 0 336 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 571 0 0 379 223 807 0 336 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 345 571 0 0 379 223 887 0 369 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.24 0.20 0.00 0.00 0.13 0.16 0.31 0.00 0.26 0.00 0.00 0.00
Crit Vol: 345 223 444
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 10 25 22 7 102 60 314 4 64 477 14
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 11 26 23 7 107 63 330 4 67 502 15
Added Vol: 0 0 0 0 0 0 0 229 0 0 161 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 26 23 7 107 63 559 4 67 663 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 26 23 7 107 63 559 4 67 663 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 26 23 7 107 63 559 4 67 663 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 26 23 7 107 253 559 4 135 663 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.34 0.66 1.00 0.29 1.70 0.01 0.20 1.76 0.04
Final Sat.: 83 1417 1500 504 996 1500 433 2551 15 298 2647 54
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.07 0.15 0.22 0.27 0.23 0.25 0.27
Crit Vol: 1 107 408 67
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 1.159
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 305 0 1352 0 0 0 0 3526 263 218 3261 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 321 0 1423 0 0 0 0 3711 277 229 3432 0
Added Vol: 0 0 0 0 0 0 0 336 0 0 258 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 321 0 1423 0 0 0 0 4047 277 229 3690 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 321 0 0 0 0 0 0 4047 277 229 3690 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 0 0 0 0 0 0 4047 277 229 3690 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 353 0 0 0 0 0 0 4047 277 252 3690 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.95 0.19 0.09 0.86 0.00
Crit Vol: 177 0 1349 126
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: 2038 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	17.00	6.00	17	6	23	0.4
	Zone 1 Subtotal					17	6	23	0.4
2	YML Trucks	1.00	YML Trucks	-28.00	-31.00	-28	-31	-59	-0.9
	Zone 2 Subtotal					-28	-31	-59	-0.9
3	Trapac Autos	1.00	Trapac Autos	55.00	86.00	55	86	141	2.2
	Zone 3 Subtotal					55	86	141	2.2
4	Trapac Truck	1.00	Trapac Trucks	72.00	106.00	72	106	178	2.8
	Zone 4 Subtotal					72	106	178	2.8
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.5
	Zone 5 Subtotal					81	81	162	2.5
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.1
	Zone 6 Subtotal					80	55	135	2.1
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.1
	Zone 7 Subtotal					138	124	262	4.1
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.7
	Zone 8 Subtotal					160	144	304	4.7
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	52.00	96.00	52	96	148	2.3
	Zone 11 Subtotal					52	96	148	2.3
12	China Shippi	1.00	China Shipping	132.00	175.00	132	175	307	4.8
	Zone 12 Subtotal					132	175	307	4.8
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	43
	Zone 13 Subtotal					1456	1325	2781	43.3
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.4
	Zone 14 Subtotal					217	127	344	5.4
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
Zone 17 Subtotal						28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
Zone 18 Subtotal						28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
Zone 19 Subtotal						28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
Zone 20 Subtotal						28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.3
Zone 21 Subtotal						98	51	149	2.3
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.1
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.1
Zone 22 Subtotal						265	265	530	8.2
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.2
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	8.6
TOTAL						3259	3170	6429	100.0

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.525	B xxxxx	0.697	+ 0.172 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.885	E xxxxx	0.933	+ 0.049 V/C
# 26 Henry Ford Ave / Anaheim St	E xxxxx	0.989	F xxxxx	1.015	+ 0.026 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.593	B xxxxx	0.668	+ 0.075 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F xxxxx	1.108	F xxxxx	1.277	+ 0.169 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.506	A xxxxx	0.587	+ 0.081 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.582	+ 0.078 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.552	A xxxxx	0.572	+ 0.020 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.493	B xxxxx	0.661	+ 0.168 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.321	A xxxxx	0.391	+ 0.070 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.580	A xxxxx	0.588	+ 0.008 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.435	A xxxxx	0.443	+ 0.008 V/C
# 94 Santa Fe Ave / Anaheim St	B xxxxx	0.613	B xxxxx	0.631	+ 0.018 V/C
#110 John S. Gibson / Channel Stree	D xxxxx	0.807	D xxxxx	0.825	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.566	B xxxxx	0.608	+ 0.042 V/C
#212 Navy Way / Seaside	F xxxxx	1.245	F xxxxx	1.359	+ 0.114 V/C

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 108 49 22 7 7 92 132 801 11 11 370 11
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 114 52 23 7 7 97 139 843 12 12 389 12
Added Vol: 16 32 32 23 50 39 51 178 25 50 136 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 84 55 30 57 136 190 1021 37 62 525 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 84 55 30 57 136 190 1021 37 62 525 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 84 55 30 57 136 190 1021 37 62 525 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 130 84 55 30 57 136 380 1021 37 369 525 35

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.62 0.41 0.27 0.73 1.00 0.36 1.59 0.05 0.39 1.54 0.07
Final Sat.: 1449 934 617 408 1092 1500 539 2385 76 589 2299 112

Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.07 0.05 0.09 0.35 0.43 0.48 0.10 0.23 0.31
Crit Vol: 130 136 719 62
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0

Volume Module:
Base Vol: 11 516 520 30 319 245 196 1082 19 408 1566 44
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 12 543 547 32 336 258 206 1139 20 429 1648 46
Added Vol: 1 143 50 0 118 0 0 32 10 53 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 686 597 32 454 258 206 1171 30 482 1668 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 686 597 32 454 258 206 1171 30 482 1668 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 686 597 32 454 258 206 1171 30 482 1668 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 13 686 657 32 454 258 206 1171 30 531 1668 46

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.53 1.47 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2184 2091 1425 2850 1425 1425 2850 1425 2850 2773 77

Capacity Analysis Module:
Vol/Sat: 0.01 0.31 0.31 0.02 0.16 0.18 0.14 0.41 0.02 0.19 0.60 0.60
Crit Vol: 448 32 585 265
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.015
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 474 467 124 130 91 42 26 1552 186 70 1708 151
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 499 491 130 137 96 44 27 1633 196 74 1797 159
Added Vol: 0 0 0 0 0 0 0 0 82 0 0 73 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 499 491 130 137 96 44 27 1715 196 74 1870 159
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 499 491 130 137 96 44 27 1715 0 74 1870 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 499 491 130 137 96 44 27 1715 0 74 1870 159
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 549 491 130 137 96 44 27 1715 0 74 1870 159

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2255 2020 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.09 0.10 0.03 0.03 0.02 0.60 0.00 0.05 0.66 0.11
Crit Vol: 347 137 27 935
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 914 596 0 0 468 216 0 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 962 627 0 0 493 227 0 0 0 0 0 0 0
Added Vol: 157 9 0 0 53 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1119 636 0 0 546 227 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1119 636 0 0 546 227 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1119 636 0 0 546 227 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1231 636 0 0 546 227 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.41 0.59 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2118 882 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.41 0.21 0.00 0.00 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 615 386 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.277
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 0 2 0 1 0 1 0
Volume Module:
Base Vol: 616 1134 28 22 254 200 178 42 2014 40 42 70
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 648 1193 29 23 267 210 187 44 2120 42 44 74
Added Vol: 251 166 0 0 22 31 0 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 899 1359 29 23 289 241 187 44 2566 42 44 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 899 1359 29 23 289 241 187 44 2566 42 44 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 899 1359 29 23 289 241 187 44 2566 42 44 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 989 1359 29 23 289 241 187 44 2822 42 44 74
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.96 0.04 1.00 1.09 0.91 0.81 0.19 2.00 0.53 0.55 0.92
Final Sat.: 2750 2692 58 1375 1499 1251 1113 263 2750 724 760 1266
Capacity Analysis Module:
Vol/Sat: 0.36 0.51 0.51 0.02 0.19 0.19 0.17 0.17 1.03 0.06 0.06 0.06
Crit Vol: 0 265 1411 80
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 1 0 1 0 1 0
Volume Module:
Base Vol: 508 593 6 29 595 14 24 13 18 64 51 43
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 535 624 6 31 626 15 25 14 19 67 54 45
Added Vol: 66 22 11 129 37 0 0 23 0 22 99 85
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 601 646 17 160 663 15 25 37 19 89 153 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 601 646 17 160 663 15 25 37 19 89 153 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 601 646 17 160 663 15 25 37 19 89 153 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 661 646 17 175 663 15 25 37 19 89 153 130
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.96 0.04 0.41 0.59 1.00 1.00 1.08 0.92
Final Sat.: 2850 2850 1425 2850 2788 62 581 844 1425 1425 1538 1312
Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.01 0.06 0.24 0.24 0.04 0.04 0.01 0.06 0.10 0.10
Crit Vol: 330 339 25 141
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 102 147 651 0 108 116 161 388 106 575 528 41
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 107 155 685 0 114 122 169 408 112 605 556 43
Added Vol: 0 13 93 1 15 27 19 77 70 82 95 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 168 778 1 129 149 188 485 182 687 651 44
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 107 168 0 1 129 149 188 485 0 687 651 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 168 0 1 129 149 188 485 0 687 651 44
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 118 168 0 1 129 149 188 485 0 756 651 44
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.10 0.13 0.17 0.00 0.27 0.23 0.03
Crit Vol: 59 149 243 378
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 530 0 20 0 0 0 0 244 753 11 435 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 558 0 21 0 0 0 0 257 792 12 458 0
Added Vol: 24 0 0 0 0 0 0 27 31 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 582 0 21 0 0 0 0 284 823 12 467 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 582 0 21 0 0 0 0 284 823 12 467 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 582 0 21 0 0 0 0 284 823 12 467 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 582 0 21 0 0 0 0 284 823 12 467 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.01 0.00 0.00 0.00 0.00 0.10 0.58 0.01 0.16 0.00
Crit Vol: 582 0
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 197 35 197 11 15 43 56 722 42 25 575 8
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 207 37 207 12 16 45 59 760 44 26 605 8
Added Vol: 48 0 58 0 0 0 0 178 32 40 135 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 255 37 265 12 16 45 59 938 76 66 740 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 255 37 265 12 16 45 59 938 76 66 740 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 255 37 265 12 16 45 59 938 76 66 740 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 255 37 265 12 16 45 236 938 76 265 740 8
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 0.13 0.95 0.32 0.68 1.00 0.13 1.75 0.12 0.21 1.77 0.02
Final Sat.: 1374 198 1428 478 1022 1500 197 2620 183 323 2652 25
Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.19 0.02 0.02 0.03 0.30 0.36 0.42 0.21 0.28 0.34
Crit Vol: 255 45 625 66
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 914 0 0 864 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 962 0 0 909 0
Added Vol: 0 0 0 0 0 0 0 211 0 0 183 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1173 0 0 1092 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1173 0 0 1092 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1173 0 0 1092 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1173 0 0 1092 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.39 0.00 0.00 0.36 0.00
Crit Vol: 0 586 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0

Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 22 0 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 712 33 23 695 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 712 33 23 695 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 712 33 23 695 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 712 33 23 695 7

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2725 125 1425 4230 45

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.30 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 21 421 372 23
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0

Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 1 93 17 0 5 6 770 54 98 611 3
Added Vol: 0 0 0 0 0 0 0 22 0 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 1 93 17 0 5 6 792 54 98 626 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 1 93 17 0 5 6 792 54 98 626 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 1 93 17 0 5 6 792 54 98 626 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 1 93 17 0 5 6 792 54 98 626 3

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.98 0.02
Final Sat.: 1425 16 1409 1425 0 1425 1425 2669 181 1425 4254 21

Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.30 0.30 0.07 0.15 0.15
Crit Vol: 94 17 423 98
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 34 268 51 205 163 140 106 1031 14 18 993 149
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 36 282 54 216 172 147 112 1085 15 19 1045 157
Added Vol: 0 0 0 0 0 0 0 82 0 0 73 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 282 54 216 172 147 112 1167 15 19 1118 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 282 54 216 172 147 112 1167 15 19 1118 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 282 54 216 172 147 112 1167 15 19 1118 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 36 282 54 216 172 147 112 1167 15 19 1118 157
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.08 0.92 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2310 440 1375 1479 1271 1375 4074 51 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.03 0.12 0.12 0.16 0.12 0.12 0.08 0.29 0.29 0.01 0.27 0.11
Crit Vol: 168 216 112 373
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 430 579 0 0 400 296 555 0 445 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 453 609 0 0 421 312 584 0 468 0 0 0
Added Vol: 0 33 0 0 58 1 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 642 0 0 479 313 650 0 468 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 642 0 0 479 313 650 0 468 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 642 0 0 479 313 650 0 468 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 453 642 0 0 479 313 715 0 515 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.74 0.00 1.26 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2485 0 1790 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.23 0.00 0.00 0.17 0.22 0.29 0.00 0.29 0.00 0.00 0.00
Crit Vol: 453 313 410 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 8 120 7 4 67 160 703 0 35 328 39
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 8 126 7 4 71 168 740 0 37 345 41
Added Vol: 0 0 0 0 0 0 0 227 0 0 203 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 126 7 4 71 168 967 0 37 548 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 126 7 4 71 168 967 0 37 548 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 126 7 4 71 168 967 0 37 548 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 126 7 4 71 337 967 0 147 548 41
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.70 1.30 0.00 0.14 1.75 0.11
Final Sat.: 23 1477 1500 269 1231 1500 1045 1955 0 214 2618 167
Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.08 0.03 0.00 0.05 0.16 0.49 0.00 0.17 0.21 0.25
Crit Vol: 126 7 742 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 3 (Reduced Wharf)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 1.359
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 869 0 2116 0 0 0 0 3528 273 59 3282 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 915 0 2227 0 0 0 0 3713 287 62 3454 0
Added Vol: 0 0 0 0 0 0 0 487 0 0 519 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 915 0 2227 0 0 0 0 4200 287 62 3973 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 915 0 0 0 0 0 0 4200 287 62 3973 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 915 0 0 0 0 0 0 4200 287 62 3973 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 1066 0 0 0 0 0 0 4200 287 68 3973 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.00 0.00 0.00 0.00 0.00 0.98 0.20 0.02 0.93 0.00
Crit Vol: 503 0 1400 34
Crit Moves: **** **** ****

NEPA-Alternative 4

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.3
	Zone 1 Subtotal					23	38	61	1.3
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.9
	Zone 2 Subtotal					107	26	133	2.9
3	Trapac Autos	1.00	Trapac Autos	-5.00	7.00	-5	7	2	0.0
	Zone 3 Subtotal					-5	7	2	0.0
4	Trapac Truck	1.00	Trapac Trucks	12.00	63.00	12	63	75	1.6
	Zone 4 Subtotal					12	63	75	1.6
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.7
	Zone 5 Subtotal					61	61	122	2.7
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.9
	Zone 7 Subtotal					73	58	131	2.9
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.0
	Zone 8 Subtotal					244	215	459	10.0
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.7
	Zone 10 Subtotal					72	50	122	2.7
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.7
	Zone 11 Subtotal					60	63	123	2.7
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	7.4
	Zone 12 Subtotal					273	65	338	7.4
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	27.5
	Zone 13 Subtotal					524	740	1264	27.5
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.4
	Zone 14 Subtotal					65	43	108	2.4
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.4

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.4
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
Zone 21 Subtotal						26	27	53	1.2
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.2
Zone 22 Subtotal						126	126	252	5.5
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	18.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.7
Zone 23 Subtotal						540	540	1080	23.5
TOTAL						2353	2238	4591	100.0

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.407	+ 0.093 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	C xxxxx	0.784	+ 0.030 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.674	+ 0.018 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.288	A xxxxx	0.342	+ 0.055 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.554	B xxxxx	0.605	+ 0.051 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.488	A xxxxx	0.566	+ 0.078 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.389	A xxxxx	0.470	+ 0.081 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.554	+ 0.015 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	A xxxxx	0.383	+ 0.078 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.184	A xxxxx	0.249	+ 0.065 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.330	+ 0.005 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.375	+ 0.005 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.411	+ 0.012 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.581	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.330	+ 0.081 V/C
#212 Navy Way / Seaside	C xxxxx	0.726	C xxxxx	0.800	+ 0.073 V/C

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 18 11 2 6 26 88 81 277 27 4 399 14
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 21 13 2 7 31 104 96 329 32 5 474 17
Added Vol: 7 13 13 8 16 14 17 107 8 16 162 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 26 15 15 47 118 113 436 40 21 636 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 26 15 15 47 118 113 436 40 21 636 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 26 15 15 47 118 113 436 40 21 636 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 26 15 15 47 118 226 436 40 41 636 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.81 0.75 0.44 0.17 0.83 1.00 0.48 1.41 0.11 0.06 1.87 0.07
Final Sat.: 1219 1120 661 251 1249 1500 713 2116 171 94 2800 105
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.06 0.04 0.08 0.16 0.21 0.23 0.22 0.23 0.23
Crit Vol: 28 118 113
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 14 71 201 15 138 115 97 1081 14 253 542 18
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 19 96 271 20 186 155 131 1459 19 342 732 24
Added Vol: 7 72 20 0 135 0 0 31 5 29 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 168 291 20 321 155 131 1490 24 371 769 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 168 291 20 321 155 131 1490 24 371 769 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 168 291 20 321 155 131 1490 24 371 769 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 26 168 291 20 321 155 131 1490 24 371 769 24
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.10 1.90 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1563 2712 1425 2850 1425 1425 2850 1425 2850 2763 87
Capacity Analysis Module:
Vol/Sat: 0.02 0.11 0.11 0.01 0.11 0.11 0.09 0.52 0.02 0.13 0.28 0.28
Crit Vol: 26 161 745 185
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 81 55 69 49 84 5 17 1058 352 46 794 56
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 109 74 93 66 113 7 23 1428 475 62 1072 76
Added Vol: 0 0 0 0 0 0 0 0 51 0 0 67 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 74 93 66 113 7 23 1479 475 62 1139 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 109 74 93 66 113 7 23 1479 0 62 1139 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 74 93 66 113 7 23 1479 0 62 1139 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 109 74 93 66 113 7 23 1479 0 62 1139 76
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.79 1.21 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2546 1729 1425 1425 4035 240 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.07 0.05 0.03 0.03 0.02 0.52 0.00 0.04 0.40 0.05
Crit Vol: 93 66 740 62
Crit Moves: **** **

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 405 407 0 0 224 71 0 0 0 0 0 0
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 499 502 0 0 276 88 0 0 0 0 0 0
Added Vol: 127 15 0 0 37 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 626 517 0 0 313 88 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 626 517 0 0 313 88 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 626 517 0 0 313 88 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 626 517 0 0 313 88 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2345 655 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.13 0.13 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 313 200 0
Crit Moves: **** **

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	319	491	31	33	137	73	248	55	607	21	14	5
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	393	605	38	41	169	90	306	68	748	26	17	6
Added Vol:	177	142	0	0	15	21	0	0	280	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	747	38	41	184	111	306	68	1028	26	17	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	747	38	41	184	111	306	68	1028	26	17	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	747	38	41	184	111	306	68	1028	26	17	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	570	747	38	41	184	111	306	68	1028	26	17	6

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.90	0.10	1.00	1.25	0.75	0.82	0.18	2.00	1.00	0.75	0.25
Final Sat.:	2750	2616	134	1375	1715	1035	1125	250	2750	1375	1031	344

Capacity Analysis Module:

Vol/Sat:	0.21	0.29	0.29	0.03	0.11	0.11	0.27	0.27	0.37	0.02	0.02	0.02
Crit Vol:	285			147			374			26		
Crit Moves:	****			****			****			****		

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	1	0	1	0	0	1	1

Volume Module:

Base Vol:	668	346	46	6	401	87	18	9	26	13	40	14
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	746	386	51	7	448	97	20	10	29	15	45	16
Added Vol:	32	14	14	365	11	0	0	73	0	22	72	68
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	778	400	65	372	459	97	20	83	29	37	117	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	778	400	65	372	459	97	20	83	29	37	117	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	778	400	65	372	459	97	20	83	29	37	117	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	778	400	65	372	459	97	20	83	29	37	117	84

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.65	0.35	0.19	0.81	1.00	1.00	1.16	0.84
Final Sat.:	2850	2850	1425	2850	2352	498	278	1147	1425	1425	1660	1190

Capacity Analysis Module:

Vol/Sat:	0.27	0.14	0.05	0.13	0.20	0.20	0.07	0.07	0.02	0.03	0.07	0.07
Crit Vol:	389			278			103			37		
Crit Moves:	****			****			****			****		

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.470
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 48 69 335 0 68 63 93 393 101 363 266 21
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 57 82 398 0 81 75 110 466 120 431 316 25
Added Vol: 0 7 74 0 5 29 34 20 212 159 39 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 89 472 0 86 104 144 486 332 590 355 26
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 57 89 0 0 86 104 144 486 0 590 355 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 89 0 0 86 104 144 486 0 590 355 26
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 57 89 0 0 86 104 144 486 0 590 355 26
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.00 0.00 0.06 0.07 0.10 0.17 0.00 0.21 0.12 0.02
Crit Vol: 28 104 243 295
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 506 0 25 0 0 0 0 361 415 22 224 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 565 0 28 0 0 0 0 403 464 25 250 0
Added Vol: 12 0 0 0 0 0 0 20 12 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 577 0 28 0 0 0 0 423 476 25 265 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 577 0 28 0 0 0 0 423 476 25 265 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 577 0 28 0 0 0 0 423 476 25 265 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 577 0 28 0 0 0 0 423 476 25 265 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.15 0.33 0.02 0.09 0.00
Crit Vol: 577 0 212 133
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 92 20 43 6 14 10 17 318 60 52 416 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 109 24 51 7 17 12 20 377 71 62 494 1
Added Vol: 28 0 35 0 0 0 0 95 5 7 165 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 137 24 86 7 17 12 20 472 76 69 659 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 137 24 86 7 17 12 20 472 76 69 659 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 137 24 86 7 17 12 20 472 76 69 659 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 137 24 86 7 17 12 40 472 76 137 659 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.30 0.70 0.40 0.93 0.67 0.07 1.67 0.26 0.20 1.79 0.01
Final Sat.: 1500 455 1045 600 1400 1000 110 2501 388 312 2683 4
Capacity Analysis Module:
Vol/Sat: 0.09 0.05 0.08 0.01 0.01 0.01 0.18 0.19 0.20 0.22 0.25 0.27
Crit Vol: 137 18 20 399
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.249
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 416 0 0 465 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 494 0 0 552 0
Added Vol: 0 0 0 0 0 0 0 100 0 0 194 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 594 0 0 746 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 594 0 0 746 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 594 0 0 746 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 594 0 0 746 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.20 0.00 0.00 0.25 0.00
Crit Vol: 0 0 0 373
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 0 24 189 0 61 70 497 22 35 431 2
Added Vol: 0 0 0 0 0 0 0 14 0 0 33 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 0 24 189 0 61 70 511 22 35 464 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 0 24 189 0 61 70 511 22 35 464 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 0 24 189 0 61 70 511 22 35 464 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 0 24 189 0 61 70 511 22 35 464 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2155 0 695 1425 2732 118 1425 4257 18
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.02 0.11 0.11
Crit Vol: 44 125 267 35
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 2 85 9 0 1 2 628 62 86 428 6
Added Vol: 0 0 0 0 0 0 0 14 0 0 33 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 2 85 9 0 1 2 642 62 86 461 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 2 85 9 0 1 2 642 62 86 461 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 2 85 9 0 1 2 642 62 86 461 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 2 85 9 0 1 2 642 62 86 461 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2599 251 1425 4220 55
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.25 0.25 0.06 0.11 0.11
Crit Vol: 87 9 352 86
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 16 83 28 124 112 115 65 792 17 42 713 120
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 18 93 31 139 125 128 73 885 19 47 796 134
Added Vol: 0 0 0 0 0 0 0 0 51 0 0 67 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 93 31 139 125 128 73 936 19 47 863 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 93 31 139 125 128 73 936 19 47 863 134
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 93 31 139 125 128 73 936 19 47 863 134
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 18 93 31 139 125 128 73 936 19 47 863 134
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2056 694 1375 1375 1375 1375 4043 82 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.05 0.10 0.09 0.09 0.05 0.23 0.23 0.03 0.21 0.10
Crit Vol: 62 139 318 47
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 262 411 0 0 262 169 589 0 255 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 293 459 0 0 293 189 658 0 285 0 0 0
Added Vol: 0 27 0 0 32 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 293 486 0 0 325 190 690 0 285 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 293 486 0 0 325 190 690 0 285 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 293 486 0 0 325 190 690 0 285 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 293 486 0 0 325 190 690 0 285 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.11 0.13 0.24 0.00 0.20 0.00 0.00 0.00
Crit Vol: 293 190 345 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 1 7 18 16 5 73 43 224 3 46 341 10
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 8 21 19 6 87 51 266 4 55 405 12
Added Vol: 0 0 0 0 0 0 0 121 0 0 187 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 21 19 6 87 51 387 4 55 592 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 21 19 6 87 51 387 4 55 592 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 21 19 6 87 51 387 4 55 592 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 21 19 6 87 102 387 4 109 592 12

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 0.26 1.73 0.01 0.18 1.79 0.03
Final Sat.: 115 1385 1500 511 989 1500 392 2586 22 271 2679 50

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.06 0.13 0.15 0.16 0.20 0.22 0.24
Crit Vol: 1 87 51 356
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 145 0 644 0 0 0 0 1679 125 104 1553 0
Growth Adj: 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51
Initial Bse: 219 0 974 0 0 0 0 2540 189 157 2350 0
Added Vol: 0 0 0 0 0 0 0 313 0 0 299 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 219 0 974 0 0 0 0 2853 189 157 2649 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 219 0 0 0 0 0 0 2853 189 157 2649 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 0 0 0 0 0 0 2853 189 157 2649 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 219 0 0 0 0 0 0 2853 189 157 2649 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.67 0.13 0.06 0.62 0.00
Crit Vol: 110 0 951 79
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: 2015 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.2
	Zone 1 Subtotal					35	42	77	1.2
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.9
	Zone 2 Subtotal					84	106	190	2.9
3	Trapac Autos	1.00	Trapac Autos	6.00	-9.00	6	-9	-3	-0.0
	Zone 3 Subtotal					6	-9	-3	-0.0
4	Trapac Truck	1.00	Trapac Trucks	8.00	8.00	8	8	16	0.2
	Zone 4 Subtotal					8	8	16	0.2
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.4
	Zone 5 Subtotal					81	81	162	2.4
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.0
	Zone 7 Subtotal					138	124	262	4.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.6
	Zone 8 Subtotal					160	144	304	4.6
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.5
	Zone 11 Subtotal					59	108	167	2.5
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	7.3
	Zone 12 Subtotal					213	271	484	7.3
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	42
	Zone 13 Subtotal					1456	1325	2781	42.0
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.2
	Zone 14 Subtotal					217	127	344	5.2
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
Zone 17 Subtotal						28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
Zone 18 Subtotal						28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
Zone 19 Subtotal						28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.3
Zone 21 Subtotal						98	51	149	2.3
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.9
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.1
Zone 22 Subtotal						265	265	530	8.0
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	8.4
TOTAL						3364	3258	6622	100.0

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.386	A xxxxx	0.575	+ 0.189 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.639	B xxxxx	0.692	+ 0.054 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx	0.717	C xxxxx	0.742	+ 0.025 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.391	A xxxxx	0.476	+ 0.086 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.735	D xxxxx	0.894	+ 0.158 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.568	+ 0.156 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.386	A xxxxx	0.470	+ 0.084 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.469	A xxxxx	0.486	+ 0.018 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.398	A xxxxx	0.476	+ 0.078 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.258	A xxxxx	0.331	+ 0.073 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.551	A xxxxx	0.563	+ 0.012 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.414	A xxxxx	0.426	+ 0.012 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.521	A xxxxx	0.538	+ 0.017 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.664	B xxxxx	0.682	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.336	A xxxxx	0.502	+ 0.166 V/C
#212 Navy Way / Seaside	D xxxxx	0.827	E xxxxx	0.950	+ 0.123 V/C

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 77 35 16 5 5 66 94 572 8 8 264 8
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 91 42 19 6 6 78 112 679 9 9 313 9
Added Vol: 16 32 32 23 50 28 30 182 25 50 155 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 74 51 29 56 106 142 861 34 59 468 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 107 74 51 29 56 106 142 861 34 59 468 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 74 51 29 56 106 142 861 34 59 468 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 107 74 51 29 56 106 283 861 34 238 468 32

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.93 0.63 0.44 0.30 0.70 1.00 0.32 1.62 0.06 0.31 1.60 0.09
Final Sat.: 1389 951 660 454 1046 1500 474 2438 88 467 2401 132

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.06 0.05 0.07 0.30 0.35 0.39 0.13 0.20 0.25
Crit Vol: 107 106 589 59
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.692
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0

