

# Appendix F6 Alternative 1



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 Port of Los Angeles  
 China Shipping EIR  
 Year 2005 AM Peak - Alternative 1 (No Project)  
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 Scenario Report

Scenario:

2005 AM Peak  
 2005 AM Peak  
 Existing  
 Default Impact Fee  
 2005 AM Peak  
 Trip Generation:  
 Trip Distribution:  
 Paths:  
 Existing  
 Default Routes  
 2005 AM Peak  
 Configuration:

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 Port of Los Angeles  
 China Shipping EIR  
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 Trip Generation Report

Forecast for 2005 AM Peak

Zone #	Subzone	Amount	Units	Rate		Trips		Trips		Total % Of Trips Total	
				In	Out	In	Out				
1	YML Autos	1.00	YML Autos	23.00	36.00	23	36	59	1.9	59	1.9
	Zone 1 Subtotal					23	36				
2	YML Trucks	1.00	YML Trucks	129.00	30.00	129	30	159	5.2	159	5.2
	Zone 2 Subtotal					129	30	159	5.2		
3	Trapac Autos	1.00	Trapac Autos	25.00	37.00	25	37	62	2.0	62	2.0
	Zone 3 Subtotal					25	37				
4	Trapac Truck	1.00	Trapac Trucks	171.00	86.00	171	86	257	8.4	257	8.4
	Zone 4 Subtotal					171	86	257	8.4		
5	Related Proj	1.00	Gas Station w/	61.00	61.00	61	61	122	4.0	122	4.0
	Zone 5 Subtotal					61	61	122	4.0		
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	1.4	42	1.4
	Zone 6 Subtotal					23	19	42	1.4		
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	4.3	131	4.3
	Zone 7 Subtotal					73	58	131	4.3		
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	15.0	459	15.0
	Zone 8 Subtotal					244	215	459	15.0		
9	Related Proj	1.00	Gas Station w/	20.00	20.00	20	20	40	1.3	40	1.3
	Zone 9 Subtotal					20	20	40	1.3		
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	4.0	122	4.0
	Zone 10 Subtotal					72	50	122	4.0		
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	41.3	1264	41.3
	Zone 13 Subtotal					524	740	1264	41.3		
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	3.5	108	3.5
	Zone 14 Subtotal					65	43	108	3.5		
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	3.5	108	3.5
	Zone 15 Subtotal					54	54	108	3.5		
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.7	20	0.7
	Zone 17 Subtotal					14	6	20	0.7		
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.7	20	0.7
	Zone 18 Subtotal					14	6	20	0.7		

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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total	
				In	Out	In	Out		
Zone 18 Subtotal						14	6	20	0.7
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.7
Zone 19 Subtotal						14	6	20	0.7
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.6
Zone 20 Subtotal						13	5	18	0.6
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.7
Zone 21 Subtotal						26	27	53	1.7
TOTAL						1565	1499	3064	100.0

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Zone	Percent Of Trips Distribution										
	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

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To Gates  
 12

Zone	12
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

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Impact Analysis Report  
 Level Of Service

Intersection	Base Del./ LOS Veh V/ C	Future Del./ LOS Veh V/ C	Change in
# 17 Figueroa St / Harry Bridges Bl	A xxxxx 0.387	A xxxxx 0.496	+ 0.109 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx 0.315	A xxxxx 0.413	+ 0.098 V/C
# 23 Alameda St / Anaheim St	A xxxxx 0.578	B xxxxx 0.631	+ 0.053 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx 0.461	A xxxxx 0.479	+ 0.018 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A 9.2 0.000	A 9.7 0.000	+ 0.522 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx 0.761	D xxxxx 0.882	+ 0.121 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx 0.524	A xxxxx 0.548	+ 0.024 V/C
# 37 Figueroa St / C-St / I-110 Ram	C 19.7 0.736	D 31.3 0.900	+ 0.163 V/C
# 53 Pacific Ave / Front St	A xxxxx 0.483	A xxxxx 0.505	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx 0.276	A xxxxx 0.361	+ 0.085 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.198	A xxxxx 0.260	+ 0.062 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.312	A xxxxx 0.316	+ 0.004 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.354	A xxxxx 0.357	+ 0.004 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx 0.349	A xxxxx 0.362	+ 0.012 V/C
#110 John S. Gibson / Channel Stree	A xxxxx 0.536	A xxxxx 0.536	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.227	A xxxxx 0.306	+ 0.079 V/C
#212 Navy Way / Seaside Ave	A xxxxx 0.470	A xxxxx 0.528	+ 0.058 V/C