Volume Module:
Base Vol: 6 295 297 17 182 140 112 618 11 233 895 25
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 8 398 401 23 246 189 151 834 15 315 1208 34
Added Vol: 1 152 47 0 137 0 0 32 10 53 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 550 448 23 383 189 151 866 25 368 1228 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 9 550 448 23 383 189 151 866 25 368 1228 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 550 448 23 383 189 151 866 25 368 1228 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 550 448 23 383 189 151 866 25 368 1228 34

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.65 1.35 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2357 1918 1425 2850 1425 1425 2850 1425 2850 2774 76

Capacity Analysis Module:
Vol/Sat: 0.01 0.23 0.23 0.02 0.13 0.13 0.11 0.30 0.02 0.13 0.44 0.44
Crit Vol: 333 23 433 631
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 271 267 71 74 52 24 15 887 106 40 976 86
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 366 360 96 100 70 32 20 1197 143 54 1318 116
Added Vol: 0 0 0 0 0 0 0 0 79 0 0 72 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 366 360 96 100 70 32 20 1276 143 54 1390 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 366 360 96 100 70 32 20 1276 0 54 1390 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 366 360 96 100 70 32 20 1276 0 54 1390 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 366 360 96 100 70 32 20 1276 0 54 1390 116
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.07 0.07 0.02 0.02 0.01 0.45 0.00 0.04 0.49 0.08
Crit Vol: 242 100 20 695
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 457 298 0 0 234 108 0 0 0 0 0 0
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 670 437 0 0 343 158 0 0 0 0 0 0
Added Vol: 157 10 0 0 100 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 827 447 0 0 443 158 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 827 447 0 0 443 158 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 827 447 0 0 443 158 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 827 447 0 0 443 158 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.47 0.53 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2210 790 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.15 0.00 0.00 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 414 301 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing traffic volumes for different movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing traffic volumes for different movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.470
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 73 105 465 0 77 83 115 277 76 411 377 29
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 87 125 552 0 91 99 137 329 90 488 447 34
Added Vol: 0 13 179 0 15 27 19 46 173 140 35 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 138 731 0 106 126 156 375 263 628 482 34
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 87 138 0 0 106 126 156 375 0 628 482 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 138 0 0 106 126 156 375 0 628 482 34
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 87 138 0 0 106 126 156 375 0 628 482 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.05 0.00 0.00 0.07 0.09 0.11 0.13 0.00 0.22 0.17 0.02
Crit Vol: 43 126 187 314
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 424 0 16 0 0 0 0 195 602 9 348 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 474 0 18 0 0 0 0 218 672 10 389 0
Added Vol: 20 0 0 0 0 0 0 33 22 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 494 0 18 0 0 0 0 251 694 10 399 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 494 0 18 0 0 0 0 251 694 10 399 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 494 0 18 0 0 0 0 251 694 10 399 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 494 0 18 0 0 0 0 251 694 10 399 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.01 0.00 0.00 0.00 0.00 0.09 0.49 0.01 0.14 0.00
Crit Vol: 494 0
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 141 25 141 8 11 31 40 516 30 18 411 6
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 167 30 167 9 13 37 47 612 36 21 488 7
Added Vol: 4 0 4 0 0 0 0 0 215 4 4 178 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 171 30 171 9 13 37 47 827 40 25 666 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 171 30 171 9 13 37 47 827 40 25 666 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 171 30 171 9 13 37 47 827 40 25 666 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 171 30 171 9 13 37 95 827 40 101 666 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 0.16 0.92 0.32 0.68 1.00 0.11 1.81 0.08 0.08 1.90 0.02
Final Sat.: 1380 239 1380 480 1020 1500 164 2712 124 122 2850 28
Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.12 0.02 0.01 0.02 0.29 0.31 0.32 0.21 0.23 0.26
Crit Vol: 171 37 481 25
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 653 0 0 617 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 775 0 0 732 0
Added Vol: 0 0 0 0 0 0 0 0 219 0 0 181 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 994 0 0 913 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 994 0 0 913 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 994 0 0 913 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 994 0 0 913 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.33 0.00 0.00 0.30 0.00
Crit Vol: 0 497 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0
Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 2 31 121 4 167 95 656 31 22 646 7
Added Vol: 0 0 0 0 0 0 0 0 34 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 2 31 121 4 167 95 690 31 22 672 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 2 31 121 4 167 95 690 31 22 672 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 2 31 121 4 167 95 690 31 22 672 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 2 31 121 4 167 95 690 31 22 672 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2727 123 1425 4231 44
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.12 0.07 0.25 0.25 0.02 0.16 0.16
Crit Vol: 20 400 361 22
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0
Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 1 88 16 0 5 6 732 51 93 581 3
Added Vol: 0 0 0 0 0 0 0 0 34 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 1 88 16 0 5 6 766 51 93 607 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 1 88 16 0 5 6 766 51 93 607 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 1 88 16 0 5 6 766 51 93 607 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 1 88 16 0 5 6 766 51 93 607 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.99 0.01
Final Sat.: 1425 16 1409 1425 0 1425 1425 2672 178 1425 4254 21
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.14 0.14
Crit Vol: 89 16 409 93
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 79 0 0 72 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1001 12 16 959 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1001 12 16 959 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1001 12 16 959 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1001 12 16 959 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4075 50 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.23 0.10
Crit Vol: 142 183 95 320
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 344 463 0 0 320 237 444 0 356 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 384 517 0 0 357 265 496 0 398 0 0 0
Added Vol: 0 30 0 0 55 2 67 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 384 547 0 0 412 267 563 0 398 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 384 547 0 0 412 267 563 0 398 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 384 547 0 0 412 267 563 0 398 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 384 547 0 0 412 267 563 0 398 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.76 0.00 1.24 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2505 0 1770 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.19 0.00 0.00 0.14 0.19 0.22 0.00 0.22 0.00 0.00 0.00
Crit Vol: 384 267 320 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 6 86 5 3 48 114 502 0 25 234 28
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 7 102 6 4 57 135 596 0 30 278 33
Added Vol: 0 0 0 0 0 0 0 232 0 0 222 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 102 6 4 57 135 828 0 30 500 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 102 6 4 57 135 828 0 30 500 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 102 6 4 57 135 828 0 30 500 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 102 6 4 57 271 828 0 119 500 33
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.65 1.35 0.00 0.13 1.77 0.10
Final Sat.: 32 1468 1500 268 1232 1500 981 2019 0 188 2659 153
Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.14 0.41 0.00 0.16 0.19 0.22
Crit Vol: 102 6 615 30
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 410 0 998 0 0 0 0 1664 129 28 1548 0
Growth Adj: 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Initial Bse: 624 0 1520 0 0 0 0 2534 196 43 2358 0
Added Vol: 0 0 0 0 0 0 0 526 0 0 551 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 624 0 1520 0 0 0 0 3060 196 43 2909 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 624 0 0 0 0 0 0 3060 196 43 2909 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 624 0 0 0 0 0 0 3060 196 43 2909 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 624 0 0 0 0 0 0 3060 196 43 2909 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.14 0.01 0.68 0.00
Crit Vol: 312 0 1020 21
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: 2038 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	3.00	18.00	3	18	21	0.5
	Zone 1 Subtotal					3	18	21	0.5
2	YML Trucks	1.00	YML Trucks	-36.00	58.00	-36	58	22	0.5
	Zone 2 Subtotal					-36	58	22	0.5
3	Trapac Autos	1.00	Trapac Autos	-11.00	0.00	-11	0	-11	-0.3
	Zone 3 Subtotal					-11	0	-11	-0.3
4	Trapac Truck	1.00	Trapac Trucks	-38.00	101.00	-38	101	63	1.4
	Zone 4 Subtotal					-38	101	63	1.4
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.8
	Zone 5 Subtotal					61	61	122	2.8
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	1.0
	Zone 6 Subtotal					23	19	42	1.0
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	3.0
	Zone 7 Subtotal					73	58	131	3.0
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.5
	Zone 8 Subtotal					244	215	459	10.5
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.8
	Zone 10 Subtotal					72	50	122	2.8
11	China Shippi	1.00	China Shipping	53.00	56.00	53	56	109	2.5
	Zone 11 Subtotal					53	56	109	2.5
12	China Shippi	1.00	China Shipping	170.00	130.00	170	130	300	6.9
	Zone 12 Subtotal					170	130	300	6.9
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	29.0
	Zone 13 Subtotal					524	740	1264	29.0
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.5
	Zone 14 Subtotal					65	43	108	2.5
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.5

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips Total
Zone 15 Subtotal						54	54	108	2.5
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.5
Zone 17 Subtotal						14	6	20	0.5
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.5
Zone 18 Subtotal						14	6	20	0.5
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.5
Zone 19 Subtotal						14	6	20	0.5
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
Zone 21 Subtotal						26	27	53	1.2
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.4
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.3
Zone 22 Subtotal						126	126	252	5.8
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.2
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.5
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	19.3
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.8
Zone 23 Subtotal						540	540	1080	24.8
TOTAL						2024	2339	4363	100.0

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.390	A xxxxx	0.507	+ 0.117 V/C
# 23 Alameda St / Anaheim St	F xxxxx	1.045	F xxxxx	1.074	+ 0.029 V/C
# 26 Henry Ford Ave / Anaheim St	D xxxxx	0.897	E xxxxx	0.916	+ 0.020 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.390	A xxxxx	0.453	+ 0.063 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.711	C xxxxx	0.784	+ 0.073 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx	0.607	B xxxxx	0.693	+ 0.086 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.549	+ 0.044 V/C
# 53 Pacific Ave / Front St	B xxxxx	0.634	B xxxxx	0.646	+ 0.012 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.378	A xxxxx	0.455	+ 0.078 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.228	A xxxxx	0.268	+ 0.039 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.349	A xxxxx	0.358	+ 0.008 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.389	A xxxxx	0.398	+ 0.008 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.470	A xxxxx	0.484	+ 0.014 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.697	C xxxxx	0.710	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.332	A xxxxx	0.356	+ 0.024 V/C
#212 Navy Way / Seaside	F xxxxx	1.080	F xxxxx	1.158	+ 0.077 V/C

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 25 15 3 8 36 123 113 388 38 6 559 20
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 16 3 8 38 129 119 408 40 6 588 21
Added Vol: 7 13 13 8 16 9 13 149 8 16 46 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 29 16 16 54 138 132 557 48 22 634 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 29 16 16 54 138 132 557 48 22 634 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 29 16 16 54 138 132 557 48 22 634 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 33 29 16 16 54 138 528 557 48 45 634 29

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.85 0.74 0.41 0.16 0.84 1.00 0.77 1.15 0.08 0.07 1.85 0.08
Final Sat.: 1277 1104 619 236 1264 1500 1159 1714 127 101 2776 123

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.07 0.04 0.09 0.11 0.33 0.38 0.22 0.23 0.24
Crit Vol: 33 138 567 22
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.074
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0

Volume Module:
Base Vol: 25 124 352 26 242 201 170 1892 25 443 949 32
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 26 130 370 27 255 212 179 1991 26 466 999 34
Added Vol: 7 115 25 0 39 0 0 31 5 17 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 245 395 27 294 212 179 2022 31 483 1036 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 245 395 27 294 212 179 2022 31 483 1036 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 245 395 27 294 212 179 2022 31 483 1036 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 33 245 435 27 294 212 179 2022 31 532 1036 34

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.08 1.92 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1542 2733 1425 2850 1425 1425 2850 1425 2850 2760 90

Capacity Analysis Module:
Vol/Sat: 0.02 0.16 0.16 0.02 0.10 0.15 0.13 0.71 0.02 0.19 0.38 0.38
Crit Vol: 227 27 1011 266
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 142 96 121 86 147 9 30 1852 616 81 1390 98
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 149 101 127 91 155 9 32 1949 648 85 1463 103
Added Vol: 0 0 0 0 0 0 0 0 56 0 0 54 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 149 101 127 91 155 9 32 2005 648 85 1517 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 149 101 127 91 155 9 32 2005 0 85 1517 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 101 127 91 155 9 32 2005 0 85 1517 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 164 101 127 91 155 9 32 2005 0 85 1517 103
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.86 1.14 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2648 1627 1425 1425 4028 247 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.09 0.06 0.04 0.04 0.02 0.70 0.00 0.06 0.53 0.07
Crit Vol: 127 91 1003 85
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 608 611 0 0 336 107 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 640 643 0 0 354 113 0 0 0 0 0 0
Added Vol: 127 13 0 0 50 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 767 656 0 0 404 113 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 767 656 0 0 404 113 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 767 656 0 0 404 113 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 844 656 0 0 404 113 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2346 654 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.22 0.00 0.00 0.17 0.17 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 422 258 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 1 0
Volume Module:
Base Vol: 479 737 47 50 206 110 372 83 911 32 21 8
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 504 776 49 53 217 116 391 87 959 34 22 8
Added Vol: 177 139 0 0 12 38 0 0 280 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 681 915 49 53 229 154 391 87 1239 34 22 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 681 915 49 53 229 154 391 87 1239 34 22 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 681 915 49 53 229 154 391 87 1239 34 22 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 749 915 49 53 229 154 391 87 1363 34 22 8
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.90 0.10 1.00 1.20 0.80 0.82 0.18 2.00 1.00 0.74 0.26
Final Sat.: 2750 2609 141 1375 1645 1105 1124 251 2750 1375 1014 361
Capacity Analysis Module:
Vol/Sat: 0.27 0.35 0.35 0.04 0.14 0.14 0.35 0.35 0.50 0.02 0.02 0.02
Crit Vol: 375 191 479 34
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 1 0 1 0
Volume Module:
Base Vol: 835 433 58 8 501 109 23 11 33 16 50 18
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 879 456 61 8 527 115 24 12 35 17 53 19
Added Vol: 32 13 9 146 10 0 0 27 0 16 113 88
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 911 469 70 154 537 115 24 39 35 33 166 107
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 911 469 70 154 537 115 24 39 35 33 166 107
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 911 469 70 154 537 115 24 39 35 33 166 107
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1002 469 70 170 537 115 24 39 35 33 166 107
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.65 0.35 0.39 0.61 1.00 1.00 1.22 0.78
Final Sat.: 2850 2850 1425 2850 2349 501 549 876 1425 1425 1732 1118
Capacity Analysis Module:
Vol/Sat: 0.35 0.16 0.05 0.06 0.23 0.23 0.04 0.04 0.02 0.02 0.10 0.10
Crit Vol: 501 326 24 136
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 67 97 469 0 95 88 130 550 141 508 372 29
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 71 102 494 0 100 93 137 579 148 535 391 31
Added Vol: 0 7 94 0 5 29 34 0 82 69 54 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 71 109 588 0 105 122 171 579 230 604 445 32
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 71 109 0 0 105 122 171 579 0 604 445 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 109 0 0 105 122 171 579 0 604 445 32
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 78 109 0 0 105 122 171 579 0 664 445 32
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.04 0.00 0.00 0.07 0.09 0.12 0.20 0.00 0.23 0.16 0.02
Crit Vol: 39 122 289 332
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 633 0 31 0 0 0 0 451 519 28 280 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 666 0 33 0 0 0 0 475 546 29 295 0
Added Vol: 9 0 0 0 0 0 0 16 10 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 675 0 33 0 0 0 0 491 556 29 308 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 675 0 33 0 0 0 0 491 556 29 308 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 675 0 33 0 0 0 0 491 556 29 308 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 675 0 33 0 0 0 0 491 556 29 308 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.47 0.00 0.02 0.00 0.00 0.00 0.00 0.17 0.39 0.02 0.11 0.00
Crit Vol: 675 0 245 154
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 129 28 60 8 20 14 24 445 84 73 582 1
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 136 29 63 8 21 15 25 468 88 77 612 1
Added Vol: 45 0 56 0 0 0 0 0 112 -17 -21 73 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 181 29 119 8 21 15 25 580 71 56 685 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 181 29 119 8 21 15 25 580 71 56 685 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 181 29 119 8 21 15 25 580 71 56 685 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 181 29 119 8 21 15 101 580 71 223 685 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.28 0.72 0.38 0.95 0.67 0.08 1.73 0.19 0.19 1.80 0.01
Final Sat.: 1500 415 1085 571 1429 1000 126 2589 285 291 2705 3

Capacity Analysis Module:
Vol/Sat: 0.12 0.07 0.11 0.01 0.01 0.01 0.20 0.22 0.25 0.19 0.25 0.30
Crit Vol: 181 22 25 455
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.268
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 582 0 0 651 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 612 0 0 685 0
Added Vol: 0 0 0 0 0 0 0 95 0 0 118 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 707 0 0 803 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 707 0 0 803 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 707 0 0 803 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 707 0 0 803 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.24 0.00 0.00 0.27 0.00
Crit Vol: 0 0 402
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 24 0 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 547 23 37 463 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 547 23 37 463 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 547 23 37 463 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 547 23 37 463 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.54 0.01 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2203 0 647 1425 2734 116 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.20 0.03 0.11 0.11
Crit Vol: 46 141 285 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 2 89 9 0 1 2 661 65 91 450 6
Added Vol: 0 0 0 0 0 0 0 24 0 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 685 65 91 459 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 685 65 91 459 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 685 65 91 459 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 685 65 91 459 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2602 248 1425 4217 58
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 92 9 375 91
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 20 104 35 155 140 144 81 990 21 53 891 150
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 109 37 163 147 152 85 1042 22 56 938 158
Added Vol: 0 0 0 0 0 0 0 0 56 0 0 54 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 109 37 163 147 152 85 1098 22 56 992 158
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 109 37 163 147 152 85 1098 22 56 992 158
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 109 37 163 147 152 85 1098 22 56 992 158
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 109 37 163 147 152 85 1098 22 56 992 158
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2058 692 1375 1375 1375 1375 4044 81 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.05 0.12 0.11 0.11 0.06 0.27 0.27 0.04 0.24 0.11
Crit Vol: 73 163 373 56
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 328 514 0 0 328 211 736 0 319 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 345 541 0 0 345 222 775 0 336 0 0 0
Added Vol: 0 22 0 0 26 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 345 563 0 0 371 223 807 0 336 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 345 563 0 0 371 223 807 0 336 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 563 0 0 371 223 807 0 336 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 345 563 0 0 371 223 887 0 369 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.24 0.20 0.00 0.00 0.13 0.16 0.31 0.00 0.26 0.00 0.00 0.00
Crit Vol: 345 223 444 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 10 25 22 7 102 60 314 4 64 477 14
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 11 26 23 7 107 63 330 4 67 502 15
Added Vol: 0 0 0 0 0 0 0 164 0 0 72 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 26 23 7 107 63 494 4 67 574 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 26 23 7 107 63 494 4 67 574 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 26 23 7 107 63 494 4 67 574 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 26 23 7 107 126 494 4 135 574 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.34 0.66 1.00 0.25 1.74 0.01 0.23 1.73 0.04
Final Sat.: 83 1417 1500 504 996 1500 380 2600 20 343 2596 61
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.07 0.17 0.19 0.21 0.20 0.22 0.24
Crit Vol: 1 107 63 362
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 1.158
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 305 0 1352 0 0 0 0 3526 263 218 3261 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 321 0 1423 0 0 0 0 3711 277 229 3432 0
Added Vol: 0 0 0 0 0 0 0 331 0 0 250 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 321 0 1423 0 0 0 0 4042 277 229 3682 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 321 0 0 0 0 0 0 4042 277 229 3682 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 0 0 0 0 0 0 4042 277 229 3682 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 353 0 0 0 0 0 0 4042 277 252 3682 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.95 0.19 0.09 0.86 0.00
Crit Vol: 177 0 1347 126
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: 2038 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	17.00	6.00	17	6	23	0.4
	Zone 1 Subtotal					17	6	23	0.4
2	YML Trucks	1.00	YML Trucks	-28.00	-31.00	-28	-31	-59	-1.0
	Zone 2 Subtotal					-28	-31	-59	-1.0
3	Trapac Autos	1.00	Trapac Autos	0.00	-21.00	0	-21	-21	-0.3
	Zone 3 Subtotal					0	-21	-21	-0.3
4	Trapac Truck	1.00	Trapac Trucks	-31.00	-41.00	-31	-41	-72	-1.2
	Zone 4 Subtotal					-31	-41	-72	-1.2
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.7
	Zone 5 Subtotal					81	81	162	2.7
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.2
	Zone 6 Subtotal					80	55	135	2.2
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.4
	Zone 7 Subtotal					138	124	262	4.4
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	5.1
	Zone 8 Subtotal					160	144	304	5.1
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.8
	Zone 9 Subtotal					24	24	48	0.8
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.8
	Zone 10 Subtotal					9	102	111	1.8
11	China Shippi	1.00	China Shipping	52.00	96.00	52	96	148	2.5
	Zone 11 Subtotal					52	96	148	2.5
12	China Shippi	1.00	China Shipping	132.00	175.00	132	175	307	5.1
	Zone 12 Subtotal					132	175	307	5.1
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	46
	Zone 13 Subtotal					1456	1325	2781	46.2
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.7
	Zone 14 Subtotal					217	127	344	5.7
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.4

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.4
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
Zone 17 Subtotal						28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
Zone 18 Subtotal						28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
Zone 19 Subtotal						28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
Zone 20 Subtotal						28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.5
Zone 21 Subtotal						98	51	149	2.5
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.5
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.3
Zone 22 Subtotal						265	265	530	8.8
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.5
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.1
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.8
Zone 23 Subtotal						277	277	554	9.2
TOTAL						3101	2916	6017	100.0

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Intersection	Impact Analysis Report Level Of Service				
	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.525	B xxxxx	0.630	+ 0.104 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.885	E xxxxx	0.914	+ 0.029 V/C
# 26 Henry Ford Ave / Anaheim St	E xxxxx	0.989	F xxxxx	1.011	+ 0.022 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.593	B xxxxx	0.667	+ 0.075 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F xxxxx	1.108	F xxxxx	1.277	+ 0.168 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.506	A xxxxx	0.581	+ 0.076 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.559	+ 0.055 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.552	A xxxxx	0.567	+ 0.015 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.493	A xxxxx	0.543	+ 0.050 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.321	A xxxxx	0.354	+ 0.034 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.580	A xxxxx	0.584	+ 0.004 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.435	A xxxxx	0.439	+ 0.004 V/C
# 94 Santa Fe Ave / Anaheim St	B xxxxx	0.613	B xxxxx	0.629	+ 0.015 V/C
#110 John S. Gibson / Channel Stree	D xxxxx	0.807	D xxxxx	0.825	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.566	A xxxxx	0.583	+ 0.017 V/C
#212 Navy Way / Seaside	F xxxxx	1.245	F xxxxx	1.357	+ 0.112 V/C

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 108 49 22 7 7 92 132 801 11 11 370 11
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 114 52 23 7 7 97 139 843 12 12 389 12
Added Vol: 16 32 32 23 50 24 22 64 25 50 63 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 84 55 30 57 121 161 907 37 62 452 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 84 55 30 57 121 161 907 37 62 452 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 84 55 30 57 121 161 907 37 62 452 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 130 84 55 30 57 121 322 907 37 246 452 35
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.62 0.41 0.29 0.71 1.00 0.34 1.60 0.06 0.34 1.57 0.09
Final Sat.: 1449 934 617 437 1063 1500 512 2402 87 508 2351 141
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.07 0.05 0.08 0.31 0.38 0.42 0.12 0.19 0.24
Crit Vol: 130 121 633 62
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 11 516 520 30 319 245 196 1082 19 408 1566 44
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 12 543 547 32 336 258 206 1139 20 429 1648 46
Added Vol: 1 58 34 0 61 0 0 32 10 43 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 601 581 32 397 258 206 1171 30 472 1668 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 601 581 32 397 258 206 1171 30 472 1668 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 601 581 32 397 258 206 1171 30 472 1668 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 13 601 639 32 397 258 206 1171 30 520 1668 46
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.45 1.55 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2071 2204 1425 2850 1425 1425 2850 1425 2850 2773 77
Capacity Analysis Module:
Vol/Sat: 0.01 0.29 0.29 0.02 0.14 0.18 0.14 0.41 0.02 0.18 0.60 0.60
Crit Vol: 413 32 585 857
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 474 467 124 130 91 42 26 1552 186 70 1708 151
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 499 491 130 137 96 44 27 1633 196 74 1797 159
Added Vol: 0 0 0 0 0 0 0 0 67 0 0 63 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 499 491 130 137 96 44 27 1700 196 74 1860 159
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 499 491 130 137 96 44 27 1700 0 74 1860 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 499 491 130 137 96 44 27 1700 0 74 1860 159
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 549 491 130 137 96 44 27 1700 0 74 1860 159
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2255 2020 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.09 0.10 0.03 0.03 0.02 0.60 0.00 0.05 0.65 0.11
Crit Vol: 347 137 27 930
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 914 596 0 0 468 216 0 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 962 627 0 0 493 227 0 0 0 0 0 0 0
Added Vol: 157 8 0 0 51 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1119 635 0 0 544 227 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1119 635 0 0 544 227 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1119 635 0 0 544 227 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1231 635 0 0 544 227 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.41 0.59 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2115 885 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.21 0.00 0.00 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 615 385 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.277
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 0 2 0 1 0 1 0
Volume Module:
Base Vol: 616 1134 28 22 254 200 178 42 2014 40 42 70
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 648 1193 29 23 267 210 187 44 2120 42 44 74
Added Vol: 251 165 0 0 20 31 0 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 899 1358 29 23 287 241 187 44 2566 42 44 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 899 1358 29 23 287 241 187 44 2566 42 44 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 899 1358 29 23 287 241 187 44 2566 42 44 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 989 1358 29 23 287 241 187 44 2822 42 44 74
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.96 0.04 1.00 1.09 0.91 0.81 0.19 2.00 0.53 0.55 0.92
Final Sat.: 2750 2692 58 1375 1494 1256 1113 263 2750 724 760 1266
Capacity Analysis Module:
Vol/Sat: 0.36 0.50 0.50 0.02 0.19 0.19 0.17 0.17 1.03 0.06 0.06 0.06
Crit Vol: 0 264 1411 80
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 1 0 1 0 1 0
Volume Module:
Base Vol: 508 593 6 29 595 14 24 13 18 64 51 43
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 535 624 6 31 626 15 25 14 19 67 54 45
Added Vol: 66 14 11 129 22 0 0 23 0 22 99 85
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 601 638 17 160 648 15 25 37 19 89 153 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 601 638 17 160 648 15 25 37 19 89 153 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 601 638 17 160 648 15 25 37 19 89 153 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 661 638 17 175 648 15 25 37 19 89 153 130
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 1.96 0.04 0.41 0.59 1.00 1.00 1.08 0.92
Final Sat.: 2850 2850 1425 2850 2787 63 581 844 1425 1425 1538 1312
Capacity Analysis Module:
Vol/Sat: 0.23 0.22 0.01 0.06 0.23 0.23 0.04 0.04 0.01 0.06 0.10 0.10
Crit Vol: 330 331 25 141
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 102 147 651 0 108 116 161 388 106 575 528 41
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 107 155 685 0 114 122 169 408 112 605 556 43
Added Vol: 0 13 86 0 15 27 19 30 70 67 11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 168 771 0 129 149 188 438 182 672 567 43
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 107 168 0 0 129 149 188 438 0 672 567 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 168 0 0 129 149 188 438 0 672 567 43
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 118 168 0 0 129 149 188 438 0 739 567 43
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.10 0.13 0.15 0.00 0.26 0.20 0.03
Crit Vol: 59 149 219 370
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 530 0 20 0 0 0 0 244 753 11 435 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 558 0 21 0 0 0 0 257 792 12 458 0
Added Vol: 17 0 0 0 0 0 0 25 18 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 575 0 21 0 0 0 0 282 810 12 466 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 575 0 21 0 0 0 0 282 810 12 466 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 575 0 21 0 0 0 0 282 810 12 466 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 575 0 21 0 0 0 0 282 810 12 466 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.40 0.00 0.01 0.00 0.00 0.00 0.00 0.10 0.57 0.01 0.16 0.00
Crit Vol: 575 0
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 197 35 197 11 15 43 56 722 42 25 575 8
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 207 37 207 12 16 45 59 760 44 26 605 8
Added Vol: -18 0 -23 0 0 0 0 115 -14 -17 103 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 189 37 184 12 16 45 59 875 30 9 708 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 189 37 184 12 16 45 59 875 30 9 708 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 189 37 184 12 16 45 59 875 30 9 708 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 189 37 184 12 16 45 236 875 30 37 708 8
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 0.18 0.90 0.32 0.68 1.00 0.15 1.80 0.05 0.03 1.95 0.02
Final Sat.: 1384 269 1347 478 1022 1500 225 2696 79 40 2926 34
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.14 0.02 0.02 0.03 0.26 0.32 0.38 0.23 0.24 0.25
Crit Vol: 189 45 570 9
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 914 0 0 864 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 962 0 0 909 0
Added Vol: 0 0 0 0 0 0 0 101 0 0 84 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1063 0 0 993 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1063 0 0 993 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1063 0 0 993 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1063 0 0 993 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.35 0.00 0.00 0.33 0.00
Crit Vol: 0 531 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0
Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 0 10 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 700 33 23 688 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 700 33 23 688 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 700 33 23 688 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 700 33 23 688 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2723 127 1425 4230 45
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.30 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 21 421 366 23
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0
Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 1 93 17 0 5 6 770 54 98 611 3
Added Vol: 0 0 0 0 0 0 0 0 10 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 1 93 17 0 5 6 780 54 98 619 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 1 93 17 0 5 6 780 54 98 619 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 1 93 17 0 5 6 780 54 98 619 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 1 93 17 0 5 6 780 54 98 619 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.98 0.02
Final Sat.: 1425 16 1409 1425 0 1425 1425 2667 183 1425 4253 22
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.15 0.15
Crit Vol: 94 17 417 98
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 34 268 51 205 163 140 106 1031 14 18 993 149
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 36 282 54 216 172 147 112 1085 15 19 1045 157
Added Vol: 0 0 0 0 0 0 0 0 67 0 0 63 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 282 54 216 172 147 112 1152 15 19 1108 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 282 54 216 172 147 112 1152 15 19 1108 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 282 54 216 172 147 112 1152 15 19 1108 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 36 282 54 216 172 147 112 1152 15 19 1108 157
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.08 0.92 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2310 440 1375 1479 1271 1375 4073 52 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.03 0.12 0.12 0.16 0.12 0.12 0.08 0.28 0.28 0.01 0.27 0.11
Crit Vol: 168 216 112 369
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 430 579 0 0 400 296 555 0 445 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 453 609 0 0 421 312 584 0 468 0 0 0
Added Vol: 0 25 0 0 43 1 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 634 0 0 464 313 650 0 468 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 634 0 0 464 313 650 0 468 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 634 0 0 464 313 650 0 468 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 453 634 0 0 464 313 715 0 515 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.74 0.00 1.26 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2485 0 1790 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.22 0.00 0.00 0.16 0.22 0.29 0.00 0.29 0.00 0.00 0.00
Crit Vol: 453 313 410 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 8 120 7 4 67 160 703 0 35 328 39
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 8 126 7 4 71 168 740 0 37 345 41
Added Vol: 0 0 0 0 0 0 0 113 0 0 130 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 126 7 4 71 168 853 0 37 475 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 126 7 4 71 168 853 0 37 475 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 126 7 4 71 168 853 0 37 475 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 126 7 4 71 337 853 0 147 475 41
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.79 1.21 0.00 0.17 1.71 0.12
Final Sat.: 23 1477 1500 269 1231 1500 1185 1815 0 250 2565 186
Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.08 0.03 0.00 0.05 0.14 0.47 0.00 0.15 0.19 0.22
Crit Vol: 126 7 705 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 4 (Omni Terminal)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 1.357
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 869 0 2116 0 0 0 0 3528 273 59 3282 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 915 0 2227 0 0 0 0 3713 287 62 3454 0
Added Vol: 0 0 0 0 0 0 0 479 0 0 512 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 915 0 2227 0 0 0 0 4192 287 62 3966 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 915 0 0 0 0 0 0 4192 287 62 3966 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 915 0 0 0 0 0 0 4192 287 62 3966 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 1006 0 0 0 0 0 0 4192 287 68 3966 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.00 0.00 0.00 0.00 0.00 0.98 0.20 0.02 0.93 0.00
Crit Vol: 503 0 1397 34
Crit Moves: **** **** ****

NEPA-Alternative 5

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.3
	Zone 1 Subtotal					23	38	61	1.3
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.8
	Zone 2 Subtotal					107	26	133	2.8
3	Trapac Autos	1.00	Trapac Autos	46.00	57.00	46	57	103	2.1
	Zone 3 Subtotal					46	57	103	2.1
4	Trapac Truck	1.00	Trapac Trucks	109.00	73.00	109	73	182	3.8
	Zone 4 Subtotal					109	73	182	3.8
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.5
	Zone 5 Subtotal					61	61	122	2.5
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.7
	Zone 7 Subtotal					73	58	131	2.7
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.6
	Zone 8 Subtotal					244	215	459	9.6
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.5
	Zone 10 Subtotal					72	50	122	2.5
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.6
	Zone 11 Subtotal					60	63	123	2.6
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	7.0
	Zone 12 Subtotal					273	65	338	7.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.3
	Zone 13 Subtotal					524	740	1264	26.3
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.3
	Zone 14 Subtotal					65	43	108	2.3
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.3

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.1
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
Zone 22 Subtotal						126	126	252	5.3
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.6
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	22.5
TOTAL						2501	2298	4799	100.0

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates 12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS	Veh	LOS	Veh	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.456	+ 0.142 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	D xxxxx	0.806	+ 0.052 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.675	+ 0.018 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.288	A xxxxx	0.343	+ 0.055 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.554	B xxxxx	0.606	+ 0.051 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.488	A xxxxx	0.569	+ 0.080 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.389	A xxxxx	0.488	+ 0.099 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.558	+ 0.020 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	A xxxxx	0.431	+ 0.127 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.184	A xxxxx	0.260	+ 0.076 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.331	+ 0.005 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.375	+ 0.005 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.412	+ 0.013 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.581	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.353	+ 0.104 V/C
#212 Navy Way / Seaside	C xxxxx	0.726	C xxxxx	0.800	+ 0.073 V/C

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #21 Avalon Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #23 Alameda St / Anaheim St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 81 55 69 49 84 5 17 1058 352 46 794 56
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 109 74 93 66 113 7 23 1428 475 62 1072 76
Added Vol: 0 0 0 0 0 0 0 0 52 0 0 76 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 74 93 66 113 7 23 1480 475 62 1148 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 109 74 93 66 113 7 23 1480 0 62 1148 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 74 93 66 113 7 23 1480 0 62 1148 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 109 74 93 66 113 7 23 1480 0 62 1148 76
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.79 1.21 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2546 1729 1425 1425 4035 240 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.07 0.05 0.03 0.03 0.02 0.52 0.00 0.04 0.40 0.05
Crit Vol: 93 66 740 62
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.343
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 405 407 0 0 224 71 0 0 0 0 0 0
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 499 502 0 0 276 88 0 0 0 0 0 0
Added Vol: 127 16 0 0 38 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 626 518 0 0 314 88 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 626 518 0 0 314 88 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 626 518 0 0 314 88 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 626 518 0 0 314 88 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2346 654 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.13 0.13 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 313 201 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 58 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Split Phase Split Phase Rights: Include Ovl Ovl Include

Volume Module: Base Vol: 319 491 31 33 137 73 248 55 607 21 14 5 Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23

Saturation Flow Module: Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Capacity Analysis Module: Vol/Sat: 0.21 0.29 0.29 0.03 0.11 0.11 0.27 0.27 0.37 0.02 0.02 0.02 Crit Vol: 285 148 374 26 Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Permitted Rights: Include Include Include Include

Volume Module: Base Vol: 668 346 46 6 401 87 18 9 26 13 40 14 Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12

Saturation Flow Module: Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Capacity Analysis Module: Vol/Sat: 0.27 0.14 0.05 0.13 0.20 0.20 0.07 0.07 0.02 0.03 0.07 0.07 Crit Vol: 389 282 103 37 Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 48 69 335 0 68 63 93 393 101 363 266 21
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 57 82 398 0 81 75 110 466 120 431 316 25
Added Vol: 0 7 81 1 5 29 34 64 212 166 52 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 89 479 1 86 104 144 530 332 597 368 26
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 57 89 0 1 86 104 144 530 0 597 368 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 89 0 1 86 104 144 530 0 597 368 26
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 57 89 0 1 86 104 144 530 0 597 368 26
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.00 0.00 0.06 0.07 0.10 0.19 0.00 0.21 0.13 0.02
Crit Vol: 28 104 265 298
Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0
Volume Module:
Base Vol: 506 0 25 0 0 0 0 361 415 22 224 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 565 0 28 0 0 0 0 403 464 25 250 0
Added Vol: 18 0 0 0 0 0 0 21 18 0 16 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 583 0 28 0 0 0 0 424 482 25 266 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 583 0 28 0 0 0 0 424 482 25 266 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 583 0 28 0 0 0 0 424 482 25 266 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 583 0 28 0 0 0 0 424 482 25 266 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.15 0.34 0.02 0.09 0.00
Crit Vol: 583 0 212 133
Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #72 Fries Ave / Harry Bridges Blvd *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 92 20 43 6 14 10 17 318 60 52 416 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 109 24 51 7 17 12 20 377 71 62 494 1
Added Vol: 33 0 40 0 0 0 0 125 49 60 195 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 142 24 91 7 17 12 20 502 120 122 689 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 142 24 91 7 17 12 20 502 120 122 689 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 142 24 91 7 17 12 20 502 120 122 689 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 142 24 91 7 17 12 81 502 120 243 689 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.29 0.71 0.40 0.93 0.67 0.07 1.59 0.34 0.35 1.64 0.01
Final Sat.: 1500 437 1063 600 1400 1000 104 2383 513 529 2467 4
Capacity Analysis Module:
Vol/Sat: 0.09 0.05 0.09 0.01 0.01 0.01 0.19 0.21 0.23 0.23 0.28 0.31
Crit Vol: 142 18 20 467
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #73 Neptune Ave / Harry Bridges Blvd *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.260
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 416 0 0 465 0
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 0 0 0 0 494 0 0 552 0
Added Vol: 0 0 0 0 0 0 0 174 0 0 228 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 668 0 0 780 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 668 0 0 780 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 668 0 0 780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 668 0 0 780 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.22 0.00 0.00 0.26 0.00
Crit Vol: 0 0 0 390
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.331 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 28 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.375 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 30 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 16 83 28 124 112 115 65 792 17 42 713 120
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 18 93 31 139 125 128 73 885 19 47 796 134
Added Vol: 0 0 0 0 0 0 0 0 52 0 0 76 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 93 31 139 125 128 73 937 19 47 872 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 93 31 139 125 128 73 937 19 47 872 134
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 93 31 139 125 128 73 937 19 47 872 134
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 18 93 31 139 125 128 73 937 19 47 872 134
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2056 694 1375 1375 1375 1375 4043 82 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.05 0.10 0.09 0.09 0.05 0.23 0.23 0.03 0.21 0.10
Crit Vol: 62 139 319 47
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 262 411 0 0 262 169 589 0 255 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 293 459 0 0 293 189 658 0 285 0 0 0
Added Vol: 0 34 0 0 39 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 293 493 0 0 332 190 690 0 285 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 293 493 0 0 332 190 690 0 285 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 293 493 0 0 332 190 690 0 285 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 293 493 0 0 332 190 690 0 285 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.21 0.17 0.00 0.00 0.12 0.13 0.24 0.00 0.20 0.00 0.00 0.00
Crit Vol: 293 190 345 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 7 18 16 5 73 43 224 3 46 341 10
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 8 21 19 6 87 51 266 4 55 405 12
Added Vol: 0 0 0 0 0 0 0 142 0 0 256 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 21 19 6 87 51 408 4 55 661 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 21 19 6 87 51 408 4 55 661 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 21 19 6 87 51 408 4 55 661 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 21 19 6 87 204 408 4 109 661 12
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 0.33 1.66 0.01 0.16 1.81 0.03
Final Sat.: 115 1385 1500 511 989 1500 495 2488 17 244 2711 46
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.06 0.10 0.16 0.21 0.22 0.24 0.26
Crit Vol: 1 87 51 391
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2015 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 145 0 644 0 0 0 0 1679 125 104 1553 0
Growth Adj: 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51
Initial Bse: 219 0 974 0 0 0 0 2540 189 157 2350 0
Added Vol: 0 0 0 0 0 0 0 313 0 0 305 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 219 0 974 0 0 0 0 2853 189 157 2655 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 219 0 0 0 0 0 0 2853 189 157 2655 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 0 0 0 0 0 0 2853 189 157 2655 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 219 0 0 0 0 0 0 2853 189 157 2655 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.67 0.13 0.06 0.62 0.00
Crit Vol: 110 0 951 79
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: 2015 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.1
	Zone 1 Subtotal					35	42	77	1.1
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.7
	Zone 2 Subtotal					84	106	190	2.7
3	Trapac Autos	1.00	Trapac Autos	53.00	82.00	53	82	135	1.9
	Zone 3 Subtotal					53	82	135	1.9
4	Trapac Truck	1.00	Trapac Trucks	85.00	119.00	85	119	204	2.9
	Zone 4 Subtotal					85	119	204	2.9
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.8
	Zone 7 Subtotal					138	124	262	3.8
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.4
	Zone 8 Subtotal					160	144	304	4.4
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.4
	Zone 11 Subtotal					59	108	167	2.4
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	7.0
	Zone 12 Subtotal					213	271	484	7.0
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	40
	Zone 13 Subtotal					1456	1325	2781	40.0
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.0
	Zone 14 Subtotal					217	127	344	5.0
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.7
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.0
Zone 22 Subtotal						265	265	530	7.6
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	8.0
TOTAL						3488	3460	6948	100.0

Port of Los Angeles
TraPac EIR
Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.386	B xxxxx	0.630	+ 0.244 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.639	C xxxxx	0.710	+ 0.072 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx	0.717	C xxxxx	0.745	+ 0.028 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.391	A xxxxx	0.477	+ 0.086 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx	0.735	D xxxxx	0.895	+ 0.160 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.413	A xxxxx	0.573	+ 0.160 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.386	A xxxxx	0.487	+ 0.101 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.469	A xxxxx	0.490	+ 0.021 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.398	A xxxxx	0.595	+ 0.197 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.258	A xxxxx	0.361	+ 0.102 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.551	A xxxxx	0.566	+ 0.015 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.414	A xxxxx	0.428	+ 0.015 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.521	A xxxxx	0.540	+ 0.019 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.664	B xxxxx	0.682	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.336	A xxxxx	0.525	+ 0.190 V/C
#212 Navy Way / Seaside	D xxxxx	0.827	E xxxxx	0.952	+ 0.125 V/C

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #21 Avalon Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #23 Alameda St / Anaheim St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 271 267 71 74 52 24 15 887 106 40 976 86
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 366 360 96 100 70 32 20 1197 143 54 1318 116
Added Vol: 0 0 0 0 0 0 0 0 90 0 0 80 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 366 360 96 100 70 32 20 1287 143 54 1398 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 366 360 96 100 70 32 20 1287 0 54 1398 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 366 360 96 100 70 32 20 1287 0 54 1398 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 366 360 96 100 70 32 20 1287 0 54 1398 116
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.07 0.07 0.02 0.02 0.01 0.45 0.00 0.04 0.49 0.08
Crit Vol: 242 100 20 699
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 457 298 0 0 234 108 0 0 0 0 0 0
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 670 437 0 0 343 158 0 0 0 0 0 0
Added Vol: 157 11 0 0 102 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 827 448 0 0 445 158 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 827 448 0 0 445 158 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 827 448 0 0 445 158 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 827 448 0 0 445 158 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.48 0.52 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2213 787 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.15 0.00 0.00 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 414 302 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #34 John S. Gibson / I-110 NB Ramps. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #38 Figueroa St / C-St / I-110 Ramps. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #53 Pacific Ave / Front St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #72 Fries Ave / Harry Bridges Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.595 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 36 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #73 Neptune Ave / Harry Bridges Blvd Cycle (sec): 100 Critical Vol./Cap. (X): 0.361 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 23 Level Of Service: A

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for traffic volume and 12 columns for adjustment factors (Growth Adj, Initial Bse, Added Vol, etc.).

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 33 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for traffic volume and 12 columns for adjustment factors (Growth Adj, Initial Bse, Added Vol, etc.).

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 90 0 0 80 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1012 12 16 967 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1012 12 16 967 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1012 12 16 967 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1012 12 16 967 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4075 50 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.23 0.10
Crit Vol: 142 183 95 322
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street
Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 344 463 0 0 320 237 444 0 356 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 384 517 0 0 357 265 496 0 398 0 0 0
Added Vol: 0 37 0 0 68 2 67 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 384 554 0 0 425 267 563 0 398 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 384 554 0 0 425 267 563 0 398 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 384 554 0 0 425 267 563 0 398 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 384 554 0 0 425 267 563 0 398 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.76 0.00 1.24 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2505 0 1770 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.27 0.19 0.00 0.00 0.15 0.19 0.22 0.00 0.22 0.00 0.00 0.00
Crit Vol: 384 267 320 0
Crit Moves: **** **** ****

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #128 Broad Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2015 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #212 Navy Way / Seaside. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Scenario Report

Scenario: 2038 AM Peak
 Command: 2038 AM Peak
 Volume: 2038 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 AM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	3.00	18.00	3	18	21	0.5
	Zone 1 Subtotal					3	18	21	0.5
2	YML Trucks	1.00	YML Trucks	-36.00	58.00	-36	58	22	0.5
	Zone 2 Subtotal					-36	58	22	0.5
3	Trapac Autos	1.00	Trapac Autos	34.00	46.00	34	46	80	1.7
	Zone 3 Subtotal					34	46	80	1.7
4	Trapac Truck	1.00	Trapac Trucks	43.00	153.00	43	153	196	4.3
	Zone 4 Subtotal					43	153	196	4.3
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.7
	Zone 5 Subtotal					61	61	122	2.7
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.9
	Zone 7 Subtotal					73	58	131	2.9
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.0
	Zone 8 Subtotal					244	215	459	10.0
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.7
	Zone 10 Subtotal					72	50	122	2.7
11	China Shippi	1.00	China Shipping	53.00	56.00	53	56	109	2.4
	Zone 11 Subtotal					53	56	109	2.4
12	China Shippi	1.00	China Shipping	170.00	130.00	170	130	300	6.5
	Zone 12 Subtotal					170	130	300	6.5
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	27.6
	Zone 13 Subtotal					524	740	1264	27.6
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.4
	Zone 14 Subtotal					65	43	108	2.4
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.4

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips Total
Zone 15 Subtotal						54	54	108	2.4
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
Zone 21 Subtotal						26	27	53	1.2
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.2
Zone 22 Subtotal						126	126	252	5.5
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	18.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.7
Zone 23 Subtotal						540	540	1080	23.5
TOTAL						2150	2437	4587	100.0

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates	
12	
Zone	-----
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Intersection	Impact Analysis Report Level Of Service				
	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.390	A	xxxxx 0.546	+ 0.156 V/C
# 23 Alameda St / Anaheim St	F	xxxxx 1.045	F	xxxxx 1.086	+ 0.041 V/C
# 26 Henry Ford Ave / Anaheim St	D	xxxxx 0.897	E	xxxxx 0.918	+ 0.022 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx 0.390	A	xxxxx 0.454	+ 0.064 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx 0.711	C	xxxxx 0.785	+ 0.074 V/C
# 34 John S. Gibson / I-110 NB Ram	B	xxxxx 0.607	B	xxxxx 0.695	+ 0.089 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx 0.504	A	xxxxx 0.564	+ 0.060 V/C
# 53 Pacific Ave / Front St	B	xxxxx 0.634	B	xxxxx 0.651	+ 0.016 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx 0.378	A	xxxxx 0.540	+ 0.162 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx 0.228	A	xxxxx 0.284	+ 0.056 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx 0.349	A	xxxxx 0.359	+ 0.010 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx 0.389	A	xxxxx 0.399	+ 0.010 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx 0.470	A	xxxxx 0.485	+ 0.015 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx 0.697	C	xxxxx 0.710	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.332	A	xxxxx 0.382	+ 0.050 V/C
#212 Navy Way / Seaside	F	xxxxx 1.080	F	xxxxx 1.159	+ 0.078 V/C

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #21 Avalon Ave / Harry Bridges Blvd. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #23 Alameda St / Anaheim St. Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1
Volume Module:
Base Vol: 142 96 121 86 147 9 30 1852 616 81 1390 98
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 149 101 127 91 155 9 32 1949 648 85 1463 103
Added Vol: 0 0 0 0 0 0 0 0 62 0 0 63 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 149 101 127 91 155 9 32 2011 648 85 1526 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 149 101 127 91 155 9 32 2011 0 85 1526 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 101 127 91 155 9 32 2011 0 85 1526 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 164 101 127 91 155 9 32 2011 0 85 1526 103
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.86 1.14 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2648 1627 1425 1425 4028 247 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.09 0.06 0.04 0.04 0.02 0.71 0.00 0.06 0.54 0.07
Crit Vol: 127 91 1006 85
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 608 611 0 0 336 107 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 640 643 0 0 354 113 0 0 0 0 0 0
Added Vol: 127 13 0 0 51 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 767 656 0 0 405 113 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 767 656 0 0 405 113 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 767 656 0 0 405 113 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 844 656 0 0 405 113 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.56 0.44 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2347 653 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.28 0.22 0.00 0.00 0.17 0.17 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 422 259 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #34 John S. Gibson / I-110 NB Ramps

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 2 0 1
Volume Module:
Base Vol: 67 97 469 0 95 88 130 550 141 508 372 29
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 71 102 494 0 100 93 137 579 148 535 391 31
Added Vol: 0 7 100 0 5 29 34 37 82 76 86 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 71 109 594 0 105 122 171 616 230 611 477 33
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 71 109 0 0 105 122 171 616 0 611 477 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 109 0 0 105 122 171 616 0 611 477 33
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 78 109 0 0 105 122 171 616 0 672 477 33
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.03 0.04 0.00 0.00 0.07 0.09 0.12 0.22 0.00 0.24 0.17 0.02
Crit Vol: 39 122 308 336
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 633 0 31 0 0 0 0 451 519 28 280 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 666 0 33 0 0 0 0 475 546 29 295 0
Added Vol: 15 0 0 0 0 0 0 17 15 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 681 0 33 0 0 0 0 492 561 29 308 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 681 0 33 0 0 0 0 492 561 29 308 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 681 0 33 0 0 0 0 492 561 29 308 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 681 0 33 0 0 0 0 492 561 29 308 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.48 0.00 0.02 0.00 0.00 0.00 0.00 0.17 0.39 0.02 0.11 0.00
Crit Vol: 681 0 246 154
Crit Moves: ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #72 Fries Ave / Harry Bridges Blvd *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 129 28 60 8 20 14 24 445 84 73 582 1
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 136 29 63 8 21 15 25 468 88 77 612 1
Added Vol: 69 0 84 0 0 0 0 139 19 24 99 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 205 29 147 8 21 15 25 607 107 101 711 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 205 29 147 8 21 15 25 607 107 101 711 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 29 147 8 21 15 25 607 107 101 711 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 205 29 147 8 21 15 101 607 107 403 711 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.23 0.77 0.38 0.95 0.67 0.08 1.66 0.26 0.39 1.60 0.01
Final Sat.: 1500 343 1157 571 1429 1000 114 2491 395 592 2405 3
Capacity Analysis Module:
Vol/Sat: 0.14 0.09 0.13 0.01 0.01 0.01 0.22 0.24 0.27 0.17 0.30 0.37
Crit Vol: 205 22 25
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #73 Neptune Ave / Harry Bridges Blvd *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 582 0 0 651 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 612 0 0 685 0
Added Vol: 0 0 0 0 0 0 0 158 0 0 168 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 770 0 0 853 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 770 0 0 853 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 770 0 0 853 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 770 0 0 853 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.26 0.00 0.00 0.28 0.00
Crit Vol: 0 0 0
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 0 25 199 0 64 74 523 23 37 454 2
Added Vol: 0 0 0 0 0 0 0 0 28 0 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 0 25 199 0 64 74 551 23 37 469 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 0 25 199 0 64 74 551 23 37 469 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 0 25 199 0 64 74 551 23 37 469 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 0 25 219 0 64 74 551 23 37 469 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.54 0.01 0.45 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2203 0 647 1425 2735 115 1425 4256 19
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.20 0.20 0.03 0.11 0.11
Crit Vol: 46 141 287 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 2 89 9 0 1 2 661 65 91 450 6
Added Vol: 0 0 0 0 0 0 0 0 28 0 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 2 89 9 0 1 2 689 65 91 465 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 2 89 9 0 1 2 689 65 91 465 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 89 9 0 1 2 689 65 91 465 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 2 89 9 0 1 2 689 65 91 465 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2603 247 1425 4218 57
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.26 0.06 0.11 0.11
Crit Vol: 92 9 377 91
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 20 104 35 155 140 144 81 990 21 53 891 150
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 109 37 163 147 152 85 1042 22 56 938 158
Added Vol: 0 0 0 0 0 0 0 0 62 0 0 63 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 109 37 163 147 152 85 1104 22 56 1001 158
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 109 37 163 147 152 85 1104 22 56 1001 158
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 109 37 163 147 152 85 1104 22 56 1001 158
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 109 37 163 147 152 85 1104 22 56 1001 158
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2058 692 1375 1375 1375 1375 4044 81 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.05 0.12 0.11 0.11 0.06 0.27 0.27 0.04 0.24 0.11
Crit Vol: 73 163 375 56
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 328 514 0 0 328 211 736 0 319 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 345 541 0 0 345 222 775 0 336 0 0 0
Added Vol: 0 28 0 0 32 1 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 345 569 0 0 377 223 807 0 336 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 345 569 0 0 377 223 807 0 336 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 569 0 0 377 223 807 0 336 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 345 569 0 0 377 223 887 0 369 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.24 0.20 0.00 0.00 0.13 0.16 0.31 0.00 0.26 0.00 0.00 0.00
Crit Vol: 345 223 444 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 1 10 25 22 7 102 60 314 4 64 477 14
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 11 26 23 7 107 63 330 4 67 502 15
Added Vol: 0 0 0 0 0 0 0 206 0 0 130 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 26 23 7 107 63 536 4 67 632 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 26 23 7 107 63 536 4 67 632 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 26 23 7 107 63 536 4 67 632 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 26 23 7 107 253 536 4 135 632 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.34 0.66 1.00 0.30 1.69 0.01 0.21 1.75 0.04
Final Sat.: 83 1417 1500 504 996 1500 457 2527 16 312 2631 57

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.07 0.14 0.21 0.26 0.22 0.24 0.26
Crit Vol: 1 107 397 67
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 AM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 1.159
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0

Volume Module:
Base Vol: 305 0 1352 0 0 0 0 3526 263 218 3261 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 321 0 1423 0 0 0 0 3711 277 229 3432 0
Added Vol: 0 0 0 0 0 0 0 334 0 0 255 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 321 0 1423 0 0 0 0 4045 277 229 3687 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 321 0 0 0 0 0 0 4045 277 229 3687 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 0 0 0 0 0 0 4045 277 229 3687 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 353 0 0 0 0 0 0 4045 277 252 3687 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.95 0.19 0.09 0.86 0.00
Crit Vol: 177 0 1348 126
Crit Moves: **** **** ****

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Scenario Report

Scenario: 2038 PM Peak
 Command: 2038 PM Peak
 Volume: 2038 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2030 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2038 PM Peak

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	17.00	6.00	17	6	23	0.4
	Zone 1 Subtotal					17	6	23	0.4
2	YML Trucks	1.00	YML Trucks	-28.00	-31.00	-28	-31	-59	-0.9
	Zone 2 Subtotal					-28	-31	-59	-0.9
3	Trapac Autos	1.00	Trapac Autos	42.00	62.00	42	62	104	1.7
	Zone 3 Subtotal					42	62	104	1.7
4	Trapac Truck	1.00	Trapac Trucks	33.00	56.00	33	56	89	1.4
	Zone 4 Subtotal					33	56	89	1.4
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.6
	Zone 5 Subtotal					81	81	162	2.6
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.1
	Zone 6 Subtotal					80	55	135	2.1
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.2
	Zone 7 Subtotal					138	124	262	4.2
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.8
	Zone 8 Subtotal					160	144	304	4.8
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.8
	Zone 9 Subtotal					24	24	48	0.8
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.8
	Zone 10 Subtotal					9	102	111	1.8
11	China Shippi	1.00	China Shipping	52.00	96.00	52	96	148	2.3
	Zone 11 Subtotal					52	96	148	2.3
12	China Shippi	1.00	China Shipping	132.00	175.00	132	175	307	4.9
	Zone 12 Subtotal					132	175	307	4.9
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	44
	Zone 13 Subtotal					1456	1325	2781	44.1
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.5
	Zone 14 Subtotal					217	127	344	5.5
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.3
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
Zone 17 Subtotal						28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
Zone 18 Subtotal						28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
Zone 19 Subtotal						28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
Zone 20 Subtotal						28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.4
Zone 21 Subtotal						98	51	149	2.4
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.3
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.2
Zone 22 Subtotal						265	265	530	8.4
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.3
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	8.8
TOTAL						3207	3096	6303	100.0