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Year 2005 AM Peak - Alternative 1 (No Project)

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): 0.496

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 29 Level Of Service: A

Approach: North Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include	Ignore	Include	Ignore	Ignore	Ignore
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0

Volume Module:	40	39	8	11	31	47	92	323	32	12	453	50
Base Vol:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Growth Adj:	43	42	9	12	33	50	98	345	34	13	483	53
Initial Bse:	7	13	13	8	16	16	19	91	8	16	161	8
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	55	22	20	49	66	117	436	42	29	644	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	55	22	20	49	66	117	436	42	29	644	61
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	22	20	49	66	117	436	42	29	644	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	50	55	22	20	49	66	117	436	42	29	644	61

Saturation Flow Module:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Sat/Lane:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjustment:	0.36	1.03	0.61	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00
Lanes:	538	1551	911	1500	3000	1500	1500	2840	160	1500	3000	1500
Final Sat:	0.07	0.07	0.07	0.15	0.10	0.00	0.04	0.13	0.13	0.15	0.14	0.00

Capacity Analysis Module:

Vol/Sat: 100 228

Crit Vol: 198 218

Crit Moves: \*\*\*\*

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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): 0.413

Loss Time (sec): 0 (Y+R=4.0 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	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	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:	40	39	8	11	31	47	92	323	32	12	453	50
Base Vol:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Growth Adj:	43	42	9	12	33	50	98	345	34	13	483	53
Initial Bse:	7	13	13	8	16	16	19	91	8	16	161	8
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	55	22	20	49	66	117	436	42	29	644	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	55	22	20	49	66	117	436	42	29	644	61
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	22	20	49	66	117	436	42	29	644	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	50	55	22	20	49	66	117	436	42	29	644	61

Saturation Flow Module:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Sat/Lane:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjustment:	0.79	0.87	0.34	0.29	0.73	0.98	0.96	0.95	0.09	0.08	1.76	0.16
Lanes:	1184	1302	513	439	1091	1470	1444	1423	134	122	2636	241
Final Sat:	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.31	0.32	0.24	0.24	0.25

Capacity Analysis Module:

Vol/Sat: 50

Crit Vol: 67

Crit Moves: \*\*\*\*

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

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Intersection #23 Alameda St. / Anaheim St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.631  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - - T - - R L - - T - - R L - - T - - R

Control: Permitted Permitted Permitted Permitted Protected  
Rights: Owl Include 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 2 0 1 1 0

Volume Module:  
Base Vol: 12 131 284 4 209 84 89 828 13 343 625 21  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 14 147 320 5 235 94 100 932 15 386 703 24  
Added Vol: 7 66 20 0 0 0 0 0 31 5 36 37 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 20 213 340 5 372 94 100 963 20 422 740 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: 20 213 340 5 372 94 100 963 20 422 740 24  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 213 340 5 372 94 100 963 20 422 740 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: 20 213 340 5 372 94 100 963 20 422 740 24

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 1.16 1.84 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06  
Final Sat: 1425 1650 2625 1425 2850 1425 1425 2850 1425 2850 2762 88

Capacity Analysis Module:  
Vol/Sat: 0.01 0.13 0.13 0.00 0.13 0.07 0.07 0.34 0.01 0.15 0.27 0.27  
Crit Vol: 20 186 481 211  
Crit Moves: \*\*\*\*

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

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Intersection #26 Henry Ford Ave / Anaheim St  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.479  
Loss Time (sec): 0 (Y+R=4.0 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

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: 146 63 87 38 99 13 10 811 252 53 641 70  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 164 71 98 43 111 15 11 912 284 60 721 79  
Added Vol: 0 0 0 0 0 0 0 0 51 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 164 71 98 43 111 15 11 963 284 60 794 79  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 164 71 98 43 111 15 11 963 0 60 794 79  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 164 71 98 43 111 15 11 963 0 60 794 79  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 164 71 98 43 111 15 11 963 0 60 794 79