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Trip Distribution Report
Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates 12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

 Port of Los Angeles
 TraPac EIR
 Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.525	B xxxxx	0.679	+ 0.154 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.885	E xxxxx	0.925	+ 0.040 V/C
# 26 Henry Ford Ave / Anaheim St	E xxxxx	0.989	F xxxxx	1.013	+ 0.024 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.593	B xxxxx	0.668	+ 0.075 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F xxxxx	1.108	F xxxxx	1.277	+ 0.169 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.506	A xxxxx	0.585	+ 0.079 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.504	A xxxxx	0.574	+ 0.070 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.552	A xxxxx	0.571	+ 0.019 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.493	B xxxxx	0.613	+ 0.119 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.321	A xxxxx	0.380	+ 0.060 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.580	A xxxxx	0.586	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.435	A xxxxx	0.442	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	B xxxxx	0.613	B xxxxx	0.630	+ 0.017 V/C
#110 John S. Gibson / Channel Stree	D xxxxx	0.807	D xxxxx	0.825	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.566	B xxxxx	0.600	+ 0.034 V/C
#212 Navy Way / Seaside	F xxxxx	1.245	F xxxxx	1.359	+ 0.113 V/C

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #21 Avalon Ave / Harry Bridges Blvd *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 108 49 22 7 7 92 132 801 11 11 370 11
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 114 52 23 7 7 97 139 843 12 12 389 12
Added Vol: 16 32 32 23 50 36 45 143 25 50 111 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 84 55 30 57 133 184 986 37 62 500 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 84 55 30 57 133 184 986 37 62 500 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 84 55 30 57 133 184 986 37 62 500 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 130 84 55 30 57 133 368 986 37 246 500 35
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.62 0.41 0.28 0.72 1.00 0.36 1.59 0.05 0.30 1.61 0.09
Final Sat.: 1449 934 617 413 1087 1500 540 2381 79 449 2419 133
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.07 0.05 0.09 0.34 0.41 0.46 0.14 0.21 0.26
Crit Vol: 130 133 695 62
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #23 Alameda St / Anaheim St *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.925
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 11 516 520 30 319 245 196 1082 19 408 1566 44
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 12 543 547 32 336 258 206 1139 20 429 1648 46
Added Vol: 1 116 45 0 98 0 0 32 10 50 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 659 592 32 434 258 206 1171 30 479 1668 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 659 592 32 434 258 206 1171 30 479 1668 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 659 592 32 434 258 206 1171 30 479 1668 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 13 659 651 32 434 258 206 1171 30 527 1668 46
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.51 1.49 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2150 2125 1425 2850 1425 1425 2850 1425 2850 2773 77
Capacity Analysis Module:
Vol/Sat: 0.01 0.31 0.31 0.02 0.15 0.18 0.14 0.41 0.02 0.19 0.60 0.60
Crit Vol: 437 32 585 264
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.013
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 474 467 124 130 91 42 26 1552 186 70 1708 151
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 499 491 130 137 96 44 27 1633 196 74 1797 159
Added Vol: 0 0 0 0 0 0 0 0 77 0 0 69 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 499 491 130 137 96 44 27 1710 196 74 1866 159
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 499 491 130 137 96 44 27 1710 0 74 1866 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 499 491 130 137 96 44 27 1710 0 74 1866 159
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 549 491 130 137 96 44 27 1710 0 74 1866 159
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.58 1.42 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2255 2020 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.09 0.10 0.03 0.03 0.02 0.60 0.00 0.05 0.65 0.11
Crit Vol: 347 137 27 933
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 0 0 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 914 596 0 0 468 216 0 0 0 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 962 627 0 0 493 227 0 0 0 0 0 0
Added Vol: 157 9 0 0 53 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1119 636 0 0 546 227 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1119 636 0 0 546 227 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1119 636 0 0 546 227 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1231 636 0 0 546 227 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.41 0.59 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2118 882 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.21 0.00 0.00 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 615 386 0
Crit Moves: **** ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #34 John S. Gibson / I-110 NB Ramps

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #38 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 102 147 651 0 108 116 161 388 106 575 528 41
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 107 155 685 0 114 122 169 408 112 605 556 43
Added Vol: 0 13 92 0 15 27 19 60 70 78 69 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 168 777 0 129 149 188 468 182 683 625 44
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 107 168 0 0 129 149 188 468 0 683 625 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 168 0 0 129 149 188 468 0 683 625 44
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 118 168 0 0 129 149 188 468 0 751 625 44
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 2850 1425 2850 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.10 0.13 0.16 0.00 0.26 0.22 0.03
Crit Vol: 59 149 234 376
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 530 0 20 0 0 0 0 244 753 11 435 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 558 0 21 0 0 0 0 257 792 12 458 0
Added Vol: 22 0 0 0 0 0 0 27 28 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 580 0 21 0 0 0 0 284 820 12 467 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 580 0 21 0 0 0 0 284 820 12 467 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 580 0 21 0 0 0 0 284 820 12 467 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 580 0 21 0 0 0 0 284 820 12 467 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.01 0.00 0.00 0.00 0.00 0.10 0.58 0.01 0.16 0.00
Crit Vol: 580 0 233
Crit Moves: ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 197 35 197 11 15 43 56 722 42 25 575 8
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 207 37 207 12 16 45 59 760 44 26 605 8
Added Vol: 25 0 31 0 0 0 0 164 15 18 128 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 232 37 238 12 16 45 59 924 59 44 733 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 232 37 238 12 16 45 59 924 59 44 733 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 232 37 238 12 16 45 59 924 59 44 733 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 232 37 238 12 16 45 236 924 59 177 733 8
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 0.14 0.94 0.32 0.68 1.00 0.13 1.77 0.10 0.13 1.85 0.02
Final Sat.: 1373 218 1409 478 1022 1500 204 2650 146 204 2769 27
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.17 0.02 0.02 0.03 0.29 0.35 0.41 0.22 0.26 0.31
Crit Vol: 254 12 609 44
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 914 0 0 864 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 0 0 0 0 0 0 0 962 0 0 909 0
Added Vol: 0 0 0 0 0 0 0 179 0 0 153 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1141 0 0 1062 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1141 0 0 1062 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1141 0 0 1062 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 0 1141 0 0 1062 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 3000 0 0 3000 0 0 3000 0 0 3000 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.38 0.00 0.00 0.35 0.00
Crit Vol: 0 570
Crit Moves: **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 21 2 33 127 4 176 100 690 33 23 680 7
Added Vol: 0 0 0 0 0 0 0 18 0 0 12 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 2 33 127 4 176 100 708 33 23 692 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 2 33 127 4 176 100 708 33 23 692 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 2 33 127 4 176 100 708 33 23 692 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 21 2 33 140 4 176 100 708 33 23 692 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2725 125 1425 4230 45
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.10 0.30 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 21 421 370 23
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 51 1 93 17 0 5 6 770 54 98 611 3
Added Vol: 0 0 0 0 0 0 0 18 0 0 12 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 1 93 17 0 5 6 788 54 98 623 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 1 93 17 0 5 6 788 54 98 623 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 1 93 17 0 5 6 788 54 98 623 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 51 1 93 17 0 5 6 788 54 98 623 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.87 0.13 1.00 2.98 0.02
Final Sat.: 1425 16 1409 1425 0 1425 1425 2668 182 1425 4253 22
Capacity Analysis Module:
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.30 0.30 0.07 0.15 0.15
Crit Vol: 94 17 421 98
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #94 Santa Fe Ave / Anaheim St *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 34 268 51 205 163 140 106 1031 14 18 993 149
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 36 282 54 216 172 147 112 1085 15 19 1045 157
Added Vol: 0 0 0 0 0 0 0 0 77 0 0 69 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 282 54 216 172 147 112 1162 15 19 1114 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 282 54 216 172 147 112 1162 15 19 1114 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 282 54 216 172 147 112 1162 15 19 1114 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 36 282 54 216 172 147 112 1162 15 19 1114 157
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.08 0.92 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2310 440 1375 1479 1271 1375 4073 52 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.03 0.12 0.12 0.16 0.12 0.12 0.08 0.29 0.29 0.01 0.27 0.11
Crit Vol: 168 216 112 371
Crit Moves: **** **** **** ****

Port of Los Angeles TraPac EIR Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

***** Intersection #110 John S. Gibson / Channel Street *****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1! 0 1 0 0 0 0 0
Volume Module:
Base Vol: 430 579 0 0 400 296 555 0 445 0 0 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 453 609 0 0 421 312 584 0 468 0 0 0
Added Vol: 0 31 0 0 55 1 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 453 640 0 0 476 313 650 0 468 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 453 640 0 0 476 313 650 0 468 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 640 0 0 476 313 650 0 468 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 453 640 0 0 476 313 715 0 515 0 0 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.74 0.00 1.26 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2485 0 1790 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.32 0.22 0.00 0.00 0.17 0.22 0.29 0.00 0.29 0.00 0.00 0.00
Crit Vol: 453 313 410 0
Crit Moves: **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 8 120 7 4 67 160 703 0 35 328 39
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 1 8 126 7 4 71 168 740 0 37 345 41
Added Vol: 0 0 0 0 0 0 0 192 0 0 178 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 126 7 4 71 168 932 0 37 523 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 126 7 4 71 168 932 0 37 523 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 126 7 4 71 168 932 0 37 523 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 126 7 4 71 337 932 0 147 523 41
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.72 1.28 0.00 0.15 1.73 0.12
Final Sat.: 23 1477 1500 269 1231 1500 1084 1916 0 225 2602 173
Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.08 0.03 0.00 0.05 0.16 0.49 0.00 0.16 0.20 0.24
Crit Vol: 126 7 730 37
Crit Moves: **** **** **** ****

Port of Los Angeles
TraPac EIR
Year 2038 PM Peak - Alternative 5 (Landside Terminal Improvements)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap. (X): 1.359
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 2 0 3 0 0
Volume Module:
Base Vol: 869 0 2116 0 0 0 0 3528 273 59 3282 0
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 915 0 2227 0 0 0 0 3713 287 62 3454 0
Added Vol: 0 0 0 0 0 0 0 484 0 0 516 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 915 0 2227 0 0 0 0 4197 287 62 3970 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 915 0 0 0 0 0 0 4197 287 62 3970 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 915 0 0 0 0 0 0 4197 287 62 3970 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 1006 0 0 0 0 0 0 4197 287 68 3970 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.00 0.00 0.00 0.00 0.00 0.98 0.20 0.02 0.93 0.00
Crit Vol: 503 0 1399 34
Crit Moves: **** **** ****

Construction Scenario

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Scenario Report

Scenario: 2015 AM Peak
Command: 2015 AM Peak
Volume: 2015 AM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2015 AM Peak
Trip Distribution: Distribution
Paths: Future
Routes: Default Routes
Configuration: 2015 AM Peak

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.2
	Zone 1 Subtotal					23	38	61	1.2
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.6
	Zone 2 Subtotal					107	26	133	2.6
3	Trapac Autos	1.00	Trapac Autos	46.00	57.00	46	57	103	2.0
	Zone 3 Subtotal					46	57	103	2.0
4	Trapac Truck	1.00	Trapac Trucks	298.00	114.00	298	114	412	8.2
	Zone 4 Subtotal					298	114	412	8.2
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.6
	Zone 7 Subtotal					73	58	131	2.6
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.1
	Zone 8 Subtotal					244	215	459	9.1
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.4
	Zone 11 Subtotal					60	63	123	2.4
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	6.7
	Zone 12 Subtotal					273	65	338	6.7
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	25.1
	Zone 13 Subtotal					524	740	1264	25.1
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.1
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
Zone 21 Subtotal						26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.0
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
Zone 22 Subtotal						126	126	252	5.0
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Office	422.00	422.00	422	422	844	16.8
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
Zone 23 Subtotal						540	540	1080	21.5
TOTAL						2690	2339	5029	100.0

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Zone	To Gates 12 -----
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.426	B xxxxx	0.626	+ 0.200 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.484	+ 0.169 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	D xxxxx	0.842	+ 0.088 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.676	+ 0.020 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B 10.1	0.000	B 12.1	0.000	+ 2.048 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	B xxxxx	0.657	D xxxxx	0.874	+ 0.217 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.493	A xxxxx	0.571	+ 0.078 V/C
# 37 Figueroa St / C-St / I-110 Ram	B 12.9	0.595	E 40.6	1.037	+ 0.442 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.588	+ 0.049 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	A xxxxx	0.462	+ 0.158 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.219	A xxxxx	0.341	+ 0.122 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.332	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.376	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.414	+ 0.015 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.594	+ 0.025 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.388	+ 0.138 V/C
#212 Navy Way / Seaside Ave	C xxxxx	0.726	D xxxxx	0.800	+ 0.074 V/C

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 29 83 28 182 211 101 48 320 15 119 334 183
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 34 99 33 216 250 120 57 380 18 141 396 217
Added Vol: 8 21 46 43 116 90 7 75 6 158 158 51
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 42 120 79 259 366 210 64 455 24 299 554 268
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 42 120 79 259 366 0 64 455 24 299 554 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 120 79 259 366 0 64 455 24 299 554 0
PCE Adj: 2.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 85 120 79 259 366 0 64 455 24 299 554 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.43 1.01 0.56 1.00 2.00 1.00 1.00 1.90 0.10 1.00 2.00 1.00
Final Sat.: 640 1522 838 1500 3000 1500 1500 2851 149 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.07 0.08 0.09 0.17 0.12 0.00 0.04 0.16 0.16 0.20 0.18 0.00
Crit Vol: 142 259 239 299
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 18 11 2 6 26 88 81 277 27 4 399 14
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 21 13 2 7 31 104 96 329 32 5 474 17
Added Vol: 7 13 13 8 16 28 31 150 8 16 335 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 26 15 15 47 132 127 479 40 21 809 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 26 15 15 47 132 127 479 40 21 809 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 26 15 15 47 132 127 479 40 21 809 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 26 15 15 47 132 509 479 40 41 809 25

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.81 0.75 0.44 0.16 0.84 1.00 0.96 0.96 0.08 0.05 1.89 0.06
Final Sat.: 1219 1120 661 233 1267 1500 1442 1441 117 75 2841 84

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.06 0.04 0.09 0.09 0.33 0.34 0.28 0.28 0.29
Crit Vol: 28 132 127
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 14 71 201 15 138 115 97 1081 14 253 542 18
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 19 96 271 20 186 155 131 1459 19 342 732 24
Added Vol: 7 103 25 0 275 0 0 31 5 56 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 199 296 20 461 155 131 1490 24 398 769 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 199 296 20 461 155 131 1490 24 398 769 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 199 296 20 461 155 131 1490 24 398 769 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 26 199 296 20 461 155 131 1490 24 398 769 24
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.20 1.80 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1717 2558 1425 2850 1425 1425 2850 1425 2850 2763 87
Capacity Analysis Module:
Vol/Sat: 0.02 0.12 0.12 0.01 0.16 0.11 0.09 0.52 0.02 0.14 0.28 0.28
Crit Vol: 26 231 745 199
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 81 55 69 49 84 5 17 1058 352 46 794 56
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 109 74 93 66 113 7 23 1428 475 62 1072 76
Added Vol: 0 0 0 0 0 0 0 0 56 0 0 93 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 74 93 66 113 7 23 1484 475 62 1165 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 109 74 93 66 113 7 23 1484 0 62 1165 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 74 93 66 113 7 23 1484 0 62 1165 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 109 74 93 66 113 7 23 1484 0 62 1165 76
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.79 1.21 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2546 1729 1425 1425 4035 240 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.07 0.05 0.03 0.03 0.02 0.52 0.00 0.04 0.41 0.05
Crit Vol: 93 66 742 62
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[12.1]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 405 407 0 0 224 71 0 0 0 0 0 0 0
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 499 502 0 0 276 88 0 0 0 0 0 0 0
Added Vol: 127 187 0 0 38 43 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 626 689 0 0 314 131 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 626 689 0 0 314 131 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 626 689 0 0 314 131 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 445 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1126 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1126 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.56 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 3.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 12.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 319 491 31 33 137 73 248 55 607 21 14 5
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 393 605 38 41 169 90 306 68 748 26 17 6
Added Vol: 177 143 0 0 16 21 170 0 280 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 570 748 38 41 185 111 476 68 1028 26 17 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 570 748 38 41 185 111 476 68 1028 26 17 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 570 748 38 41 185 111 476 68 1028 26 17 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 570 748 38 41 185 111 476 68 1028 26 17 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.85 0.15 1.00 1.25 0.75 1.75 0.25 1.00 1.00 0.75 0.25
Final Sat.: 1375 3925 200 1375 1718 1032 2407 343 1375 1375 1031 344
Capacity Analysis Module:
Vol/Sat: 0.41 0.19 0.19 0.03 0.11 0.11 0.20 0.20 0.75 0.02 0.02 0.02
Crit Vol: 0 148 1028 26
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 1 0
Volume Module:
Base Vol: 668 346 46 6 401 87 18 9 26 13 40 14
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 746 386 51 7 448 97 20 10 29 15 45 16
Added Vol: 32 62 5 146 110 0 0 29 0 15 29 27
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 778 448 56 153 558 97 20 39 29 30 74 43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 778 448 56 153 558 97 20 39 29 30 74 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 778 448 56 153 558 97 20 39 29 30 74 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 778 448 56 153 558 97 20 39 29 30 74 43
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.78 0.22 1.00 1.70 0.30 1.00 0.57 0.43 0.40 1.02 0.58
Final Sat.: 2850 2532 318 1425 2427 423 1425 817 608 577 1440 833
Capacity Analysis Module:
Vol/Sat: 0.27 0.18 0.18 0.11 0.23 0.23 0.01 0.05 0.05 0.05 0.05 0.05
Crit Vol: 389 328 68 30
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 1.037
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 0 Level of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 0 1
Volume Module:
Base Vol: 163 69 0 0 68 63 93 0 316 0 0 21
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 193 82 0 0 81 75 110 0 375 0 0 25
Added Vol: 70 9 0 0 8 29 34 0 240 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 263 91 0 0 89 104 144 0 615 0 0 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 263 91 0 0 89 104 144 0 615 0 0 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 263 91 0 0 89 104 144 0 615 0 0 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 263 91 0 0 89 104 144 0 615 0 0 25
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 459 978 0 0 486 537 1118 -593 593 0 0 499
Capacity Analysis Module:
Vol/Sat: 0.57 0.09 xxxxx xxxxx 0.18 0.19 0.13 0.00 1.04 xxxxx xxxxx 0.05
Crit Moves: **** **** **** ****
Delay/Veh: 20.3 10.7 0.0 0.0 11.6 10.8 59.7 70.9 70.9 0.0 0.0 10.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 20.3 10.7 0.0 0.0 11.6 10.8 59.7 70.9 70.9 0.0 0.0 10.2
LOS by Move: C B * * B B F F * * B
ApproachDel: 17.8 11.2 11.2 59.7
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 17.8 11.2 59.7 10.2
LOS by Appr: C B F B

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.341
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 26 18 398 0 0 464 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 2 0 31 21 472 0 0 551 1
Added Vol: 0 0 0 0 0 0 0 164 0 0 367 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 31 21 636 0 0 918 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 31 21 636 0 0 918 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 31 21 636 0 0 918 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 31 85 636 0 0 918 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.29 1.71 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 432 2568 0 0 2996 4
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.25 0.00 0.00 0.31 0.31
Crit Vol: 0 31 21
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 0 24 189 0 61 70 497 22 35 431 2
Added Vol: 0 0 0 0 0 0 0 18 0 0 53 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 0 24 189 0 61 70 515 22 35 484 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 0 24 189 0 61 70 515 22 35 484 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 0 24 189 0 61 70 515 22 35 484 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 0 24 189 0 61 70 515 22 35 484 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2155 0 695 1425 2733 117 1425 4257 18
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.02 0.11 0.11
Crit Vol: 44 125 269 35
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 2 85 9 0 1 2 628 62 86 428 6
Added Vol: 0 0 0 0 0 0 0 0 18 0 0 53 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 2 85 9 0 1 2 646 62 86 481 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 2 85 9 0 1 2 646 62 86 481 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 2 85 9 0 1 2 646 62 86 481 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 2 85 9 0 1 2 646 62 86 481 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.82 0.18 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2600 250 1425 4222 53
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.25 0.25 0.06 0.11 0.11
Crit Vol: 87 9 354 86
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1
Volume Module:
Base Vol: 16 83 28 124 112 115 65 792 17 42 713 120
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 18 93 31 139 125 128 73 885 19 47 796 134
Added Vol: 0 0 0 0 0 0 0 0 56 0 0 93 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 93 31 139 125 128 73 941 19 47 889 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 93 31 139 125 128 73 941 19 47 889 134
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 93 31 139 125 128 73 941 19 47 889 134
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 18 93 31 139 125 128 73 941 19 47 889 134
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2056 694 1375 1375 1375 1375 4043 82 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.05 0.10 0.09 0.09 0.05 0.23 0.23 0.03 0.22 0.10
Crit Vol: 62 139 73 296
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - No Construction

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #212 Navy Way / Seaside Ave
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.800
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    93          Level Of Service:      D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 3 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      145 0 644 0 0 0      0 1679 125 104 1553 0
Growth Adj:   1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51
Initial Bse:   219 0 974 0 0 0      0 2540 189 157 2350 0
Added Vol:    0 0 0 0 0 0      0 316 0 0 316 0
PasserByVol:  0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   219 0 974 0 0 0      0 2856 189 157 2666 0
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   219 0 0 0 0 0      0 2856 189 157 2666 0
Reduct Vol:   0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:  219 0 0 0 0 0      0 2856 189 157 2666 0
PCE Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   219 0 0 0 0 0      0 2856 189 157 2666 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:   2850 0 1425 0 0 0      0 4275 1425 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.67 0.13 0.06 0.62 0.00
Crit Vol:    110 0 0 0 0      952 79
Crit Moves:  ****          ****          ****
*****

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Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Scenario Report

Scenario: 2015 PM Peak
Command: 2015 PM Peak
Volume: 2015 PM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2015 PM Peak
Trip Distribution: Distribution
Paths: Future
Routes: Default Routes
Configuration: 2015 PM Peak

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.1
	Zone 1 Subtotal					35	42	77	1.1
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.6
	Zone 2 Subtotal					84	106	190	2.6
3	Trapac Autos	1.00	Trapac Autos	53.00	82.00	53	82	135	1.9
	Zone 3 Subtotal					53	82	135	1.9
4	Trapac Truck	1.00	Trapac Trucks	232.00	291.00	232	291	523	7.2
	Zone 4 Subtotal					232	291	523	7.2
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.2
	Zone 5 Subtotal					81	81	162	2.2
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.6
	Zone 7 Subtotal					138	124	262	3.6
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.2
	Zone 8 Subtotal					160	144	304	4.2
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.5
	Zone 10 Subtotal					9	102	111	1.5
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.3
	Zone 11 Subtotal					59	108	167	2.3
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	6.7
	Zone 12 Subtotal					213	271	484	6.7
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	38
	Zone 13 Subtotal					1456	1325	2781	38.3
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.7
	Zone 14 Subtotal					217	127	344	4.7
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.2
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.4
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.3
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Office	136.00	136.00	136	136	272	3.7
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.6
Zone 23 Subtotal						277	277	554	7.6
TOTAL						3635	3632	7267	100.0

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
To Gates 12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										
16	10.0										

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Zone	To Gates 12 -----
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.469	C xxxxx	0.706	+ 0.237 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.386	B xxxxx	0.662	+ 0.276 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.639	C xxxxx	0.730	+ 0.091 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx	0.717	C xxxxx	0.750	+ 0.033 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B 13.8	0.000	E 40.4	0.000	+26.661 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	F xxxxx	1.236	F xxxxx	1.594	+ 0.358 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.414	A xxxxx	0.549	+ 0.134 V/C
# 37 Figueroa St / C-St / I-110 Ram	C 21.6	0.840	F 95.9	1.322	+ 0.482 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.469	A xxxxx	0.524	+ 0.055 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.398	B xxxxx	0.624	+ 0.226 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.335	A xxxxx	0.485	+ 0.150 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.551	A xxxxx	0.570	+ 0.019 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.414	A xxxxx	0.433	+ 0.019 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.521	A xxxxx	0.544	+ 0.023 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.664	B xxxxx	0.681	+ 0.016 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.336	C xxxxx	0.766	+ 0.430 V/C
#212 Navy Way / Seaside Ave	D xxxxx	0.827	E xxxxx	0.954	+ 0.127 V/C

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 35 129 80 197 80 76 73 453 12 41 376 248
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 42 153 95 234 95 90 87 538 14 49 446 294
Added Vol: 11 41 80 63 93 84 13 179 7 133 141 138
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 53 194 175 297 188 174 100 717 21 182 587 432
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 53 194 175 297 188 0 100 717 21 182 587 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 53 194 175 297 188 0 100 717 21 182 587 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 53 194 175 297 188 0 100 717 21 182 587 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.25 0.92 0.83 1.00 2.00 1.00 1.00 1.94 0.06 1.00 2.00 1.00
Final Sat.: 374 1381 1245 1500 3000 1500 1500 2914 86 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.14 0.20 0.06 0.00 0.07 0.25 0.12 0.20 0.00
Crit Vol: 211 297 369 182
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 77 35 16 5 5 66 94 572 8 8 264 8
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 91 42 19 6 6 78 112 679 9 9 313 9
Added Vol: 16 32 32 23 50 41 55 366 25 50 292 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 74 51 29 56 119 167 1045 34 59 605 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 107 74 51 29 56 119 167 1045 34 59 605 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 74 51 29 56 119 167 1045 34 59 605 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 107 74 51 29 56 119 333 1045 34 238 605 32

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.93 0.63 0.44 0.28 0.72 1.00 0.31 1.64 0.05 0.23 1.70 0.07
Final Sat.: 1389 951 660 425 1075 1500 463 2464 73 344 2545 111

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.07 0.05 0.08 0.36 0.42 0.47 0.17 0.24 0.29
Crit Vol: 107 119 706 59
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 6 295 297 17 182 140 112 618 11 233 895 25
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 8 398 401 23 246 189 151 834 15 315 1208 34
Added Vol: 1 297 74 0 248 0 0 32 10 74 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 695 475 23 494 189 151 866 25 389 1228 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 9 695 475 23 494 189 151 866 25 389 1228 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 695 475 23 494 189 151 866 25 389 1228 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 695 475 23 494 189 151 866 25 389 1228 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.78 1.22 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2540 1735 1425 2850 1425 1425 2850 1425 2850 2774 76
Capacity Analysis Module:
Vol/Sat: 0.01 0.27 0.27 0.02 0.17 0.13 0.11 0.30 0.02 0.14 0.44 0.44
Crit Vol: 390 23 433 194
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 271 267 71 74 52 24 15 887 106 40 976 86
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 366 360 96 100 70 32 20 1197 143 54 1318 116
Added Vol: 0 0 0 0 0 0 0 0 106 0 0 94 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 366 360 96 100 70 32 20 1303 143 54 1412 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 366 360 96 100 70 32 20 1303 0 54 1412 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 366 360 96 100 70 32 20 1303 0 54 1412 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 366 360 96 100 70 32 20 1303 0 54 1412 116
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.07 0.07 0.02 0.02 0.01 0.46 0.00 0.04 0.50 0.08
Crit Vol: 242 100 20 706
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 406 474 5 23 476 11 19 10 14 51 41 34
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 454 529 6 26 532 12 21 11 16 57 46 38
Added Vol: 66 128 6 121 115 0 0 24 0 40 91 71
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 520 657 12 147 647 12 21 35 16 97 137 109
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 520 657 12 147 647 12 21 35 16 97 137 109
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 520 657 12 147 647 12 21 35 16 97 137 109
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 520 657 12 147 647 12 21 35 16 97 137 109
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.97 0.03 1.00 1.96 0.04 1.00 0.69 0.31 0.56 0.80 0.64
Final Sat.: 2850 2801 49 1425 2797 53 1425 986 439 806 1138 906
Capacity Analysis Module:
Vol/Sat: 0.18 0.23 0.23 0.10 0.23 0.23 0.01 0.04 0.04 0.12 0.12 0.12
Crit Vol: 260 329 21 171
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 1.322
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 95.9
Optimal Cycle: 0 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 1 1 0 1 0 1 0 0 0 0 1
Volume Module:
Base Vol: 353 105 0 0 77 83 115 0 287 0 0 29
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 419 125 0 0 91 99 137 0 341 0 0 34
Added Vol: 176 16 0 0 17 27 19 0 223 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 595 141 0 0 108 126 156 0 564 0 0 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 595 141 0 0 108 126 156 0 564 0 0 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 595 141 0 0 108 126 156 0 564 0 0 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 595 141 0 0 108 126 156 0 564 0 0 34
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 1.00
Final Sat.: 450 954 0 0 460 504 997 -524 524 0 0 451
Capacity Analysis Module:
Vol/Sat: 1.32 0.15 xxxxx xxxxx 0.24 0.25 0.16 0.00 1.08 xxxxx xxxxx 0.08
Crit Moves: **** **** **** ****
Delay/Veh: 183.3 11.5 0.0 0.0 12.9 12.1 71.3 87.1 87.1 0.0 0.0 11.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 183.3 11.5 0.0 0.0 12.9 12.1 71.3 87.1 87.1 0.0 0.0 11.4
LOS by Move: F B * * B B F F * * B
ApproachDel: 150.5 12.4 12.4 71.3 11.4
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 150.5 12.4 71.3 11.4
LOS by Appr: F B F B

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 424 0 16 0 0 0 0 195 602 9 348 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 474 0 18 0 0 0 0 218 672 10 389 0
Added Vol: 22 0 4 0 0 0 0 127 28 6 113 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 496 0 22 0 0 0 0 345 700 16 502 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 496 0 22 0 0 0 0 345 700 16 502 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 496 0 22 0 0 0 0 345 700 16 502 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 496 0 22 0 0 0 0 345 700 16 502 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.02 0.00 0.00 0.00 0.00 0.12 0.49 0.01 0.18 0.00
Crit Vol: 496 0 0 0 0 0 0 251
Crit Moves: **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 141 25 141 8 11 31 40 516 30 18 411 6
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 167 30 167 9 13 37 47 612 36 21 488 7
Added Vol: 105 0 128 0 0 0 0 301 21 26 308 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 272 30 295 9 13 37 47 913 57 47 796 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 272 30 295 9 13 37 47 913 57 47 796 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 272 30 295 9 13 37 47 913 57 47 796 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 272 30 295 9 13 37 190 913 57 189 796 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.10 0.99 0.32 0.68 1.00 0.11 1.79 0.10 0.13 1.86 0.01
Final Sat.: 1368 149 1483 480 1020 1500 163 2691 146 201 2778 22
Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.02 0.01 0.02 0.29 0.34 0.39 0.24 0.29 0.33
Crit Vol: 299 9 580 47
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 24 31 622 0 0 614 3
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 2 0 28 37 738 0 0 729 4
Added Vol: 0 0 0 0 0 0 0 322 0 0 412 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 28 37 1060 0 0 1141 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 28 37 1060 0 0 1141 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 28 37 1060 0 0 1141 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 28 221 1060 0 0 1141 4
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.15 0.85 1.00 0.48 1.52 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 231 1269 1500 725 2275 0 0 2991 9
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.47 0.00 0.00 0.38 0.38
Crit Vol: 0 28 699 0
Crit Moves: **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 2 31 121 4 167 95 656 31 22 646 7
Added Vol: 0 0 0 0 0 0 0 54 0 0 42 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 2 31 121 4 167 95 710 31 22 688 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 2 31 121 4 167 95 710 31 22 688 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 2 31 121 4 167 95 710 31 22 688 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 2 31 121 4 167 95 710 31 22 688 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.92 0.08 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2731 119 1425 4232 43
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 20 400 371 22
Crit Moves: **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 1 88 16 0 5 6 732 51 93 581 3
Added Vol: 0 0 0 0 0 0 0 0 54 0 0 42 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 1 88 16 0 5 6 786 51 93 623 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 1 88 16 0 5 6 786 51 93 623 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 1 88 16 0 5 6 786 51 93 623 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 1 88 16 0 5 6 786 51 93 623 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.99 0.01
Final Sat.: 1425 16 1409 1425 0 1425 1425 2676 174 1425 4255 20
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.29 0.29 0.07 0.15 0.15
Crit Vol: 89 16 419 93
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 106 0 0 94 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1028 12 16 981 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1028 12 16 981 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1028 12 16 981 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1028 12 16 981 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4076 49 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.24 0.10
Crit Vol: 142 183 95 327
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 344 463 0 0 320 237 444 0 356 0 0 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 384 517 0 0 357 265 496 0 398 0 0 0
Added Vol: 0 134 0 0 154 1 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 384 651 0 0 511 266 562 0 398 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 384 651 0 0 511 266 562 0 398 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 384 651 0 0 511 266 562 0 398 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 384 651 0 0 511 266 562 0 398 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.76 xxxxx 1.24 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 2850 1425 2503 0 1772 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.27 0.23 0.00 0.00 0.18 0.19 0.22 0.00 0.22 0.00 0.00 0.00
Crit Vol: 384 266 320 0
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 1 6 86 5 3 48 114 502 0 25 234 28
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 1 7 102 6 4 57 135 596 0 30 278 33
Added Vol: 0 0 0 0 0 0 0 415 0 0 360 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 102 6 4 57 135 1011 0 30 638 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 102 6 4 57 135 1011 0 30 638 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 102 6 4 57 135 1011 0 30 638 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 102 6 4 57 541 1011 0 119 638 33

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 1.00 0.00 0.10 1.82 0.08
Final Sat.: 32 1468 1500 268 1232 1500 1500 1500 0 146 2728 126

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.09 0.67 0.00 0.20 0.23 0.26
Crit Vol: 102 6 1011 30
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - No Construction

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #212 Navy Way / Seaside Ave
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.954
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:   180          Level Of Service:      E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 3 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      410 0 998      0 0 0      0 1664 129      28 1548 0
Growth Adj:   1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Initial Bse:   624 0 1520      0 0 0      0 2534 196      43 2358 0
Added Vol:    0 0 0      0 0 0      0 543 0      0 564 0
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:   624 0 1520      0 0 0      0 3077 196      43 2922 0
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   624 0 0      0 0 0      0 3077 196      43 2922 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  624 0 0      0 0 0      0 3077 196      43 2922 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   624 0 0      0 0 0      0 3077 196      43 2922 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:   2850 0 1425      0 0 0      0 4275 1425 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.14 0.01 0.68 0.00
Crit Vol:     312      0      1026      21
Crit Moves:   ****      ****      ****
*****

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 Port of Los Angeles
 China Shipping EIR
 Year 2015 AM Peak - Trapac Construction Scenario

Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Future
 Routes: Default Routes
 Configuration: 2015 AM Peak

 Port of Los Angeles
 China Shipping EIR
 Year 2015 AM Peak - Trapac Construction Scenario

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	38.00	23	38	61	1.2
	Zone 1 Subtotal					23	38	61	1.2
2	YML Trucks	1.00	YML Trucks	107.00	26.00	107	26	133	2.6
	Zone 2 Subtotal					107	26	133	2.6
3	Trapac Autos	1.00	Trapac Autos	46.00	57.00	46	57	103	2.0
	Zone 3 Subtotal					46	57	103	2.0
4	Trapac Truck	1.00	Trapac Trucks	298.00	114.00	298	114	412	8.0
	Zone 4 Subtotal					298	114	412	8.0
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.6
	Zone 7 Subtotal					73	58	131	2.6
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	8.9
	Zone 8 Subtotal					244	215	459	8.9
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	63.00	60	63	123	2.4
	Zone 11 Subtotal					60	63	123	2.4
12	China Shippi	1.00	China Shipping	273.00	65.00	273	65	338	6.6
	Zone 12 Subtotal					273	65	338	6.6
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.6
	Zone 13 Subtotal					524	740	1264	24.6
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.1
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.0
Zone 21 Subtotal						26	27	53	1.0
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.9
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
Zone 22 Subtotal						126	126	252	4.9
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Office	422.00	422.00	422	422	844	16.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.5
Zone 23 Subtotal						540	540	1080	21.0
24	Trapac Const	1.00	Autos	75.00	0.00	75	0	75	1.5
24	Trapac Const	1.00	Trucks	15.00	15.00	15	15	30	0.6
Zone 24 Subtotal						90	15	105	2.0
TOTAL						2780	2354	5134	100.0

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	20.0	10.0	10.0
To Gates											
12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Zone	To Gates 12 -----
16	10.0
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0
24	10.0

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.426	B xxxxx	0.659	+ 0.232 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.499	+ 0.184 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.754	D xxxxx	0.858	+ 0.104 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.657	B xxxxx	0.677	+ 0.020 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B 10.1	0.000	B 12.1	0.000	+ 2.048 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	B xxxxx	0.657	D xxxxx	0.874	+ 0.217 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.493	A xxxxx	0.571	+ 0.078 V/C
# 37 Figueroa St / C-St / I-110 Ram	B 12.9	0.595	F 53.9	1.117	+ 0.523 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.538	A xxxxx	0.588	+ 0.049 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.304	A xxxxx	0.490	+ 0.186 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.219	A xxxxx	0.348	+ 0.129 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.325	A xxxxx	0.332	+ 0.007 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.370	A xxxxx	0.376	+ 0.007 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.399	A xxxxx	0.416	+ 0.017 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.569	A xxxxx	0.594	+ 0.025 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.250	A xxxxx	0.403	+ 0.153 V/C
#212 Navy Way / Seaside Ave	C xxxxx	0.726	D xxxxx	0.800	+ 0.074 V/C

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

 Intersection #17 Figueroa St / Harry Bridges Blvd

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
 Volume Module:
 Base Vol: 29 83 28 182 211 101 48 320 15 119 334 183
 Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
 Initial Bse: 34 99 33 216 250 120 57 380 18 141 396 217
 Added Vol: 8 23 49 73 131 90 7 75 6 174 158 56
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 42 122 82 289 381 210 64 455 24 315 554 273
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 42 122 82 289 381 0 64 455 24 315 554 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 42 122 82 289 381 0 64 455 24 315 554 0
 PCE Adj: 2.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
 Final Vol.: 85 122 82 289 381 0 64 455 24 315 554 0
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.42 1.01 0.57 1.00 2.00 1.00 1.00 1.90 0.10 1.00 2.00 1.00
 Final Sat.: 625 1521 855 1500 3000 1500 1500 2851 149 1500 3000 1500
 Capacity Analysis Module:
 Vol/Sat: 0.07 0.08 0.10 0.19 0.13 0.00 0.04 0.16 0.16 0.21 0.18 0.00
 Crit Vol: 144 289 239 315
 Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 Avalon Ave / Harry Bridges Blvd

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.499
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol: 18 11 2 6 26 88 81 277 27 4 399 14
 Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
 Initial Bse: 21 13 2 7 31 104 96 329 32 5 474 17
 Added Vol: 7 13 13 8 16 28 31 158 8 16 380 8
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 28 26 15 15 47 132 127 487 40 21 854 25
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 28 26 15 15 47 132 127 487 40 21 854 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 28 26 15 15 47 132 127 487 40 21 854 25
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 28 26 15 15 47 132 509 487 40 41 854 25
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.81 0.75 0.44 0.16 0.84 1.00 0.93 0.99 0.08 0.05 1.90 0.05
 Final Sat.: 1219 1120 661 233 1267 1500 1400 1484 116 71 2849 80
 Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.06 0.04 0.09 0.09 0.33 0.35 0.29 0.30 0.31
 Crit Vol: 28 132 127
 Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 14 71 201 15 138 115 97 1081 14 253 542 18
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 19 96 271 20 186 155 131 1459 19 342 732 24
Added Vol: 7 109 27 0 311 0 0 31 5 65 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 205 298 20 497 155 131 1490 24 407 769 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 205 298 20 497 155 131 1490 24 407 769 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 205 298 20 497 155 131 1490 24 407 769 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 26 205 298 20 497 155 131 1490 24 407 769 24
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.22 1.78 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1740 2535 1425 2850 1425 1425 2850 1425 2850 2763 87
Capacity Analysis Module:
Vol/Sat: 0.02 0.12 0.12 0.01 0.17 0.11 0.09 0.52 0.02 0.14 0.28 0.28
Crit Vol: 26 249 745 203
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 81 55 69 49 84 5 17 1058 352 46 794 56
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 109 74 93 66 113 7 23 1428 475 62 1072 76
Added Vol: 0 0 0 0 0 0 0 0 58 0 0 102 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 74 93 66 113 7 23 1486 475 62 1174 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 109 74 93 66 113 7 23 1486 0 62 1174 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 74 93 66 113 7 23 1486 0 62 1174 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 109 74 93 66 113 7 23 1486 0 62 1174 76
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.79 1.21 1.00 1.00 2.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2546 1729 1425 1425 4035 240 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.07 0.05 0.03 0.03 0.02 0.52 0.00 0.04 0.41 0.05
Crit Vol: 93 66 743 62
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B [12.1]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 405 407 0 0 224 71 0 0 0 0 0 0 0
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 499 502 0 0 276 88 0 0 0 0 0 0 0
Added Vol: 127 187 0 0 38 43 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 626 689 0 0 314 131 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 626 689 0 0 314 131 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 626 689 0 0 314 131 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 445 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 1126 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 1126 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.56 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 3.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 12.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 319 491 31 33 137 73 248 55 607 21 14 5
Growth Adj: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23
Initial Bse: 393 605 38 41 169 90 306 68 748 26 17 6
Added Vol: 177 143 0 0 16 21 170 0 280 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 570 748 38 41 185 111 476 68 1028 26 17 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 570 748 38 41 185 111 476 68 1028 26 17 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 570 748 38 41 185 111 476 68 1028 26 17 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 570 748 38 41 185 111 476 68 1028 26 17 6
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.85 0.15 1.00 1.25 0.75 1.75 0.25 1.00 1.00 0.75 0.25
Final Sat.: 1375 3925 200 1375 1718 1032 2407 343 1375 1375 1031 344
Capacity Analysis Module:
Vol/Sat: 0.41 0.19 0.19 0.03 0.11 0.11 0.20 0.20 0.75 0.02 0.02 0.02
Crit Vol: 0 148 1028 26
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	668	346	46	6	401	87	18	9	26	13	40	14
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	746	386	51	7	448	97	20	10	29	15	45	16
Added Vol:	32	62	5	146	110	0	0	29	0	15	29	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	778	448	56	153	558	97	20	39	29	30	74	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	778	448	56	153	558	97	20	39	29	30	74	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	778	448	56	153	558	97	20	39	29	30	74	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	778	448	56	153	558	97	20	39	29	30	74	43

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.78	0.22	1.00	1.70	0.30	1.00	0.57	0.43	0.40	1.02	0.58
Final Sat.:	2850	2532	318	1425	2427	423	1425	817	608	577	1440	833

Capacity Analysis Module:

Vol/Sat:	0.27	0.18	0.18	0.11	0.23	0.23	0.01	0.05	0.05	0.05	0.05	0.05
Crit Vol:	389			328			68	30				
Crit Moves:	****			****			****	****				

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.117
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 53.9
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	1	1	0	1	0	0	0

Volume Module:

Base Vol:	163	69	0	0	68	63	93	0	316	0	0	21
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	193	82	0	0	81	75	110	0	375	0	0	25
Added Vol:	78	9	0	0	8	29	34	0	285	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	91	0	0	89	104	144	0	660	0	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	91	0	0	89	104	144	0	660	0	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	91	0	0	89	104	144	0	660	0	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	271	91	0	0	89	104	144	0	660	0	0	25

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	459	978	0	0	485	535	1113	-591	591	0	0	496

Capacity Analysis Module:

Vol/Sat:	0.59	0.09	xxxx	xxxx	0.18	0.19	0.13	0.00	1.12	xxxx	xxxx	0.05
Crit Moves:	****					****	****		****	****	****	
Delay/Veh:	21.0	10.7	0.0	0.0	11.6	10.8	81.4	96.6	96.6	0.0	0.0	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	10.7	0.0	0.0	11.6	10.8	81.4	96.6	96.6	0.0	0.0	10.2
LOS by Move:	C	B	*	*	B	B	F	F	F	*	*	B
ApproachDel:	18.4				11.2			81.4			10.2	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	18.4				11.2			81.4			10.2	
LOS by Appr:	C				B			F			B	

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 506 0 25 0 0 0 0 361 415 22 224 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 565 0 28 0 0 0 0 403 464 25 250 0
Added Vol: 15 0 3 0 0 0 0 111 15 4 52 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 580 0 31 0 0 0 0 514 479 29 302 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 580 0 31 0 0 0 0 514 479 29 302 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 580 0 31 0 0 0 0 514 479 29 302 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 580 0 31 0 0 0 0 514 479 29 302 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.18 0.34 0.02 0.11 0.00
Crit Vol: 580 0 257 151
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 92 20 43 6 14 10 17 318 60 52 416 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 109 24 51 7 17 12 20 377 71 62 494 1
Added Vol: 46 0 55 0 0 0 0 140 57 62 342 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 24 106 7 17 12 20 517 128 124 836 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 155 24 106 7 17 12 20 517 128 124 836 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 24 106 7 17 12 20 517 128 124 836 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 155 24 106 7 17 12 81 517 128 247 836 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.40 0.93 0.67 0.07 1.58 0.35 0.29 1.70 0.01
Final Sat.: 1500 384 1116 600 1400 1000 100 2370 530 443 2553 3
Capacity Analysis Module:
Vol/Sat: 0.10 0.06 0.09 0.01 0.01 0.01 0.20 0.22 0.24 0.28 0.33 0.36
Crit Vol: 155 18 20 542
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.348
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 0 0 0 2 0 26 18 398 0 0 464 1
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 2 0 31 21 472 0 0 551 1
Added Vol: 0 0 0 0 0 0 0 196 0 0 388 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 31 21 668 0 0 939 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 31 21 668 0 0 939 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 31 21 668 0 0 939 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 31 85 668 0 0 939 1
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.27 1.73 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 410 2590 0 0 2996 4
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.26 0.00 0.00 0.31 0.31
Crit Vol: 0 31 21 470
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 0 24 189 0 61 70 497 22 35 431 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 0 24 189 0 61 70 497 22 35 431 2
Added Vol: 0 0 0 0 0 0 0 19 0 0 62 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 0 24 189 0 61 70 516 22 35 493 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 0 24 189 0 61 70 516 22 35 493 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 0 24 189 0 61 70 516 22 35 493 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 0 24 189 0 61 70 516 22 35 493 2
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.45 0.00 0.55 1.51 0.00 0.49 1.00 1.92 0.08 1.00 2.99 0.01
Final Sat.: 648 0 777 2155 0 695 1425 2733 117 1425 4258 17
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.03 0.09 0.00 0.09 0.05 0.19 0.19 0.02 0.12 0.12
Crit Vol: 44 125 269 35
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 48 2 85 9 0 1 2 628 62 86 428 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 2 85 9 0 1 2 628 62 86 428 6
Added Vol: 0 0 0 0 0 0 0 0 19 0 0 62 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 2 85 9 0 1 2 647 62 86 490 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 2 85 9 0 1 2 647 62 86 490 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 2 85 9 0 1 2 647 62 86 490 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 2 85 9 0 1 2 647 62 86 490 6
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.96 0.04
Final Sat.: 1425 33 1392 1425 0 1425 1425 2601 249 1425 4223 52
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.25 0.25 0.06 0.12 0.12
Crit Vol: 87 9 355 86
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1
Volume Module:
Base Vol: 16 83 28 124 112 115 65 792 17 42 713 120
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 18 93 31 139 125 128 73 885 19 47 796 134
Added Vol: 0 0 0 0 0 0 0 0 58 0 0 102 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 93 31 139 125 128 73 943 19 47 898 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 93 31 139 125 128 73 943 19 47 898 134
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 93 31 139 125 128 73 943 19 47 898 134
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 18 93 31 139 125 128 73 943 19 47 898 134
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1375 2056 694 1375 1375 1375 1375 4044 81 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.05 0.10 0.09 0.09 0.05 0.23 0.23 0.03 0.22 0.10
Crit Vol: 62 139 73 299
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 10 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Trapac Construction Scenario

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #212 Navy Way / Seaside Ave
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.800
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    93          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 3 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      145 0 644 0 0 0      0 1679 125 104 1553 0
Growth Adj:   1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51 1.51
Initial Bse:   219 0 974 0 0 0      0 2540 189 157 2350 0
Added Vol:     0 0 0 0 0 0      0 316 0 0 316 0
PasserByVol:  0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   219 0 974 0 0 0      0 2856 189 157 2666 0
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   219 0 0 0 0 0      0 2856 189 157 2666 0
Reduct Vol:   0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:  219 0 0 0 0 0      0 2856 189 157 2666 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   219 0 0 0 0 0      0 2856 189 157 2666 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:   2850 0 1425 0 0 0      0 4275 1425 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.67 0.13 0.06 0.62 0.00
Crit Vol:     110 0 0 0 0      952 79
Crit Moves:   ****          ****          ****
*****

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Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Scenario Report

Scenario: 2015 PM Peak
Command: 2015 PM Peak
Volume: 2015 PM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2015 PM Peak
Trip Distribution: Distribution
Paths: Future
Routes: Default Routes
Configuration: 2015 PM Peak

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	35.00	42.00	35	42	77	1.0
	Zone 1 Subtotal					35	42	77	1.0
2	YML Trucks	1.00	YML Trucks	84.00	106.00	84	106	190	2.6
	Zone 2 Subtotal					84	106	190	2.6
3	Trapac Autos	1.00	Trapac Autos	53.00	82.00	53	82	135	1.8
	Zone 3 Subtotal					53	82	135	1.8
4	Trapac Truck	1.00	Trapac Trucks	232.00	291.00	232	291	523	7.1
	Zone 4 Subtotal					232	291	523	7.1
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.2
	Zone 5 Subtotal					81	81	162	2.2
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.8
	Zone 6 Subtotal					80	55	135	1.8
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.6
	Zone 7 Subtotal					138	124	262	3.6
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.1
	Zone 8 Subtotal					160	144	304	4.1
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.5
	Zone 10 Subtotal					9	102	111	1.5
11	China Shippi	1.00	China Shipping	59.00	108.00	59	108	167	2.3
	Zone 11 Subtotal					59	108	167	2.3
12	China Shippi	1.00	China Shipping	213.00	271.00	213	271	484	6.6
	Zone 12 Subtotal					213	271	484	6.6
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	37
	Zone 13 Subtotal					1456	1325	2781	37.7
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.7
	Zone 14 Subtotal					217	127	344	4.7
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.1

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.1
16	Wilmington W	1.00	Zone 1	0.00	0.00	0	0	0	0.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.0
Zone 21 Subtotal						98	51	149	2.0
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.3
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.8
Zone 22 Subtotal						265	265	530	7.2
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Office	136.00	136.00	136	136	272	3.7
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.6
Zone 23 Subtotal						277	277	554	7.5
24	Trapac Const	1.00	Autos	0.00	75.00	0	75	75	1.0
24	Trapac Const	1.00	Trucks	15.00	15.00	15	15	30	0.4
Zone 24 Subtotal						15	90	105	1.4
TOTAL						3650	3722	7372	100.0

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	20.0	10.0	10.0
To Gates											
12											
Zone	-----										
1	1.0										
2	3.0										
3	2.0										
4	9.0										
5	0.0										
6	0.0										
7	0.0										
8	10.0										
9	10.0										
10	15.0										
11	1.0										
12	3.0										
13	0.0										
14	0.0										
15	0.0										

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Zone	To Gates 12 -----
16	10.0
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0
24	10.0

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A	xxxxx 0.469	C	xxxxx 0.721	+ 0.252 V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.386	B	xxxxx 0.677	+ 0.291 V/C
# 23 Alameda St / Anaheim St	B	xxxxx 0.639	C	xxxxx 0.741	+ 0.102 V/C
# 26 Henry Ford Ave / Anaheim St	C	xxxxx 0.717	C	xxxxx 0.750	+ 0.033 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	B	13.8 0.000	E	40.4 0.000	+26.661 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	F	xxxxx 1.236	F	xxxxx 1.594	+ 0.358 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx 0.414	A	xxxxx 0.549	+ 0.134 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	21.6 0.840	F	114.4 1.422	+ 0.582 V/C
# 53 Pacific Ave / Front St	A	xxxxx 0.469	A	xxxxx 0.524	+ 0.055 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx 0.398	B	xxxxx 0.653	+ 0.255 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx 0.335	A	xxxxx 0.491	+ 0.156 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx 0.551	A	xxxxx 0.573	+ 0.022 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx 0.414	A	xxxxx 0.436	+ 0.022 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx 0.521	A	xxxxx 0.544	+ 0.023 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx 0.664	B	xxxxx 0.681	+ 0.016 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.336	C	xxxxx 0.796	+ 0.460 V/C
#212 Navy Way / Seaside Ave	D	xxxxx 0.827	E	xxxxx 0.954	+ 0.127 V/C

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.721
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 35 129 80 197 80 76 73 453 12 41 376 248
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 42 153 95 234 95 90 87 538 14 49 446 294
Added Vol: 11 56 96 68 96 84 13 179 7 136 141 168
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 53 209 191 302 191 174 100 717 21 185 587 462
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 53 209 191 302 191 0 100 717 21 185 587 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 53 209 191 302 191 0 100 717 21 185 587 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 53 209 191 302 191 0 100 717 21 185 587 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.23 0.93 0.84 1.00 2.00 1.00 1.00 1.94 0.06 1.00 2.00 1.00
Final Sat.: 348 1386 1266 1500 3000 1500 1500 2914 86 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.15 0.20 0.06 0.00 0.07 0.25 0.12 0.20 0.00
Crit Vol: 226 302 369 185
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 77 35 16 5 5 66 94 572 8 8 264 8
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 91 42 19 6 6 78 112 679 9 9 313 9
Added Vol: 16 32 32 23 50 41 55 411 25 50 300 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 74 51 29 56 119 167 1090 34 59 613 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 107 74 51 29 56 119 167 1090 34 59 613 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 74 51 29 56 119 167 1090 34 59 613 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 107 74 51 29 56 119 333 1090 34 357 613 32

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.93 0.63 0.44 0.28 0.72 1.00 0.29 1.66 0.05 0.29 1.65 0.06
Final Sat.: 1389 951 660 425 1075 1500 444 2485 71 438 2465 97

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.07 0.05 0.08 0.37 0.44 0.49 0.14 0.25 0.33
Crit Vol: 107 119 729 59
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 6 295 297 17 182 140 112 618 11 233 895 25
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 8 398 401 23 246 189 151 834 15 315 1208 34
Added Vol: 1 333 83 0 254 0 0 32 10 75 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 731 484 23 500 189 151 866 25 390 1228 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 9 731 484 23 500 189 151 866 25 390 1228 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 731 484 23 500 189 151 866 25 390 1228 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 731 484 23 500 189 151 866 25 390 1228 34
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.81 1.19 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 2572 1703 1425 2850 1425 1425 2850 1425 2850 2774 76
Capacity Analysis Module:
Vol/Sat: 0.01 0.28 0.28 0.02 0.18 0.13 0.11 0.30 0.02 0.14 0.44 0.44
Crit Vol: 405 23 433 195
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 271 267 71 74 52 24 15 887 106 40 976 86
Growth Adj: 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35
Initial Bse: 366 360 96 100 70 32 20 1197 143 54 1318 116
Added Vol: 0 0 0 0 0 0 0 0 115 0 0 95 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 366 360 96 100 70 32 20 1312 143 54 1413 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 366 360 96 100 70 32 20 1312 0 54 1413 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 366 360 96 100 70 32 20 1312 0 54 1413 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 366 360 96 100 70 32 20 1312 0 54 1413 116
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.51 1.49 1.00 1.00 2.05 0.95 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2153 2122 1425 1425 2925 1350 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.07 0.07 0.02 0.02 0.01 0.46 0.00 0.04 0.50 0.08
Crit Vol: 242 100 20 706
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp
Average Delay (sec/veh): 15.5 Worst Case Level Of Service: E [40.4]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Volume Module: Base Vol: 457 298 0 0 234 108 0 0 0 0 0 0 0
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 670 437 0 0 343 158 0 0 0 0 0 0 0
Added Vol: 157 150 0 0 102 137 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 827 587 0 0 445 295 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 827 587 0 0 445 295 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 827 587 0 0 445 295 0 0 0 0 0 0 0
Critical Gap Module: Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module: Cnflct Vol: 741 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 875 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 875 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.95 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module: Queue: 14.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 40.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: E * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St
Cycle (sec): 100 Critical Vol./Cap. (X): 1.594
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 0 1 0 1 0 1 0
Volume Module: Base Vol: 308 567 14 11 127 100 89 21 1007 20 21 35
Growth Adj: 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47 1.47
Initial Bse: 452 832 21 16 186 147 131 31 1477 29 31 51
Added Vol: 251 168 0 0 27 75 139 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 703 1000 21 16 213 222 270 31 1923 29 31 51
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 703 1000 21 16 213 222 270 31 1923 29 31 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 703 1000 21 16 213 222 270 31 1923 29 31 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 703 1000 21 16 213 222 270 31 1923 29 31 51
Saturation Flow Module: Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.94 0.06 1.00 1.00 1.00 1.79 0.21 1.00 0.53 0.55 0.92
Final Sat.: 1375 4042 83 1375 1375 1375 2468 282 1375 724 760 1266
Capacity Analysis Module: Vol/Sat: 0.51 0.25 0.25 0.01 0.16 0.16 0.11 0.11 1.40 0.04 0.04 0.04
Crit Vol: 0 213 1923 56
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	406	474	5	23	476	11	19	10	14	51	41	34
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	454	529	6	26	532	12	21	11	16	57	46	38
Added Vol:	66	128	6	121	115	0	0	24	0	40	91	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	657	12	147	647	12	21	35	16	97	137	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	657	12	147	647	12	21	35	16	97	137	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	657	12	147	647	12	21	35	16	97	137	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	520	657	12	147	647	12	21	35	16	97	137	109

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.97	0.03	1.00	1.96	0.04	1.00	0.69	0.31	0.56	0.80	0.64
Final Sat.:	2850	2801	49	1425	2797	53	1425	986	439	806	1138	906

Capacity Analysis Module:

Vol/Sat:	0.18	0.23	0.23	0.10	0.23	0.23	0.01	0.04	0.04	0.12	0.12	0.12
Crit Vol:	260			329			21			171		
Crit Moves:	****			****			****			****		

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.422
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 114.4
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	1	1	0	1	0	0	0

Volume Module:

Base Vol:	353	105	0	0	77	83	115	0	287	0	0	29
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	419	125	0	0	91	99	137	0	341	0	0	34
Added Vol:	221	16	0	0	17	27	19	0	230	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	141	0	0	108	126	156	0	571	0	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	141	0	0	108	126	156	0	571	0	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	141	0	0	108	126	156	0	571	0	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	640	141	0	0	108	126	156	0	571	0	0	34

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	450	954	0	0	460	504	997	-524	524	0	0	451

Capacity Analysis Module:

Vol/Sat:	1.42	0.15	xxxx	xxxx	0.24	0.25	0.16	0.00	1.09	xxxx	xxxx	0.08
Crit Moves:	****						****			****		
Delay/Veh:	224.7	11.5	0.0	0.0	12.9	12.1	74.8	91.3	91.3	0.0	0.0	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	224.7	11.5	0.0	0.0	12.9	12.1	74.8	91.3	91.3	0.0	0.0	11.4
LOS by Move:	F	B	*	*	B	B	F	F	F	*	*	B
ApproachDel:	186.3			12.4			74.8					11.4
Delay Adj:	1.00			1.00			1.00					1.00
ApprAdjDel:	186.3			12.4			74.8					11.4
LOS by Appr:	F			B			F					B

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0 0
Volume Module:
Base Vol: 424 0 16 0 0 0 0 195 602 9 348 0
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 474 0 18 0 0 0 0 218 672 10 389 0
Added Vol: 22 0 4 0 0 0 0 127 28 6 113 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 496 0 22 0 0 0 0 345 700 16 502 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 496 0 22 0 0 0 0 345 700 16 502 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 496 0 22 0 0 0 0 345 700 16 502 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 496 0 22 0 0 0 0 345 700 16 502 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 1425 2850 0
Capacity Analysis Module:
Vol/Sat: 0.35 0.00 0.02 0.00 0.00 0.00 0.00 0.12 0.49 0.01 0.18 0.00
Crit Vol: 496 0 0 0 0 0 0 251
Crit Moves: **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 141 25 141 8 11 31 40 516 30 18 411 6
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 167 30 167 9 13 37 47 612 36 21 488 7
Added Vol: 134 0 158 0 0 0 0 316 26 30 310 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 301 30 325 9 13 37 47 928 62 51 798 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 301 30 325 9 13 37 47 928 62 51 798 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 301 30 325 9 13 37 47 928 62 51 798 7
PCE Adj: 1.00 1.00 1.00 2.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 301 30 325 19 13 37 190 928 62 205 798 7
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.92 0.09 0.99 0.38 0.62 1.00 0.11 1.79 0.10 0.15 1.84 0.01
Final Sat.: 1377 136 1487 571 929 1500 159 2684 157 219 2759 21
Capacity Analysis Module:
Vol/Sat: 0.22 0.22 0.22 0.02 0.01 0.02 0.30 0.35 0.39 0.23 0.29 0.34
Crit Vol: 328 9 590 51
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 24 31 622 0 0 614 3
Growth Adj: 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19 1.19
Initial Bse: 0 0 0 2 0 28 37 738 0 0 729 4
Added Vol: 0 0 0 0 0 0 0 342 0 0 445 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 28 37 1080 0 0 1174 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 28 37 1080 0 0 1174 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 28 37 1080 0 0 1174 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 28 221 1080 0 0 1174 4
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.15 0.85 1.00 0.47 1.53 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 231 1269 1500 710 2290 0 0 2991 9
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.47 0.00 0.00 0.39 0.39
Crit Vol: 0 28 708 0
Crit Moves: **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 1 1 0 1 0 2 1 0
Volume Module:
Base Vol: 20 2 31 121 4 167 95 656 31 22 646 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 2 31 121 4 167 95 656 31 22 646 7
Added Vol: 0 0 0 0 0 0 0 63 0 0 44 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 2 31 121 4 167 95 719 31 22 690 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 2 31 121 4 167 95 719 31 22 690 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 2 31 121 4 167 95 719 31 22 690 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 2 31 121 4 167 95 719 31 22 690 7
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.04 0.58 1.00 0.01 0.99 1.00 1.92 0.08 1.00 2.97 0.03
Final Sat.: 538 54 833 1425 14 1411 1425 2732 118 1425 4232 43
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.12 0.07 0.26 0.26 0.02 0.16 0.16
Crit Vol: 20 400 375 22
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd
Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 48 1 88 16 0 5 6 732 51 93 581 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 1 88 16 0 5 6 732 51 93 581 3
Added Vol: 0 0 0 0 0 0 0 0 63 0 0 44 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 1 88 16 0 5 6 795 51 93 625 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 48 1 88 16 0 5 6 795 51 93 625 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 1 88 16 0 5 6 795 51 93 625 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 48 1 88 16 0 5 6 795 51 93 625 3
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.99 0.01
Final Sat.: 1425 16 1409 1425 0 1425 1425 2678 172 1425 4255 20
Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.30 0.30 0.07 0.15 0.15
Crit Vol: 89 16 423 93
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1
Volume Module:
Base Vol: 27 214 41 164 130 112 85 825 11 14 794 119
Growth Adj: 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12
Initial Bse: 30 239 46 183 145 125 95 922 12 16 887 133
Added Vol: 0 0 0 0 0 0 0 0 115 0 0 95 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 239 46 183 145 125 95 1037 12 16 982 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 239 46 183 145 125 95 1037 12 16 982 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 239 46 183 145 125 95 1037 12 16 982 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 30 239 46 183 145 125 95 1037 12 16 982 133
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.68 0.32 1.00 1.07 0.93 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1375 2308 442 1375 1477 1273 1375 4077 48 1375 4125 1375
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.10 0.13 0.10 0.10 0.07 0.25 0.25 0.01 0.24 0.10
Crit Vol: 142 183 95 327
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic volumes and 11 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for lane saturation and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity metrics and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 11 columns for different traffic volumes and 11 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 11 columns for lane saturation and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 columns for capacity metrics and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Trapac Construction Scenario

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #212 Navy Way / Seaside Ave
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.954
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:   180          Level Of Service:      E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 3 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      410 0 998      0 0 0      0 1664 129      28 1548 0
Growth Adj:   1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Initial Bse:   624 0 1520      0 0 0      0 2534 196      43 2358 0
Added Vol:    0 0 0      0 0 0      0 543 0      0 564 0
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:   624 0 1520      0 0 0      0 3077 196      43 2922 0
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   624 0 0      0 0 0      0 3077 196      43 2922 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  624 0 0      0 0 0      0 3077 196      43 2922 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   624 0 0      0 0 0      0 3077 196      43 2922 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:   2850 0 1425      0 0 0      0 4275 1425 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.14 0.01 0.68 0.00
Crit Vol:     312      0      1026      21
Crit Moves:   ****      ****      ****
*****

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Transportation Quarterly

Socioeconomics of Urban Travel: Evidence from the 2001 NHTS

The 2001 National Household Travel Survey (NHTS) confirms most of the same travel trends and variations among socioeconomic groups documented by its predecessors, the Nationwide Personal Transportation Surveys (NPTS) of 1969, 1977, 1983, 1990, and 1995. The private car continues to dominate urban travel among every segment of the American population, including the poor, minorities, and the elderly. By comparison, public transport accounts for less than 2% of all urban travel. Even the lowest-income households make only 5% of their trips by transit. The most important difference in the 2001 NHTS is the doubling in modal share of walk trips in cities, due to a much improved survey technique that captured previously unreported walks.

While the private car dominates travel, there are important variations in auto ownership and travel behavior by income, race, ethnicity, sex, and age. Overall, the poor, racial and ethnic minorities, and the elderly have much lower mobility rates than the general population. Moreover, the poor, blacks, and Hispanics are far more likely to use transit than other groups. Indeed, minorities and low-income households account for 63% of the nation's transit riders. Different socioeconomic groups also have different rates of carpooling, taxi use, bicycling, and walking. In addition, they travel different distances and at different times of day. Many of these socioeconomic variations in travel behavior have important consequences for public policy.

by **John Pucher and John L. Renne**

This is the fourth in a series of articles for *Transportation Quarterly* analyzing urban travel trends and differences in travel behavior among a range of socioeconomic groups.¹ We examine the 2001 National Household Travel Survey (NHTS), which was released in January 2003. Our focus is on interrelated variations in motor vehicle ownership, mobility levels, means of transportation (travel mode), trip distance, time of day of travel, and purpose of travel as these dimensions of travel behavior vary by income group, ethnic and racial group, sex, and age. We compare the results of the 2001 NHTS with those of its predecessor, the Nationwide Personal Transportation

Survey (NPTS), in 1969, 1977, 1983, 1990, and 1995.

The most salient trend in American travel behavior over the past four decades has been increased reliance on the private car for urban travel, with corresponding declines in public transit and walking. The journey-to-work portion of the US Census, for example, reports that the percentage of work trips made by public transit fell from 12.6% in 1960 to only 4.7% in 2000 (see Table 1). The share of walk trips fell from 10.3% to only 2.9%. Conversely, the private car's share of work trips rose from 66.9% to 87.9%.² Similarly, the series of NPTS and NHTS surveys, which also include nonwork

trips, show that Americans have been relying increasingly on the car for all their travel purposes, not just for the journey-to-work (see Table 2). Thus, the auto's share of daily, local travel rose from 81.8% of trips in 1969 to 86.4% in 2001, while public transit's share fell from 3.2% to 1.6% over the same period.³

Corresponding to that increased reliance on the automobile, motor vehicle ownership is now almost universal in the United States, with 91.7% of American households owning at least one motor vehicle in 2001, and 58.5% of households owning two or more vehicles.⁴ Indeed, the total number of motor vehicles per household rose from 1.2 in 1969 to 1.9 in 2001, and the number of motor vehicles per licensed driver rose from 0.7 to 1.1.⁵ Yet further confirming this growing auto availability, the total number of autos and light trucks per 1,000 persons rose from 340 in 1960 to 766 in 2001, giving the USA by far the highest rate of personal vehicle

ownership in the world, about 50% higher than in most Western European countries.⁶

While these aggregate statistics confirm the extreme auto dependence of American cities, they mask important variations by region of the country, by city size, and among socioeconomic groups. There are important differences in travel behavior by income, age, sex, race, and ethnicity. Motor vehicle ownership, mobility rates, means of transport, trip distance, trip purpose, and time of day of travel vary from one group to another. Such differences can be crucial in designing equitable transport policies at all government levels.

For example, peak-hour congestion pricing on roadways and off-peak discounts for transit should take into account the income differences of travelers by time of day. Similarly, the regressivity of financing transportation through gasoline taxation, roadway tolls, transit fares, and user charges of any sort depends on the income distribution of

Table 1: Trends in Modal Split for the Journey-to-Work (1960 - 2000)
(percentage of work trips by means of transportation)

Mode of Transportation	Census Year				
	1960	1970	1980	1990	2000
Total Auto	66.9	77.7	84.1	86.5	87.9
SOV	na	na	64.4	73.2	75.7
HOV	na	na	19.7	13.4	12.2
Public Transit	12.6	8.9	6.4	5.3	4.7
Walk	10.3	7.4	5.6	3.9	2.9
Bicycle	na	na	0.5	0.4	0.4
Work at Home	7.5	3.5	2.3	3.0	3.3
Other	2.6	2.5	1.1	0.9	0.8
All	100	100	100	100	100

Source: US Decennial Census, *Supplemental Survey: Journey-to-Work*, various census years, 1960 to 2000, as tabulated by Alan Pisarski and reported in A. Pisarski, *Commuting in America III*. Washington, DC: Eno Transportation Foundation, forthcoming in 2003.

Note: Only the 1960 Census work trip survey included a category called "not reported," which accounted for 4.3% of all 1960 responses. To make the 1960 distributions comparable with those of later years, which do not include an "unreported" category, the 1960 reported modal shares were scaled up by a factor of 1.045 so that their total would equal approximately 100%.

Table 2: Trends in Modal Split for Daily Travel in the United States (1969-2001)
(percent of trips by transport mode, all trip purposes)

Mode of Transportation	1969 (1)	1977	1983	1990	1995	2001
Auto ²	81.8	83.7	82.0	87.1	86.5	86.4
Transit	3.2	2.6	2.2	2.0	1.8	1.6
Walk ²	na	9.3	8.5	7.2	5.4	8.6
Bicycle	na	0.7	0.8	0.7	0.9	0.9
Other ³	5.0	3.7	6.5	3.0	5.4	2.5

Source: Federal Highway Administration, Nationwide Personal Transportation Surveys 1969, 1977, 1983, 1990, and 1995; and National Household Travel Survey, 2001.

Note: Unlike all subsequent tables, these NPTS and NHTS modal split percentages are for daily, local travel in aggregate for the entire USA, both urban and rural, as reported by the FHWA in its own NPTS and NHTS reports. Our own tabulations, from Table 3 onward, include only local trips in urban areas.

1. The 1969 NPTS did not sample walk and bike trips, thus artificially inflating the modal split shares of the motorized modes compared to the NPTS surveys in later years. To ensure some degree of comparability, we adjusted downward the reported motorized shares of trips in 1969 by 10%, using the percentage of walk and bike trips in 1977. That is why the column adds to 90% and not 100%. Our adjustment is rough, but otherwise, the 1969 and later NPTS modal split distributions would be completely incomparable.
2. The decrease in auto mode share from 1995 to 2001, and the corresponding increase in walk mode share during the same period, are due to a change in sampling methodology that captures previously unreported walk trips.
3. The "other" categories includes mainly school bus trips, which account for roughly 2 -3% of all trips in each of the survey years. It also includes taxicabs, ferries, airplanes, and helicopters.

travelers across different means of transport, trip distances, locations, and times of day of travel. On the benefit side, the equity impacts of subsidy expenditures depend on variations in socioeconomic characteristics of travelers along those same dimensions of travel behavior. The extent to which the poor benefit from transit subsidies depends on the degree to which they actually use the specific type of transit being subsidized. Disaggregation of travel statistics also helps identify groups suffering from low mobility and may suggest the most effective approaches to remedying their inadequate accessibility to transport services.

The 2001 NHTS

The National Household Travel Survey was conducted for the first time in 2001 and replaces the Nationwide Personal Transportation Survey for daily travel and the American Travel Survey (ATS) for long-distance travel. Since this article deals exclu-

sively with urban travel, we focus on the daily trip portion of the NHTS and compare that part of the 2001 survey with the former NPTS surveys of 1969, 1977, 1983, 1990, and 1995. While the decennial Census provides information for the journey to work (less than a fifth of all trips), the NPTS and NHTS surveys are the only sources of comprehensive, nationwide data on trips for all purposes. Similar to the NPTS surveys, the NHTS reports a wide range of information about the socioeconomic characteristics of households, as well as their motor vehicle ownership and many aspects of their travel. For example, it reports the number of trips per day and, for each trip, the means of travel, day and time of travel, trip distance, and trip purpose.

The 2001 NHTS was funded and coordinated by the US Department of Transportation (Federal Highway Administration, Bureau of Transportation Statistics, and the National Highway Traffic Safety Administration). Two private firms, however, actual-

ly conducted the survey through telephone interviews: Westat (Rockville, MD) and Battelle/Morpace (Farmington Hills, MI).

The 2001 NHTS incorporates several important improvements in survey methodology, just as the 1995 NPTS had greatly improved over earlier NPTS surveys. For example, walk trips had been significantly underreported in all earlier surveys. Thus, the 2001 NHTS included several special prompts in the survey questionnaire to ensure that all walk trips were reported. Moreover, because earlier surveys had reported some questionable trip lengths, multiple data collection methods were used to achieve more accurate trip distances. The 2001 survey also collected more detailed information on trips made to access transit services.

Of course, the NHTS suffers from all the problems of telephone surveys. Most importantly, it undersamples low-income households without telephones. To correct that problem, survey responses were weighted to make the overall sample representative of the population as a whole. Indeed, the weighting of undersampled households in the 2001 NHTS was more extensive than in any previous survey. The NHTS does not, however, take into account the increasing number of households with only cellular phones that cannot be reached by standard telephone survey techniques.

The 2001 NHTS was conducted over the 14-month period from March 2001 to May 2002, thus ensuring coverage of every month of the year. Unfortunately, that timing turned out to be problematic due to the September 11, 2001 terrorist attacks on the World Trade Center in New York City and the Pentagon in Washington, DC. The attacks disrupted transport services for months, especially curtailing long-distance travel. It is not certain what impacts the attacks had on urban travel, but it seems likely that both the amount of travel and modal choice were affected. That may have distorted the survey results to some unknown extent.

As with the earlier NPTS surveys, the NHTS only includes the civilian, noninstitutionalized population of the United States. It explicitly excludes motels, hotels, prisons, military barracks, convents, monasteries, and any living quarters with 10 or more unrelated occupants. The NHTS included college students, however, provided that dormitory, fraternity or sorority rooms had telephones and fewer than 10 occupants. The 2001 survey interviewed 25,721 households nationwide, but we analyzed the responses of only the 19,768 households living in urban areas. We further restricted our analysis to urban travel by eliminating all trips over 75 miles. The resulting sample included 173,974 urban trips (out of 248,517 total trips for the entire NHTS sample). Our analysis of the NHTS, therefore, varies from other studies that examine the entire sample, including nonurban households and trips.

Impact of Trip Purpose on Modal Choice

As already noted in Tables 1 and 2, public transit has been serving a declining percentage of all trip purposes, but its share of work trips has been consistently higher than for nonwork trips. That is evident not only from comparing the journey-to-work data from the Census (Table 1) with the NPTS all-purpose data (Table 2), but also from disaggregating the NHTS data by trip purpose, as in Table 3. It shows that transit served 3.7% of all work trips in 2001, compared to 1.4% of shopping trips, 1.0% of social and recreational trips, and 2.2% of school and church trips. The rail transit modes are especially focused on the work trip.

Single occupant auto use (SOV) is the predominant choice for the work trip, accounting for 75.4% of all journeys to work. Carpooling—via high occupancy vehicle (HOV)—is much more prevalent, however, for all other trip purposes, accounting for over half of such trips. Family members are often passengers on car trips for shopping,

Table 3: Variation in Modal Choice by Trip Purpose
(percentage of trips by means of transportation)

Mode of Transportation	Trip Purpose			
	Work and Work Related	Shopping and Services	Social and Recreation	School and Church
Total Auto	92.1	91.5	84.1	72.9
SOV ¹	75.4	38.4	27.6	17.1
HOV ²	16.8	53.2	56.6	55.9
Total Transit	3.7	1.4	1.0	2.2
Bus and Light Rail ³	2.1	1.2	0.7	1.8
Metro/Subway/Heavy Rail ⁴	1.1	0.1	0.3	0.4
Commuter Rail ⁵	0.5	0.0	0.0	0.0
Total Nonmotorized	3.9	6.8	14.0	11.2
Walk	3.4	6.5	12.7	10.5
Bicycle	0.5	0.3	1.3	0.7
School Bus	0.1	0.0	0.2	13.6
Taxicab	0.1	0.1	0.1	0.1
Other	0.1	0.2	0.5	0.1
All	100	100	100	100

Source: Calculated by the authors from the 2001 NHTS.

Notes: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

1. SOV (single occupancy vehicle) includes vehicles with driver and no passengers.
2. HOV (high occupancy vehicle) includes vehicles with two or more occupants.
3. Light rail also includes conventional streetcars.
4. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
5. Commuter rail includes suburban/regional rail systems and short-distance service provided by Amtrak.

recreation, church, and school, while they seldom accompany each other to work.

Walking and bicycling are most used for social and recreational trips and for trips to school. Nonmotorized transportation is used much less for work trips, probably due to the longer length of work trips and the need to minimize travel time. Likewise, few travelers rely on walking or cycling for shopping, probably because those modes are not well suited to carrying packages. Moreover, most shopping facilities are now located far from residential neighborhoods, no longer within walking or cycling distance for most households.

Regional Variations in Transit Use, Walking, and Cycling

The nationwide aggregate statistics shown in most tables in this article hide the enormous variation in travel behavior from one region of the country to another. As shown in Table 4, the most transit-oriented region, the Mid-Atlantic, has a transit modal share that is 15 times higher than in the least transit-oriented region, the East South Central (5.8% vs. 0.4%). The Pacific and New England regions follow the Mid-Atlantic region in order of their transit shares (2.2% and 1.8%, respectively).

Regional variations in walking are also striking, and strongly correlated with transit modal share. Thus, the highest walk modal share is also in the Mid-Atlantic states (15.8%), followed by the Pacific region (10.6%), and New England (10.3%). Conversely, the lowest shares of walk trips are in the East South Central (6.0%) and the West South Central (6.3%). The correlation between transit use and walking is probably due to the more walkable, compact urban form in transit-oriented cities and the crucial role of walking to access transit stops.

Bicycling has a somewhat different regional pattern, with the highest level in the Pacific (1.1%), but roughly the same levels in the rest of the country (0.7% to 0.9%), except for the East South Central, which has a much lower level (0.4%). Thus, the East South Central has the lowest levels of transit use, walking, and cycling, and is the most dependent on the auto for all travel.

Impact of Income on Travel Behavior

Just as with the 1995 NPTS, the 2001 NHTS shows a striking increase in travel with increased income levels. We have altered the income categories in 2001 to account for

inflation and the shifting distribution of households to higher income levels. Nevertheless, the impact of income on daily trip frequency and mileage covered is virtually the same for both surveys. Thus, households with incomes less than \$20,000 a year made an average of 3.2 trips per person, per day in 2001 compared to 4.8 trips per day for households with incomes of \$100,000 or more (see Table 5). Not only do higher-income households make more trips per day, but they also make longer trips, covering almost twice the total mileage per day of low-income households (31.8 miles vs. 17.9 miles per person, per day).

The much lower mobility rates of the low-income households might be interpreted as a basic inequity in our urban transportation system. Clearly, many low-income households are cut off from some destinations they need to reach because they cannot afford the automotive transportation needed to access most parts of metropolitan areas. That is especially serious in the case of inaccessible job sites, since poverty is thus directly perpetuated. Moreover, inability to reach medical, educational, training, shopping, and recreational facilities can also seriously impair the quality of life of poor households.

Table 4: Regional Variations in Modal Shares for Transit, Walking, and Bicycling (percentage of trips by transit)

Mode of Transportation	New England	Middle Atlantic	East North Central	West North Central	South Atlantic	East South Central	West South Central	Mountain	Pacific
Total Transit	1.8	5.8	1.3	0.6	1.6	0.4	0.7	0.8	2.2
Bus and Light Rail	0.7	3.0	0.9	0.5	1.2	0.4	0.7	0.8	2.0
Metro/Subway/ Heavy Rail	0.9	2.3	0.2	0.0	0.3	0.0	0.0	0.0	0.1
Commuter Rail	0.3	0.5	0.2	0.0	0.1	0.0	0.0	0.0	0.1
Total Nonmotorized	11.0	16.7	9.5	7.3	8.5	6.4	7.1	9.5	11.7
Walk	10.3	15.8	8.6	6.6	7.6	6.0	6.3	8.7	10.6
Bicycle	0.7	0.8	0.9	0.7	0.9	0.4	0.8	0.8	1.1

Source: Calculated by the authors from the 2001 NHTS.

Table 5: Daily Travel per Capita by Income Class

Household Income	Trips per Day, per Person	Miles Traveled per Day, per Person
Less than \$20,000	3.2	17.9
\$20,000 to \$39,999	3.9	26.4
\$40,000 to \$74,999	4.2	30.2
\$75,000 to \$99,999	4.3	30.7
\$100,000 and over	4.8	31.8
All	4.0	26.9

Source: Calculated from the 2001 NHTS by Mary Ann Keyes, Federal Highway Administration, US Department of Transportation.

Note: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

To some extent, however, the lower mobility of low-income households reflects their higher rates of unemployment and retirement, and thus fewer trips to work. Their shorter trip lengths might also result from the concentration of the poor in central cities, where things are closer together and do not require such long trips as in the suburbs.

As expected, the rate of auto ownership rises with increasing household income (see Table 6 and Figure 1). While 26.5% of households with incomes less than \$20,000 have no motor vehicle at all, only 5.0% of households in the next highest income category (\$20,000 to \$39,999) have no motor vehicle. Only 1.2% of households with incomes over \$75,000 have no motor vehicle. Thus, by far the largest jump in auto ownership comes at the low end of the income scale. A car is obviously one of the first purchases households make as soon as they can, even if it strains their already limited budgets. Indeed, it is probably unique to the United States that three-fourths of even its poorest households own a car. That reflects the extent to which the car has become a virtual necessity for even the most basic transportation needs in most American metropolitan areas.

Similarly, the rate of multiple car ownership increases with income. Thus, the percentage of households with two or more cars increases from 25.2% in the under \$20,000

category to 50.9% in the \$20,000 to \$39,999 category and 87.8% in the \$100,000 and over category. The percentage of households with three or more cars increases from 7.7% in the under \$20,000 category to 15.3% in the \$20,000 to \$39,999 category and 38.5% in the \$100,000 and over category. The sharp increase in multiple car ownership with increased income is fully expected, and is also consistent with all earlier NPTS surveys. Increased income obviously makes cars more affordable. Moreover, there is a positive correlation between income and household size in the NHTS sample, so higher-income households also have more cars because they are larger. Nevertheless, even 7.7% of low-income households reported owning three or more cars, which seems a bit surprising. That might reflect underreported incomes or substantial assets of retired households with low current incomes.

Income is the primary determinant of auto ownership, which, in turn, is the main determinant of modal choice. As shown in Table 7, the ownership of even one car dramatically transforms travel behavior. Thus, transit use drops from 19.1% of trips by households with no car to only 2.7% of trips by households with one car. Equally striking, walk trips fall from 41.1% of trips by households with no car to only 12.5% of trips by households with one car. Bike trips fall from

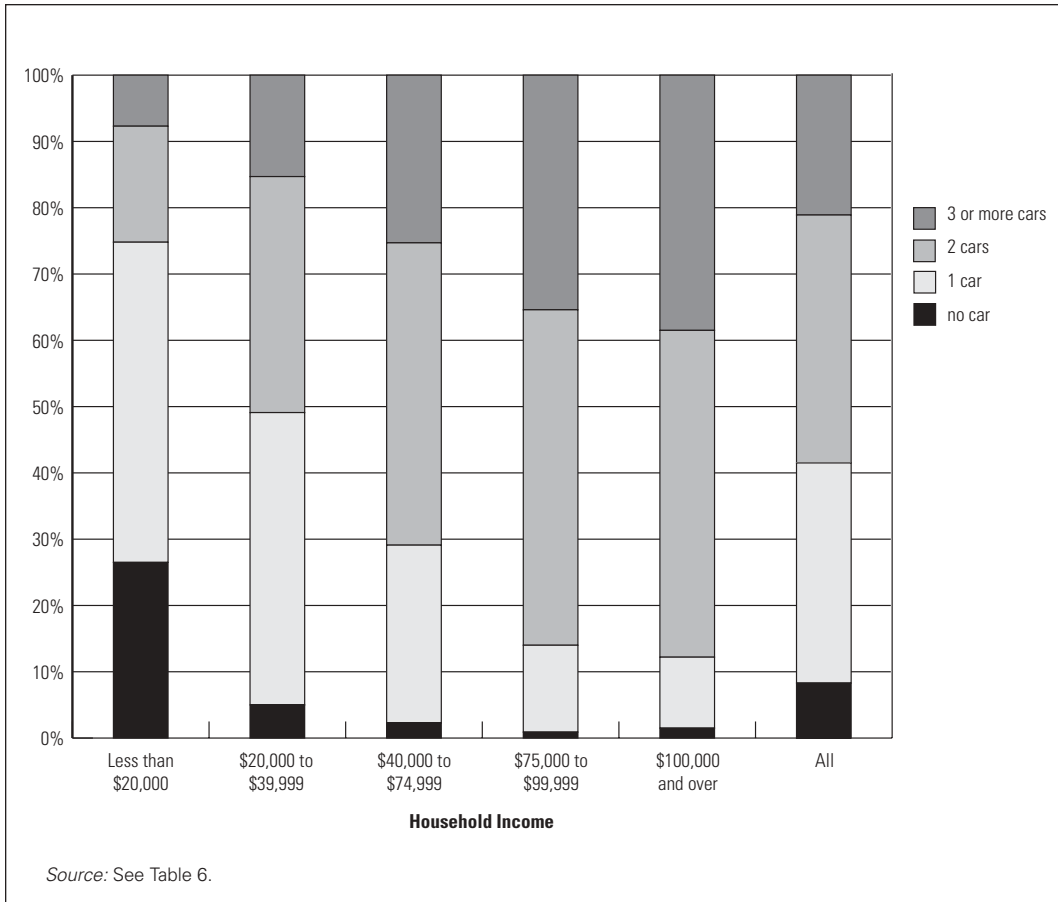
Table 6: Vehicle Ownership by Income Class
(percentage distribution within each income class)

Vehicles Per Household	Household Income					
	Less than \$20,000	\$20,000 to \$39,999	\$40,000 to \$74,999	\$75,000 to \$99,999	\$100,000 and over	All
0	26.5	5.0	2.3	0.9	1.5	8.3
1	48.3	44.1	26.8	13.1	10.7	33.2
2	17.5	35.6	45.6	50.6	49.3	37.4
3 or more	7.7	15.3	25.3	35.4	38.5	21.1
Total	100	100	100	100	100	100

Source: Calculated by the authors from the 2001 NHTS.

Notes: The sample was limited to residents of urban areas. Vehicles include passenger cars, as well as station wagons, passenger vans, sport-utility vehicles, pickup trucks, light trucks, motorcycles, mopeds, and recreational vehicles. This data include only residents of urban areas and urban clusters.

Figure 1: Vehicle Ownership by Income Class
(percentage of households in each income class)



2.4% to 0.7% of all trips. And taxi trips fall from 1.0% to 0.2% of all trips. Subsequent increases in auto ownership to two, three, or more cars per household have relatively minor additional impacts on travel behavior, although they further decrease transit use, walking, and cycling, as expected. Thus, households with three or more cars make only 0.5% of their trips by transit, 6.3% by walking, 0.8% by bicycle, and 0.1% by taxi.

These patterns mirror those in the 1995 NPTS and roughly conform to expectations. Both surveys find considerable auto use even among households with no cars: 34.1% of all trips in 2001 and 29.6% of all trips in

1995. Most of those auto trips are reported as passengers in someone else's car (for HOV), but 5.2% were made as drivers in 2001 (vs. 5.7% in 1995).⁷ That can only be explained as the result of renting cars or borrowing them from neighbors, friends, or relatives who own cars.

The bad news for transit in Table 7 is that most households abandon public transportation as soon as they own their first car. The doubling of auto ownership per capita since 1960 is surely one of the most important reasons for the steady decline in transit's modal share, as shown in Tables 1 and 2. The already high and still rising level of auto

Table 7: Impact of Auto Ownership on Mode Choice (percentage of trips by means of transportation)

Mode of Transportation	Total Number of Vehicles in Household				
	0	1	2	3 or more	All
Total Auto	34.1	81.9	88.8	90.5	85.9
SOV ¹	5.2	36.8	36.6	42.5	37.3
HOV ²	28.9	45.1	52.2	48.0	48.6
Total Transit	19.1	2.7	0.6	0.5	1.7
Bus and Light Rail ³	14.1	1.9	0.4	0.3	1.2
Metro/Subway/Heavy Rail ⁴	4.8	0.7	0.1	0.1	0.4
Commuter Rail ⁵	0.2	0.2	0.1	0.1	0.1
Total Nonmotorized	43.5	13.2	8.8	7.1	10.4
Walk	41.1	12.5	7.8	6.3	9.5
Bicycle	2.4	0.7	0.9	0.8	0.9
School Bus	1.5	1.7	1.4	1.4	1.5
Taxicab	1.0	0.2	0.1	0.1	0.1
Other	0.9	0.3	0.4	0.3	0.4
All	100	100	100	100	100

Source: Calculated by the authors from the 2001 NHTS.

Notes: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

1. SOV (single occupancy vehicle) includes vehicles with driver and no passengers.
2. HOV (high occupancy vehicle) includes vehicles with two or more occupants.
3. Light rail also includes conventional streetcars.
4. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
5. Commuter rail includes suburban/regional rail systems and short-distance service provided by Amtrak.

ownership in the United States will remain a strong deterrent to transit use in the coming years.

Walking and cycling plummet with increasing car ownership (from 43.5% to 7.1% of all trips), thus depriving people of much needed exercise. With 64% of Americans overweight in 2001, and 31% obese, leading medical and public health journals have explicitly advocated more walking and cycling for daily travel as the most affordable, feasible, and dependable way for Americans to get the additional exercise they need.⁸ Similarly, the US Surgeon General specifically recommends more walking and cycling for practical, daily travel as an ideal approach to raising physical activity levels.⁹ The availability of cars appears to present an almost irresistible temptation to drive instead of walking or cycling, even for short trips. Walking in European cities has also declined over the past few decades as auto ownership levels have risen, and obesity levels are now rising there as well, although they are only about a third of American obesity rates.¹⁰

Unfortunately, the large increase in walk trips registered by the 2001 NHTS is probably not due to actual increases in walking. As already noted, there was a significant improvement in the survey questionnaire to capture the many walk trips not reported by the earlier NPTS surveys. While the share of trips by walking in 2001 seems realistic, the jump from 5.5% in 1995 to 9.5% in 2001 (as seen in Table 2) is exaggerated, since previous surveys were so defective in their sampling of walk trips. The slight decline in auto modal share reported from 1995 to 2001 is also artificial, since the new sampling procedure for walk trips considerably raised the number of total nonauto trips.

Table 8 shows the total impact of income on choice of travel mode, thus reflecting both its indirect impact via auto ownership and its direct impact through the overall need to travel and its correlation with employment. It also reflects the tendency of higher-income

households to live in auto-dependent suburbs, where cars are necessary to reach almost all destinations. As expected, auto use rises with income, but the only increase in the auto's share of travel is from the poorest to the next higher income class (from 75.9% to 87.3% of all trips). With subsequent increases in income, there is virtually no additional increase in auto modal split share. Moreover, even the poorest households are only slightly less likely than affluent households to make their trips as drivers instead of as passengers in cars.

Just as Table 6 indicates that roughly three-fourths of the poorest households own at least one car, Table 8 shows that roughly three-fourths of their trips are by car. Thus, the automobile is the primary mode of travel not only of the affluent but also of the poor. Perhaps most surprising is that only 4.6% of the trips made by the lowest-income households are by any form of public transit. Indeed, the poor use cars 17 times more than transit for their urban trips (75.9% vs. 4.6%). Although the expense of owning, insuring, and operating a car unquestionably strains the limited budgets of poor households, they are left with virtually no alternative to the automobile. America's polycentric, sprawling metropolitan areas force almost all households to own and use cars to reach most destinations. In addition, transit systems often neglect the special travel needs of low-income households. Indeed, several studies suggest that low-income neighborhoods suffer from inferior service, excessively high fares, overcrowding, and routes that do not match their desired trip patterns.¹¹

While transit use generally declines with increased income, there are large and important variations by type of transit. Bus usage, in particular, plummets as incomes rise. Thus, the poor are eight times as likely as the affluent to take the bus (4.0% vs. 0.5% of trips). In sharp contrast, the affluent are three times more likely than the poor to take suburban rail (0.3% vs. 0.1% of trips).

Table 8: Modal Split by Income Class (percentage of trips by means of transportation)

Mode of Transportation	Household Income					
	Less than \$20,000	\$20,000 to \$39,999	\$40,000 to \$74,999	\$75,000 to \$99,999	\$100,000 and over	All
Total Auto	75.9	87.3	88.1	87.4	86.9	85.9
SOV ¹	30.0	37.9	39.2	38.6	37.9	37.3
HOV ²	45.9	49.5	48.9	48.7	49.0	48.6
Total Transit	4.6	1.4	1.1	0.9	1.5	1.7
Bus and Light Rail ³	4.0	1.0	0.7	0.5	0.5	1.2
Metro/Subway/ Heavy Rail ⁴	0.6	0.3	0.3	0.3	0.7	0.4
Commuter Rail ⁵	0.1	0.0	0.1	0.2	0.3	0.1
Total Nonmotorized	17.0	9.7	9.0	9.4	9.5	10.4
Walk	16.2	8.8	8.1	8.5	8.7	9.5
Bicycle	0.9	0.9	0.9	0.9	0.8	0.9
School Bus	1.9	1.3	1.4	1.5	1.4	1.5
Taxicab	0.2	0.1	0.1	0.2	0.3	0.1
Other	0.3	0.2	0.4	0.6	0.4	0.4
All	100	100	100	100	100	100

Source: Calculated by the authors from the 2001 NHTS.

Notes: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

1. SOV (single occupancy vehicle) includes vehicles with driver and no passengers.
2. HOV (high occupancy vehicle) includes vehicles with two or more occupants.
3. Light rail also includes conventional streetcars.
4. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
5. Commuter rail includes suburban/regional rail systems and short-distance service provided by Amtrak.

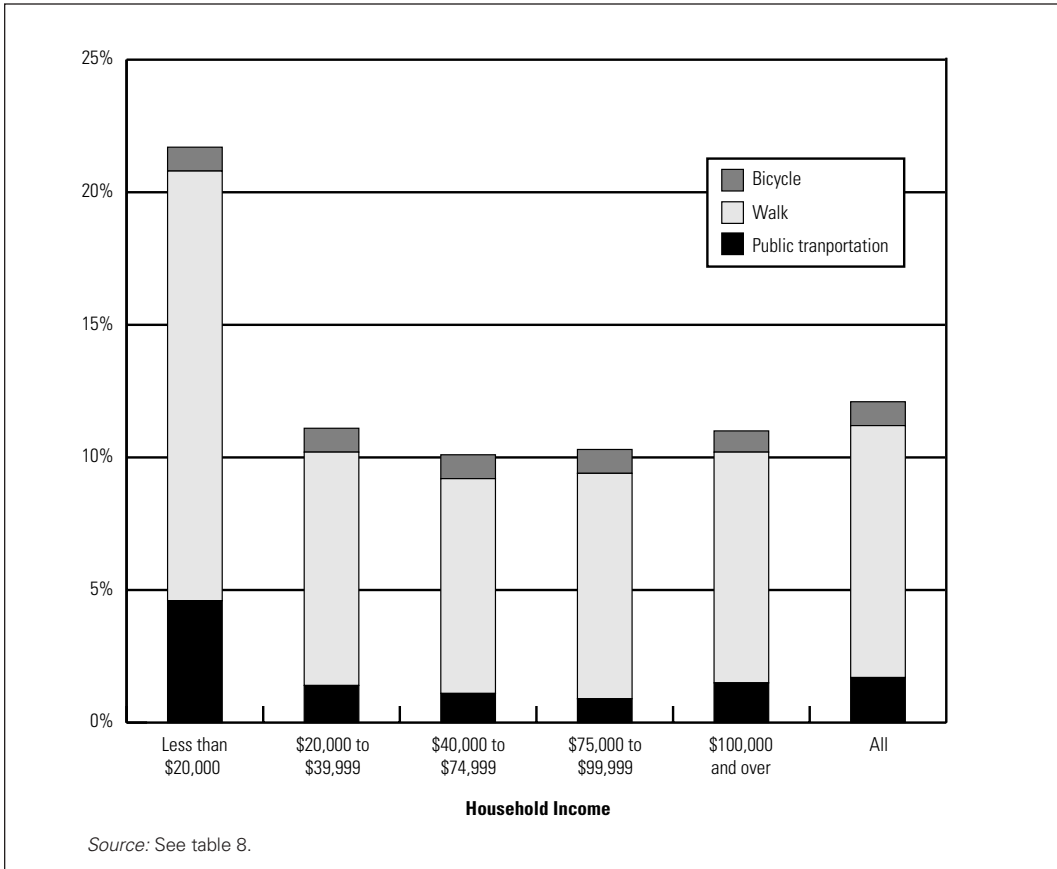
Bridging these two extremes, metro services have a rather bipolar distribution of riders, with usage concentrated most among the poor and the affluent, but including many riders in the middle-income classes as well. The metro's modal split share falls from 0.6% among the poor to 0.3% among the middle class and then rises to 0.7% among the most affluent.

These differences in rider incomes among transit modes are due to many factors. Most importantly, suburban rail tends to serve long trips from high-income suburbs to well paying jobs in the downtowns of major met-

ropolitan areas. Suburban rail can sometimes outperform the automobile by offering faster, more comfortable, more dependable, and less stressful peak-hour travel, thus attracting even affluent passengers. Bus trips are generally shorter, slower, and less comfortable, and they focus more on local trips within central cities. Since they also suffer from an image of low-quality, lower-class service, buses rarely compete with the automobile among affluent travelers. The exceptions are a few specific markets such as express services to large downtowns.

Metro services appear to serve the broad-

Figure 2: Differences Among Income Classes in Modal Shares of Public Transport, Walking, and Cycling (percent of trips by type of transport, all trip purposes)



est spectrum of the population, partly because they are an essential way to get around for almost everyone in New York City, which accounts for half of the nation's metro riders, and thus dominates all national statistics on metro usage.¹² High metro usage by affluent riders might be partially attributed to high-income households in exclusive or recently gentrified inner city neighborhoods. In addition, many new metro systems, such as those in Washington, DC and San Francisco, provide services comparable to suburban rail, extending far out to affluent suburban communities. Subsidized free or low-cost parking provided at

outlying stations further encourages use by relatively affluent commuters. At the other end of the spectrum, metro use by the poor can be attributed to the many low-income households living in inner city neighborhoods within the service area of most metro systems. The income distribution of metro riders is bimodal not only in New York City but also in Boston, Washington, DC, Chicago, and virtually every other major city with a metro system.

Recent studies indicate that neighborhoods around some rail transit stations have been gentrifying, attracting increasing numbers of affluent households. As a result,

property values near such stations have risen significantly.¹³ Indeed, low-income households can no longer afford the rising housing costs near some rail stations, forcing them to move to areas with less transit accessibility. The gentrification of working class neighborhoods has helped revitalize many inner cities and older suburbs, while increasing transit use among the affluent. Unfortunately, it has reduced the accessibility of low-income households to rail transit, and appears to have lessened their use of both metro and commuter rail.

For example, households in the highest income group in the 2001 NHTS (\$100,000 and over) made 1.0% of their trips by metro and commuter rail, while the highest income group in the 1995 NPTS (\$80,000 and over) made only 0.7% of their trips by rail transit. By comparison, the lowest income group in the 2001 NHTS (under \$20,000) made only 0.7% of their trips by rail transit, considerably less than the 1.2% rail transit share of the lowest income group in the 1995 NPTS (under \$15,000).¹⁴ That suggests that metro and commuter rail use has been increasing among the affluent but declining among the poor.¹⁵ Although the 1995 and 2001 income categories are not exactly comparable, the 31.5% increase in per capita income in the USA during those years make the income brackets roughly equivalent.¹⁶

Government intervention may be necessary to ensure the affordability of transit-accessible housing for poor and working class households. For example, Fannie Mae's location-efficient mortgage program, which focuses on neighborhoods near transit stops, might be further expanded and targeted more toward low-income households.¹⁷

Large differences in transit rider incomes are important for public policy purposes, since rail transit almost always requires much larger subsidies than bus transit. Thus, a refocusing of subsidies on improving bus services would probably benefit the poor more than spending most future subsidies on

expensive new rail transit systems. Of course, there are many other reasons for subsidizing rail transit. For example, some studies suggest that rail systems are more effective than buses in achieving congestion and pollution relief, energy savings, economic development, and more compact land use.¹⁸ Moreover, transit systems must be viewed as a synergistic whole, and even households that usually ride buses benefit from the greater connectivity, speed, and coverage permitted by truly multimodal transit services. Low-income households make a much higher percentage of their trips by transit in large cities with multimodal systems that include rail.

Table 9 shows variation in transit's modal share by income class and size of metropolitan area. Transit use increases sharply with population size. Thus, for all income groups in aggregate, transit modal share rises from 0.4% in areas with less than 250,000 population to 3.4% in areas with a population of 3 million or more.

Each of the income groups shown in Table 9 uses transit much more in large metropolitan areas than in small metropolitan areas. While only 0.1% of affluent households use transit in small metropolitan areas, that modal share rises to 2.2% in the largest metropolitan areas. The increase is due to the greater availability of rail transit in large cities, and the greater likelihood that affluent households will use rail transit compared to bus transit. The jump in transit use by the poor is even greater, from 1.1% to 10.6%. And the poor use transit more than the affluent in every population size category. Yet the ratio of transit mode shares between the poor and the affluent is highest in the smallest metropolitan areas (11:1) and lowest in the largest metropolitan areas (5:1), indicating that the poor account for a higher percentage of total transit riders in small cities than in large cities. In short, most transit riders in small cities are bus riders and most of them are poor. By comparison, transit riders

Table 9: Public Transit’s Market Share by Population Size and Household Income (percentage of trips by transit)

Metropolitan Area Population	Household Income					
	Less than \$20,000	\$20,000 to \$39,999	\$40,000 to \$74,999	\$75,000 to \$99,999	\$100,000 and over	All
Less than 250,000	1.1	0.4	0.1	0.1	0.1	0.4
250,000 - 499,999	2.2	0.3	0.4	0.1	0.3	0.6
500,000 - 999,999	1.8	0.9	0.1	0.1	0.1	0.6
1,000,000 - 2,999,999	5.4	0.6	0.6	0.3	0.3	1.1
3 million or more	10.6	3.4	2.3	1.5	2.2	3.4
Nation	4.8	1.1	0.9	0.7	1.1	1.6

Source: Calculated by the authors from the 2001 NHTS.

Note: The metropolitan statistical area (MSA) totals in this table differ slightly from our other urban totals because MSAs by definition include entire counties, parts of which can be rural.

in the largest metropolitan areas use both bus and rail transit and include a much higher proportion of affluent users.

Table 8 reveals some interesting impacts of income on rates of walking, cycling, and taxi use. Walking declines sharply with increasing income, from 16.2% of all trips in the poorest income category to about 9% in all other income categories. The difference is all at the lower end of the income scale and is clearly due to lower auto ownership, as discussed earlier. Bicycling, by comparison, appears to be roughly the same at all incomes levels, accounting for about 0.9% of all trips across the income spectrum. Taxi use is bimodal, with the highest usage among the poor and the affluent. For the poor, taxis provide the closest substitute for the cars they are less likely to own. For the affluent, taxis provide convenient access to airports and train stations, and quick local trips within downtown areas.

Although most of these income differences are consistent with those shown in the 1995 NPTS, there are some discrepancies. For example, the 1995 NPTS showed a marked decline in cycling with increased income, while the 2001 NHTS shows no drop at all. It is possible that bicycling

among higher income classes has increased substantially since 1995, or it might simply be due to differences in survey methods. Likewise, the 1995 NPTS showed a much higher level of taxi use among the poor (0.5%) than found in the 2001 NHTS (0.2%). It is unclear why taxi use among the poor is less pronounced than in 1995.

Table 10 reflects basically the same sort of information as Table 8 but presents the distribution of each mode’s users among the various income classes, and not the distribution of each income class’s trips among the modes (modal split). This information is especially useful for calculating the equity impacts of transportation finance. It shows more clearly than Table 8, for example, that mainly the poor use buses. Households earning less than \$20,000 account for 47.1% of bus riders but only 19.7% of metro riders and 6.3% of suburban rail riders. Conversely, households earning \$100,000 or more account for 41.6% of suburban rail riders and 27.2% of metro riders, but only 6.8% of bus riders.¹⁹

Table 10 highlights the bimodal nature of taxi use, with 22.3% of taxi passengers from the lowest income class and 33.3% from the highest income class. Pedestrians are somewhat more concentrated in the lower income

Table 10: Income Distribution of Each Mode's Users
(percentage composition by income class)

Mode of Transportation	Household Income					
	Less than \$20,000	\$20,000 to \$39,999	\$40,000 to \$74,999	\$75,000 to \$99,999	\$100,000 and over	All
Total Auto	12.3	25.0	32.5	14.4	15.8	100
SOV ¹	11.2	24.9	33.3	14.7	15.9	100
HOV ²	13.2	25.0	31.8	14.2	15.8	100
Total Transit	37.8	19.8	21.0	7.4	14.1	100
Bus and Light Rail ³	47.1	21.4	19.0	5.6	6.8	100
Metro/Subway/ Heavy Rail ⁴	19.7	18.7	25.2	9.1	27.2	100
Commuter Rail ⁵	6.3	7.0	26.1	19.1	41.6	100
Total Nonmotorized	22.7	22.8	27.4	12.8	14.3	100
Walk	23.6	22.6	26.9	12.6	14.2	100
Bicycle	13.5	24.1	32.8	15.0	14.6	100
School Bus	17.9	22.1	30.0	15.0	15.0	100
Taxicab	22.3	12.5	14.0	17.9	33.3	100
Other	12.3	16.5	30.5	23.2	17.4	100
All	13.9	24.6	31.7	14.2	15.7	100
Overall Sample Distribution						
Households	22.7	27.8	27.9	10.3	11.3	100
Persons	17.5	25.2	30.1	13.1	14.0	100
Trips	13.9	24.6	31.7	14.2	15.7	100

Source: Calculated by the authors from the 2001 NHTS.

Notes: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

1. SOV (single occupancy vehicle) includes vehicles with driver and no passengers.
2. HOV (high occupancy vehicle) includes vehicles with two or more occupants.
3. Light rail also includes conventional streetcars.
4. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
5. Commuter rail includes suburban/regional rail systems and short-distance service provided by Amtrak.

classes, but bicyclists are distributed evenly across the entire income spectrum, roughly in proportion to their share of the population.

As expected, high-income households make longer trips than low-income households, as shown in Table 11. For all modes in aggregate, the average trip length for low-income households is 1.5 miles shorter than

for the highest-income households (5.6 miles vs. 7.1 miles). Differences in car trip lengths are not very large, however—only a mile between the top and bottom income classes (6.7 miles vs. 7.7 miles). That suggests that any user charge or tax proportional to vehicle miles traveled (such as roadway tolls or the gasoline tax) would be regressive, since

the poor would pay only slightly less than the affluent, and the payments would be a much higher percentage of their incomes.²⁰ To offset such regressivity, the tax revenues would have to be distributed in a way that explicitly benefits low-income households.

While the lengths of auto trips vary only slightly by income, the differences are much larger for transit. Low-income households make transit trips that are only about half as long as those by the most affluent transit riders, but there is substantial variation by

type of transit. Metro trip lengths are only slightly different among income classes, possibly due to the long subway trips made by low-income residents of The Bronx, Brooklyn, and Queens to other parts of New York City's vast subway network. Income-based differences in bus and commuter rail trip lengths are much larger. The affluent make bus trips that are almost twice as long as those made by poor households (10.3 miles vs. 5.9 miles), and they make commuter rail trips that are four times longer (27.8 miles

Table 11: Average Trip Length by Mode and Income Class (in miles)

Mode of Transportation	Household Income					
	Less than \$20,000	\$20,000 to \$39,999	\$40,000 to \$74,999	\$75,000 to \$99,999	\$100,000 and over	All
Total Auto	6.7	7.4	7.8	7.7	7.7	7.5
SOV ¹	6.4	7.0	7.9	8.4	7.9	7.6
HOV ²	6.9	7.7	7.7	7.2	7.4	7.5
Total Transit	6.0	8.0	8.3	12.0	13.2	8.3
Bus and Light Rail ³	5.9	7.7	7.0	6.7	10.3	6.8
Metro/Subway/ Heavy Rail ⁴	7.2	8.3	8.0	14.7	8.7	8.7
Commuter Rail ⁵	7.4	13.5	18.3	23.2	27.8	22.1
Total Nonmotorized	0.7	0.8	0.8	0.9	1.0	0.8
Walk	0.6	0.7	0.7	0.7	0.9	0.7
Bicycle	1.5	1.5	1.8	2.4	2.5	1.9
School Bus	5.0	5.2	5.6	5.2	5.2	5.3
Taxicab	4.1	5.2	7.5	6.2	5.6	5.6
Other	2.2	2.8	3.0	8.8	5.6	4.7
All	5.6	6.7	7.1	7.1	7.1	6.8

Source: Calculated by the authors from the 2001 NHTS.

Notes: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

1. SOV (single occupancy vehicle) includes vehicles with driver and no passengers.
2. HOV (high occupancy vehicle) includes vehicles with two or more occupants.
3. Light rail also includes conventional streetcars.
4. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
5. Commuter rail includes suburban/regional rail systems and short-distance service provided by Amtrak.

vs. 7.4 miles). That suggests that distance-based fares would generally favor the poor, since they make shorter trips. The exception appears to be metro systems, but there are some metro systems where distance-based fares would also favor the poor. Indeed, the systems in Washington, DC and San Francisco already have distance-based fare systems. By comparison, the flat-fare structure in New York City not only encourages long trips but also discourages short trips, since riders pay the same whether they travel one mile or thirty miles, and can transfer for free between subway lines as well as between subway and bus lines.

Finally, low-income households make considerably shorter walk and bike trips than high-income households. Their walk trips are about two-thirds as long, and their bike trips are three-fifths as long. The longer trips of more affluent households might be due to higher incidence of recreational walking and cycling for exercise or relaxation. It might also be due to the more central locations of poor households, where more compact, mixed-use neighborhoods facilitate shorter trips.

The last of the income-based differences we examine here is the variation in time of day of travel. Somewhat similar to the trip distance patterns in the previous table, there are no major differences among income classes in their time of day of car travel. The lowest-income category accounts for 9.4% of peak-hour car trips vs. 11.0% of off-peak car trips (see Table 12). Thus, peak-hour pricing of roadways might be quite regressive indeed, either forcing the poor off the roads during peak hours or extracting burdensome fees from them out of their limited budgets. Of course, the proceeds of congestion pricing could be redistributed to offset its regressivity, but the initial pricing itself unquestionably would be regressive. In London, for example, revenues from the newly instituted congestion pricing in the city center are used

for improvements to public transport. The revenues might also be used to finance discount transit passes for low-income riders or special services targeted to serving low-income neighborhoods.

Time-of-day differences in transit travel are much larger. For all transit modes in aggregate, the poor account for 24.9% of peak-hour transit trips but for 39.4% of off-peak trips. The differences are greatest for the rail transit modes. Poor households account for twice the percentage of off-peak metro riders as peak-hour riders (18.1% vs. 8.9%) and four times the percentage of off-peak commuter rail riders as peak-hour riders (11.7% vs. 3.1%). Thus, large off-peak discounts on transit fares would greatly benefit poor transit riders. Since rail transit enjoys substantial extra capacity during the off-peak hours, the marginal cost of any additional riders then would be virtually zero, justifying very low off-peak fares even on efficiency grounds.

From an equity perspective, the preceding variations in auto ownership, mobility, and travel behavior among different income groups are probably the most important. Nevertheless, there are significant variations by ethnic and racial group, by sex, and by age group that must also be considered in the development of transport policies.

Variation in Travel Behavior by Race and Ethnicity

Because blacks and Hispanics have considerably lower incomes than whites, the differences in travel behavior among these three groups also reflect differences among income classes. One thing they have in common is that they all rely overwhelmingly on the private car to get around. Although whites make the highest percentage of trips by car (87.6%), the other three groups are not far behind, with Asians and Hispanics at 83.1% and blacks at 78.9% (see Table 13).

Table 12: Peak vs. Off-peak Travel by Income Class
 (percentage distribution of each mode's users by time of day and income)¹

Mode of Transportation	Household Income					
	Less than \$20,000	\$20,000 to \$39,999	\$40,000 to \$74,999	\$75,000 to \$99,999	\$100,000 and over	All
Total Auto						
Peak	9.4	22.2	33.8	15.9	18.8	100
Off-peak	11.0	24.0	33.1	14.7	17.1	100
Total Transit						
Peak	24.9	20.1	22.2	12.8	20.0	100
Off-peak	39.4	21.0	18.9	5.4	15.2	100
Bus and Light Rail ²						
Peak	36.8	24.6	20.5	10.3	7.9	100
Off-peak	47.3	21.8	18.2	4.7	8.1	100
Metro/Subway/Heavy Rail ³						
Peak	8.9	15.3	28.1	11.3	36.5	100
Off-peak	18.1	22.2	21.8	6.0	31.9	100
Commuter Rail ⁴						
Peak	3.1	9.9	19.8	25.2	42.0	100
Off-peak	11.7	5.0	18.3	13.3	51.7	100
Taxicab						
Peak	8.8	20.6	14.7	20.6	35.3	100
Off-peak	18.4	15.8	13.3	15.2	37.3	100
All Modes						
Peak	10.5	22.1	33.2	15.7	18.4	100
Off-peak	12.0	23.7	32.6	14.6	17.1	100
All Modes & All Incomes						
Peak						31.2
Off-peak						68.8

Source: Calculated by the authors from the 2001 NHTS.

Notes: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

1. Peak period was defined as 6 to 9 a.m. and 4 to 7 p.m. on weekdays; off-peak included all other times.
2. Light rail also includes conventional streetcars.
3. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
4. Commuter rail includes suburban/regional rail systems and short-distance service provided by Amtrak.

The two nonmotorized modes show quite different usage patterns. Bicycling is the highest among whites and Hispanics (0.9% of all trips). For whites, cycling is mostly for recreation, while for Hispanics, it is to reach the workplace. Walking is lower for whites (8.6%) than for the other three groups, who make 12%-13% of their trips by walking.

The largest differences among racial and ethnic groups are in their use of transit. Blacks are almost six times as likely as whites to take their trips by transit in general (5.3% vs. 0.9%), and they are eight times as likely to take the bus (4.2% vs. 0.5%). They are also more likely to take the metro (0.9% vs. 0.3%) and even commuter rail (0.2% vs. 0.1%). Hispanics use transit less than blacks but still about three times more than whites (2.4% vs. 0.9%). Their use of rail transit is the same as blacks, but they rely on buses four times more (2.0% vs. 0.5%). By comparison, Asians show just the reverse tendency, with the highest rail transit modal split shares of any group but with bus usage less than among blacks or Hispanics. That might reflect the concentration of Asian immigrants in the very largest American cities with extensive rail transit systems.

It is clear from Table 13 that racial and ethnic minorities rely far more on transit than whites. Moreover, they account for a large percentage of all transit users (not shown in Table 13). Blacks and Hispanics together comprise 54% of the country's transit users: 62% of all bus riders, 35% of all metro riders, and 29% of all commuter rail riders.²¹ If one includes low-income households as well, the combination of blacks, Hispanics, and low-income nonminority households comprises an even higher percentage of transit riders: 63% overall, and 73% of bus riders, 44% of metro riders, and 31% of commuter rail riders.

Thus, improving transit services and fare structures in American cities would generally benefit minorities, as well as low-income households. Nevertheless, blacks, Hispanics,

and poor households all rely primarily on bus transit and far less on rail transit. Subsidies spent on improving bus systems would especially favor minorities, as well as low-income households in general.

As documented extensively in the literature, most transit systems have tended to take minority and low-income "captive riders" for granted and focused their fare and service policies on attracting middle-class and affluent riders out of their automobiles.²² In many cases, the result has been lower-quality service for the poor and minorities and superior service, at high public subsidy cost, for the affluent. New and extended rail transit systems, in particular, have been aimed at luring affluent suburban motorists out of their cars to reduce congestion, air pollution, and energy use in American cities. Some have argued that it would be both more equitable and more efficient to target limited subsidy dollars to inner city bus services that are cheaper, more intensively used, and require far less subsidy per passenger served.²³

The impacts of transit subsidies, service distribution, and fare structure on minority groups have had legal consequences, especially during the 1980s. Civil rights organizations filed numerous administrative complaints and law suits against transit systems whose fare and service policies were seen as discriminating against minority riders. They claimed that such discrimination violates Title VI of the Civil Rights Act, even if it is not intentionally aimed at harming minorities but has that effect. Recent court rulings requiring proof of intent have virtually ended legal challenges of this sort. Nevertheless, it remains an important issue, especially since minorities comprise such a high percentage of transit riders.²⁴

Variation in Travel Behavior by Sex

At least in terms of their travel behavior, women and men are becoming more and

Table 13: Variation in Modal Choice by Race/Ethnicity
(percentage of trips by means of transportation)

Mode of Transportation	Race/Ethnicity			
	Black	Asian	White	Hispanic ⁶
Total Auto	78.9	82.7	87.6	83.1
SOV ¹	35.7	33.5	40.1	27.5
HOV ²	43.2	49.3	47.6	55.5
Total Transit	5.3	3.2	0.9	2.4
Bus and Light Rail ³	4.2	1.8	0.5	2.0
Metro/Subway/Heavy Rail ⁴	0.9	1.1	0.3	0.3
Commuter Rail ⁵	0.2	0.3	0.1	0.1
Total Nonmotorized	13.2	12.3	9.6	12.6
Walk	12.6	11.7	8.6	11.8
Bicycle	0.6	0.5	0.9	0.9
School Bus	2.1	1.4	1.3	1.5
Taxicab	0.2	0.2	0.1	0.1
Other	0.2	0.1	0.4	0.3
All	100	100	100	100
Overall Sample Distribution ⁷				
Percent of Total Households	11.3	2.1	74.3	8.7
Percent of Total Trips	11.5	2.7	69.9	12.7

Source: Calculated by the authors from the 2001 NHTS.

Notes: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

1. SOV (single occupancy vehicle) includes vehicles with driver and no passengers.
2. HOV (high occupancy vehicle) includes vehicles with two or more occupants.
3. Light rail also includes conventional streetcars.
4. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
5. Commuter rail includes suburban/regional rail systems and short-distance service provided by Amtrak.
6. The Hispanic category was defined to be mutually exclusive of blacks and whites.
7. Rows do not add to 100% because some racial and ethnic categories are not shown.

more alike. As shown in Table 14, there are only minor differences by sex in choice of travel mode. Men and women both rely on the private car for about 86% of their urban trips. The only difference here is that women are more likely than men to carpool (51.5% vs. 44.7%), perhaps because mothers often chauffeur their children to school, sports events, and friends' houses. Transit use, taxi

use, and walking are only slightly different among men and women. The only major difference in travel behavior is that women are far less likely to cycle (0.5% vs. 1.2%). By comparison, women cycle almost as much as men in countries such as The Netherlands, Denmark, and Germany, where cities have invested heavily in cycling infrastructure and a range of policies to make cycling safe.²⁵

Table 14: Variation in Modal Choice by Sex (percentage of trips by means of transportation)

Mode of Transportation	Sex		
	Male	Female	All
Total Auto	85.6	86.0	85.8
SOV ¹	40.8	34.5	37.6
HOV ²	44.7	51.5	48.2
Total Transit	1.7	1.8	1.7
Bus and Light Rail ³	1.1	1.3	1.2
Metro/Subway/Heavy Rail ⁴	0.4	0.4	0.4
Commuter Rail ⁵	0.2	0.1	0.1
Total Nonmotorized	10.6	10.5	10.5
Walk	9.3	9.9	9.6
Bicycle	1.2	0.5	0.9
School Bus	1.6	1.3	1.4
Taxicab	0.1	0.1	0.1
Other	0.5	0.3	0.4
All	100	100	100

Source: Calculated by the authors from the 2001 NHTS.

Notes: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

1. SOV (single occupancy vehicle) includes vehicles with driver and no passengers.
2. HOV (high occupancy vehicle) includes vehicles with two or more occupants.
3. Light rail also includes conventional streetcars.
4. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
5. Commuter rail includes suburban/regional rail systems and short-distance service provided by Amtrak.

Variation in Travel Behavior by Age

Table 15 shows that mobility rates are lowest for children and the elderly, both in terms of trips per day and mileage covered. The age group 25-64 has the highest mobility at 4.4 trips per day and 32.7 miles per day. That is a third more trips per day than children and the elderly, and almost twice the mileage per day. Within the elderly grouping, however, there are enormous variations in mobility rates, much larger than the differences between the elderly and nonelderly. Thus, persons 85 years and older made only 1.9 trips per day, less than half the 3.9 trips per day made by those 65 to 69 years old. Simi-

larly, persons 85 years and older covered only about a third as many miles per day as persons 65 to 69 years old.

While mobility rates clearly decline for the elderly, their choice of travel mode is quite similar to the rest of the adult population (see Table 16). Just as other Americans, they are overwhelmingly dependent on the car for getting around town. Indeed, they rely on the car for 89.1% of their trips, a higher percentage than for any other age group and three percentage points higher than the population as a whole. That is not surprising given the greater convenience, comfort, and privacy of the auto compared to other modes. What is perhaps surprising is that the

elderly make over half of their car trips as drivers, while most other age groups (except 40 to 64) make more trips as passengers than as drivers. Clearly, the elderly rely on the mobility and independence that the automobile enables them to preserve as they grow older. The main concern is that many elderly continue to drive in spite of serious deterioration of their eyesight, hearing, and reflexes, thus endangering themselves and others.

While elderly Germans and Dutch make over half their trips by walking or cycling, those nonmotorized modes account for only 9% of the trips of elderly Americans.²⁶ Even the Dutch elderly who are 75 or older make a fourth of all their trips by bike. Germans in this 75+ age group make 7% of their trips by bike. By comparison, Americans who are 65 or older make only 0.4% of their trips by bike.

In the United States, there are no feasible alternatives to the private car for most trip purposes in most cities. That forces the elderly to drive, whether they want to or not. Not only does the forced reliance on the pri-

vate car expose elderly Americans to considerable traffic dangers, it deprives them of valuable physical exercise they would get from walking and cycling.

There are few differences between the findings of the 1995 NPTS and the 2001 NHTS regarding the impact of age on travel behavior. The mobility rate differences among age groups are virtually identical. The modal split share of walking almost doubles for all age groups, but that is due to the change in survey methodology. The 1995 NPTS and 2001 NHTS both confirm the overwhelming reliance of the elderly on the private car, as well as their high proportion of car trips as drivers. The 2001 NHTS, however, reports a decline in transit use by the elderly (from 2.2% in 1995 to 1.3% of all trips in 2001).

It is notable that the elderly are less likely than the population as a whole to take transit (1.3% vs. 1.7% of trips). Most of the transit trips the elderly make are by bus, with the two rail transit modes together accounting for only 0.1% of all trips by elderly

Table 15: Impact of Age on Mobility Levels

Age	Trips per Day, per Person	Miles Traveled per Day, per Person
5 to 15	3.4	17.1
16 to 24	4.0	28.3
25 to 39	4.4	32.9
40 to 64	4.4	32.4
65+	3.4	18.7
65 to 69	3.9	24.4
70 to 74	3.8	20.8
75 to 79	3.1	16.2
80 to 84	2.8	13.6
85+	1.9	9.2
All	4.0	27.0

Source: Calculated from the 2001 NHTS by Mary Ann Keyes, Federal Highway Administration, US Department of Transportation.

Note: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

Americans. That might reflect the difficulty of reaching rail transit stations, which tend to be located farther away and require either a long walk or a bus trip and transfer to reach them. The elderly also have difficulty negotiating the stairs in some rail stations, many of which are still not accessible for persons with disabilities. That is especially true in old subway systems like New York City’s, where less than 5% of stations are wheelchair accessible.²⁷ At most stations, the rider must negotiate two or three long flights of stairs and long, circuitous passageways.

Older subway and commuter rail systems, with over 80% of the country’s rail transit passengers, have found it too expensive to fully convert their stations.

In addition, most rail systems are radially designed, with a focus on serving peak-hour work trips between the suburbs and downtown. That obviously is not the sort of trip most elderly need to make. For shopping, medical, or social trips during the off-peak, bus services are usually a better option. That might also help explain the lesser use of rail transit by the elderly.

Table 16: Impact of Age on Modal Choice (percentage of trips by means of transportation)

Mode of Transportation	Age					
	5 to 15	16 to 24	25 to 39	40 to 64	65 & over	All
Total Auto	70.7	85.3	87.4	89.8	89.1	85.8
SOV ¹	0.5	39.2	43.6	51.9	45.7	37.6
HOV ²	70.2	46.1	43.8	38.0	43.4	48.2
Total Transit	1.1	2.9	2.1	1.5	1.3	1.7
Bus and Light Rail ³	0.9	2.1	1.2	1.0	1.2	1.2
Metro/Subway/Heavy Rail ⁴	0.1	0.6	0.7	0.3	0.1	0.4
Commuter Rail ⁵	0.0	0.2	0.2	0.2	0.0	0.1
Total Nonmotorized	18.4	10.0	9.8	8.2	9.3	10.5
Walk	15.2	9.3	9.2	7.8	8.9	9.6
Bicycle	3.2	0.6	0.6	0.4	0.4	0.9
School Bus	8.9	1.2	0.0	0.0	0.1	1.4
Taxicab	0.1	0.1	0.2	0.1	0.1	0.1
Other	0.8	0.4	0.3	0.3	0.2	0.4
All	100	100	100	100	100	100

Source: Calculated by the authors from the 2001 NHTS.

Notes: In order to isolate urban travel, the sample was limited to residents of urban areas and trips of 75 miles or less.

1. SOV (single occupancy vehicle) includes vehicles with driver and no passengers.
2. HOV (high occupancy vehicle) includes vehicles with two or more occupants.
3. Light rail also includes conventional streetcars.
4. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
5. Commuter rail includes suburban/regional rail systems and short-distance service provided by Amtrak.

Conclusions and Policy Implications

The most obvious message from the 2001 NHTS is that the private car continues to dominate urban travel among every segment of the American population. Indeed, the car's percentage of total trips probably increased from 1995 to 2001, even though the 2001 NHTS shows a slight decline from 1995. As noted previously, the NHTS used a new survey methodology that almost doubled the number of reported walk trips, which in turn reduced the percentage of car trips. More surprising, perhaps, is the increased share of HOV trips compared to SOV (from 51.5% of car trips in 1995 to 56.6% in 2001). The increase might be due to the long-term decline in the percentage share of work trips, which have the lowest vehicle occupancy, and a corresponding rise in the percentage share of nonwork trips, which have the highest vehicle occupancies. Thus, the finding does not necessarily contradict US Census data that report a long-term decline in carpooling for the work trip. Rather, it may reflect the declining relative importance of the journey to work, which in 2001 accounted for less than a fifth of all trips.²⁸

Public transit's share of urban trips continued to decline between 1995 and 2001, from 2.2% to 1.7%, but the reported decline is exaggerated due to the increased sampling of walk trips.²⁹ Since total unlinked transit trips—as reported by transit systems—actually rose by over a fifth between 1995 and 2001, such a sharp decline in transit's market share seems unlikely.³⁰ Some of the reported increase in unlinked transit trips, however, was artificial, resulting from additional transfers caused by the redesign of route networks with timed-transfer hubs. Moreover, the US Census shows a considerable decline in transit's market share of the work trip from 1990 to 2000 (from 5.3% to 4.7%). That also lends some credibility to the declining transit share of total trips

(from 2.2% to 1.7%) reported by the 2001 NHTS.

Nonmotorized transportation's share of urban trips (not shown in Table 2, which includes both urban and rural trips) increased from 6.8% to 10.4% between 1995 and 2001. Bicycling's share remained stable at 0.9%, while the walking share rose from 5.9% to 9.5% due to the survey changes noted earlier. Taxi use declined from 0.18% to 0.13% of all urban trips.³¹

Clearly, the 1995 NPTS and 2001 NHTS are not directly comparable. As noted earlier in our description of the NHTS survey, several significant changes in methodology were made that affected the results. Thus, all the differences between 1995 and 2001 statistics must be viewed with caution. Nevertheless, the 1995 NPTS and 2001 NHTS show almost identical patterns of differences in travel behavior among different socioeconomic groupings. For example, both surveys confirm that only a small percentage of the urban poor use any form of transit (6.8% in 1995 vs. 4.6% in 2001) and instead rely on the auto for the vast majority of their trips (75.9% in both 1995 and 2001). Both surveys confirm the income disparities among transit riders, with bus riders the poorest and commuter rail riders the most affluent. Both show that poor transit riders are more likely to ride during the off-peak and to make shorter trips than affluent riders. Differences in travel behavior by ethnic and racial group, sex, and age are also virtually the same in 2001 as in 1995.

The overall policy implications of this socioeconomic analysis of the 2001 NHTS are roughly the same as those proposed by one of the authors in his analysis of the 1995 NPTS.³² The disadvantaged in our society, especially the poor, minorities, and the elderly, depend crucially on the private car to get around the cities they live in. They use public transit for only a tiny percentage of their overall trips. Thus, public transit can-

not be the main strategy for improving the mobility of these groups. Automobiles are obviously a necessity for disadvantaged groups for reaching most employment, educational, medical, shopping, social, and recreational destinations. Even those who cannot really afford cars or who have physical or mental disabilities are forced to rely on the car.

Nevertheless, public transit plays a critical role in assuring the mobility of disadvantaged groups in the largest, densest cities. In metropolitan areas with populations of 3 million or more, public transit serves 9.7% of the trips of blacks, 10.6% of the trips of the poor, and 28.7% of the trips of households without cars.³³ It is essential that government housing policies be coordinated with transportation in order to ensure the continued accessibility of disadvantaged groups to transit. As noted earlier, low-income households are currently being displaced through the gentrification of neighborhoods around rail stations. Furthermore, government agencies have been decentralizing public housing for the poor and building it at lower densities, often located in neighborhoods with little if any transit service. Both housing and transportation policies should be coordinated to facilitate the accessibility of low-income households to transit.

Walking is probably the most ignored mode of transport, both in general as well as in reference to its importance among the disadvantaged. As shown in Tables 8 and 13, walking accounts for 16.2% of the trips by the poor, 12.6% of trips by blacks, and 11.8% of the trips of Hispanics. Yet in the United States, facilities for pedestrians are often inconvenient or nonexistent, leading to fatality rates per mile traveled 36 times higher than for occupants of cars and light trucks.³⁴ The lack of pedestrian safety especially affects minorities and the poor. For example, blacks account for 20% of all pedestrian deaths, almost twice their 12% share of the total population.³⁵

In The Netherlands and Germany, pedestrian fatalities per mile walked are only a tenth as high as in the United States.³⁶ European countries have invested heavily in extensive auto-free pedestrian zones; pedestrian-activated crossing signals; pedestrian refuge islands for crossing wide streets; wide, well-lit sidewalks on both sides of all streets; and traffic calming of most residential neighborhoods. Moreover, German and Dutch pedestrians benefit from comprehensive restrictions on motor vehicle use, rigorous traffic education of motorists, and strict enforcement of traffic regulations protecting pedestrians. Such measures are essential for improving pedestrian safety in the USA as well.

While over \$75 billion a year is spent on federally-assisted roadway projects, less than \$1 billion a year is spent on pedestrian and bicycling projects.³⁷ Only 0.7% of federal transportation funds are spent on improving the pedestrian environment and making it safer to walk. Moreover, “no state spends more than 2.7% of their federal transportation funds on sidewalks, crosswalks, traffic calming, speed humps, multiuse paths, or safety programs for cyclists and pedestrians.”³⁸ Given the importance of walking in our overall urban transportation system, it is regrettable that all levels of government in the United States have so woefully neglected the needs of pedestrians.

The improved survey methodology in the 2001 NHTS reveals the crucial importance of walking for getting around cities, especially for the poor, minorities, and those without cars. Of course, there are many reasons to encourage more walking among all groups—to reduce roadway congestion, air pollution, noise, parking needs, energy use, and above all, to provide more daily physical exercise for everyone. Walking is especially important for the poor and minorities. Not only is it the most affordable of all transport modes, but it is also the most feasible in the inner city neighborhoods where many poor and minor-

ity households are concentrated and where so many things are within walking distance. Moreover, walking is the most important access mode for reaching transit stops. Since the poor and minorities depend on transit so much more than other socioeconomic

groups, walking is crucial for that reason as well. For all these reasons, it is essential that federal, state, and local government agencies focus more on improving the safety, convenience, and feasibility of walking in our cities.

Endnotes

1. John Pucher, Chris Hendrickson, and Sue McNeil. "Socioeconomic Characteristics of Transit Riders: Some Recent Evidence." *Traffic Quarterly* 35(3) (1981): 461-483; John Pucher, and Fred Williams. "Socioeconomic Characteristics of Urban Travelers: Evidence from the 1990 NPTS." *Transportation Quarterly* 46(4) (1992): 561-582; John Pucher, Tim Evans, and Jeff Wenger. "Socioeconomics of Urban Travel: Evidence from the 1995 NPTS." *Transportation Quarterly* 52(3) (1998): 15-33.
2. The 1960 Census figures, unlike all later census years, included an "unreported" category that accounted for 4.3% of all survey responses. To make the 1960 modal split distributions comparable with later census years, the authors scaled up all reported modal shares by a factor of 1.045 so that the modal shares add up to approximately 100%.
3. It is important to note that these NPTS and NHTS modal split distributions in Table 2 differ from those in subsequent tables because they include all local, daily travel in the USA, including both rural and urban areas. These distributions were supplied directly by the Federal Highway Administration of USDOT. Long-term trend data were available only on this nationwide basis. Our own cross-tabulations of the 2001 NHTS, shown in subsequent tables, include only urban areas, except for Table 9, which includes some rural portions of counties in metropolitan statistical areas.
4. Calculated by the authors from the 2001 NHTS. For full details, see Table 6 of this article.
5. Federal Highway Administration and Bureau of Transportation Statistics. *Inklings: Preliminary Results from the 2001 NHTS*. Washington, DC: US Department of Transportation, 2003.
6. Federal Highway Administration. *Highway Statistics*. Washington, DC: US Department of Transportation, various years; and International Road Federation. *World Road Statistics 2002*. Washington, DC: International Road Federation, 2002.
7. John Pucher, Tim Evans, and Jeff Wenger. "Socioeconomics of Urban Travel: Evidence from the 1995 NPTS."
8. Katherine M. Flegal, Margaret D. Carroll, Cynthia L. Ogden, and Clifford L. Johnson. "Prevalence and Trends in Obesity Among Adults, 1999-2000." *Journal of the American Medical Association* 288(14) (2002): 1723-1727; Carlos Dora. "A Different Route to Health: Implications of Transport Policies." *British Medical Journal* 318 (1999): 1686-1689; Jeffrey P. Koplan, and William H. Dietz. "Caloric Imbalance and Public Health Policy." *Journal of the American Medical Association* 282 (1999): 1579-1581; Douglas Carnall. "Cycling and Health Promotion." *British Medical Journal* 320 (2000): 888; Simon P. Wolff, and C.J. Gilham. "Public Health Versus Public Policy? An Appraisal of British Urban Transport Policy." *Public Health* 105 (1991): 217-228; Mayer Hillman. "Health Promotion: The Potential of Non-motorized Transport," in Tony Fletcher, and Anthony J. McMichael (eds). *Health at the Crossroads: Transport Policy and Urban Health*. London: Wiley and Sons, 1997.
9. US Department of Health and Human Services. "Physical Activity and Health: A Report of the Surgeon General." Atlanta, GA: Centers for Disease Control and Prevention, 1996; and US Department of

Health and Human Services. *Healthy People 2010: Understanding and Improving Health*. 2nd ed. Washington, DC: US Government Printing Office, November 2000.

10. John Pucher, and Christian Lefevre. *The Urban Transport Crisis in Europe and North America*. London: Macmillan Press, 1996; World Health Organization. *Obesity in Europe: The Case for Action*. London: International Obesity Taskforce of the World Health Organization, September 2002. Accessible at: <http://www.who.org/media/globalprev.htm>.

11. John Pucher. "Discrimination in Mass Transit." *Journal of the American Planning Association* 48(3) (1982): 315-326; Mark Garrett, and Brian Taylor. "Reconsidering Social Equity in Public Transit." *Berkeley Planning Journal* 13 (1999): 6-27; R. Bullard, and G. Johnson, eds. *Just Transportation*. Stony Creek, CT: New Society Publications, 1997.

12. John Pucher. "Renaissance of Public Transport in the USA?" *Transportation Quarterly* 56(1) (2002): 33-50.

13. R. Cervero, and M. Duncan. "Benefits of Proximity to Rail on Housing Markets: Experiences in Santa Clara County." *Journal of Public Transportation* 5(1) (2002): 1-18; R. Cervero, and M. Duncan. "Transit's Value-Added Effects: Light and Commuter Rail Services and Commercial Land Values." *Transportation Research Record* 1805 (2002): 8-15; J. Lin. "Gentrification and Transit in Northwest Chicago." *Journal of the Transportation Research Forum* 56(4) (2002): 175-191; G. Knaap, C. Ding, and L. Hopkins. "Do Plans Matter? The Effects of Light Rail Plans on Land Values in Station Areas." *Journal of Planning Education and Research* 21(1) (fall 2001): 32-39.

14. John Pucher, Tim Evans, and Jeff Wenger. "Socioeconomics of Urban Travel: Evidence from the 1995 NPTS."

15. This might also be true of light rail transit, but there were so few light rail observations in both the 1995 NPTS and the 2001 NHTS that it was impossible to separate out light rail for detailed socioeconomic analysis of its riders.

16. Thus, if the 31.1% growth rate is applied to the \$15,000 income level in 1995, it would yield \$19,700, quite close to the \$20,000 cutoff we used for 2001. Applying 31.1% to the upper income category of \$80,000 in 1995 yields \$104,800, somewhat higher than the \$100,000 category cutoff we used for 2001. The 31.1% growth in per capita income from 1995 to 2001 is derived from US Bureau of the Census, 2002 *Statistical Abstract of the United States*, Table 2, on population trends and Table 640, on personal income trends.

17. For details on location efficient mortgages, see <http://www.locationefficiency.com>.

18. Vukan Vuchic. *Transportation for Livable Cities*. New Brunswick, NJ, CUPR Press, 1999; and Peter Newman, and Jeffrey Kenworthy. *Sustainability and Cities*, Washington, DC, Island Press, 1999.

19. We tried to disaggregate metros into old systems (such as in New York City, Boston, and Chicago) and new systems (such as in Washington, DC, San Francisco, and Atlanta), since the two types have quite different designs and rider characteristics. We also tried to disaggregate light rail systems into old streetcar systems (such as in Boston and San Francisco) and new LRT systems (such as in St. Louis, Sacramento, Portland, OR, and San Jose, CA). Unfortunately, there were not enough sample observations to permit such further disaggregation. Indeed, it was not even possible to produce a separate category for light rail and streetcar combined, since they only generated 38 total trip observations (0.02% of all trips). Thus, LRT/streetcar had to be lumped in with bus services, as in previous census and NPTS studies.

20. Taxes and user charges are regressive when payments as a percentage of income fall with increasing household income.

21. Calculated by the authors from the 2001 NHTS.

22. John Pucher. "Discrimination in Mass Transit;" Mark Garrett, and Brian Taylor. "Reconsidering Social Justice in Public Transit"; Robert D. Bullard, and Glenn S. Johnson. *Just Transportation*.
23. See note 22 above.
24. See note 22 above.
25. John Pucher, and Lewis Dijkstra. "Making Walking and Cycling Safer: Lessons from Europe." *Transportation Quarterly* 54(3) (2000): 25-50.
26. See note 25 above.
27. Information provided by the New York City Transit Authority.
28. Federal Highway Administration and Bureau of Transportation Statistics. *Inklings: Preliminary Results from the 2001 NHTS*. Washington, DC: US Department of Transportation, 2003.
29. The 1.7% transit modal share cited here for 2001 is for urban travel only, compared to a 1.6% transit modal share for both urban and rural travel combined, as shown in Table 2. Likewise, the 2.2% transit modal share cited here for 1995 is for urban travel only, as reported in John Pucher, Tim Evans, and Jeff Wenger. "Socioeconomics of Urban Travel: Evidence from the 1995 NPTS," Exhibit 3. By comparison, the 1.8% transit share shown in Table 2 includes both urban and rural travel.
30. John Pucher. "Renaissance of Public Transport in the USA?"
31. See Table 8 and John Pucher, Tim Evans, and Jeff Wenger. "Socioeconomics of Urban Travel: Evidence from the 1995 NPTS," Exhibit 3.
32. See note 31 above.
33. Calculated by the authors from the 2001 NHTS.
34. See note 25 above.
35. Surface Transportation Policy Project. *Mean Streets 2000*. Washington, DC: Surface Transportation Policy Project, 2001.
36. See note 25 above.
37. Federal Highway Administration. *Highway Statistics 2000*. Washington, DC: US Department of Transportation, 2002; US Rep. James Oberstar. Opening remarks at Railvolution Conference, Washington, DC, October 4, 2002; Surface Transportation Policy Project. *Mean Streets 2000*. Washington, DC: Surface Transportation Policy Project, 2001.
38. Surface Transportation Policy Project, 2001, p. 5.

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