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 1.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2850 1425 1425 1425 3779 496 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.06 0.05 0.07 0.03 0.03 0.03 0.01 0.34 0.00 0.04 0.28 0.06  
Crit Vol: 98 43 482 60  
Crit Moves: \*\*\*\*





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

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Intersection #34 John S. Gibson / I-110 NB Ramps  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.548  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Permitted Permitted Permitted  
Rights: Include 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 0 1 0 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 797 372 13 61 427 7 16 10 8 21 104 44  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 830 388 14 64 445 7 17 10 8 22 108 46  
Added Vol: 0 32 2 48 45 0 0 0 0 5 10 9  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 830 420 16 112 490 7 17 20 8 27 118 55  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 830 420 16 112 490 7 17 20 8 27 118 55  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 830 420 16 112 490 7 17 20 8 27 118 55  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 830 420 16 112 490 7 17 20 8 27 118 55

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 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 1.93 0.07 1.00 1.97 0.03 1.00 0.71 0.29 0.27 1.18 0.55  
Final Sat: 2850 2748 102 1425 2808 42 1425 1012 413 383 1686 781

Capacity Analysis Module:  
Vol/Sat: 0.29 0.15 0.15 0.08 0.17 0.17 0.01 0.02 0.02 0.07 0.07 0.07  
Crit Vol: 415 249 17  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2005 AM Peak - Alternative 1 (No Project)

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): 0.900  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3  
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 1 0 1 0 1 0 0 0 0 0 1

Volume Module:  
Base Vol: 330 63 0 0 112 39 400 0 203 0 0 14  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 352 67 0 0 120 42 427 0 217 0 0 15  
Added Vol: 55 8 0 0 7 29 34 0 124 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 407 75 0 0 127 71 461 0 341 0 0 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: 407 75 0 0 127 71 461 0 341 0 0 15  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 407 75 0 0 127 71 461 0 341 0 0 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: 407 75 0 0 127 71 461 0 341 0 0 15

Saturation Flow Module:  
Sat/Lane: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Adjustment: 1.00 2.00 0.00 0.00 1.28 0.72 1.14 0.01 0.85 0.00 0.00 1.00  
Lanes: 1.00 2.00 0.00 0.00 603 354 1109 533 453 0 0 459  
Final Sat: 453 945 0 0 603 354 1109 533 453 0 0 459

Capacity Analysis Module:  
Vol/Sat: 0.90 0.08 xxxxx 0.21 0.20 0.42 0.00 0.75 xxxxx xxxxx 0.03  
Crit Moves: \*\*\*\*  
Delay/Veh: 48.2 10.7 0.0 0.0 12.0 11.4 29.6 26.5 26.5 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: 48.2 10.7 0.0 0.0 12.0 11.4 29.6 26.5 26.5 0.0 0.0 10.6  
LOS by Move: E B \* \* B B D D D \* \* \* B  
ApproachDel: 42.4 11.8 29.9 10.6  
Delay Adj: 1.00 1.00 1.00 1.00  
ApprAdjDel: 42.4 11.8 29.9 10.6  
LOS by Appr: E B D  
AllWayAVGO: 4.7 0.1 0.0 0.0 0.3 0.2 2.5 2.5 2.5 0.0 0.0 0.0

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



Port of Los Angeles  
China Shipping EIR  
Year 2005 AM Peak - Alternative 1 (No Project)

Circular #73 Neptune Ave / Harry Bridges Blvd  
Level of Service Computation Report

\*\*\*\*\*  
Intersection #73 Neptune Ave / Harry Bridges Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.260  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
\*\*\*\*\*  
Approach: North 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 1 0

Volume Module:  
Base Vol: 0 0 0 2 0 26 18 402 0 0 468 1  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 0 0 0 2 0 28 19 429 0 0 499 1  
Added Vol: 0 0 0 0 0 0 0 93 0 0 186 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 2 0 28 19 522 0 0 685 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  
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: 0 0 0 2 0 28 19 522 0 0 685 1  
Reduced Vol: 0 0 0 0 0 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  
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: 0 0 0 2 0 28 19 522 0 0 685 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: 0.00 2.00 0.00 0.14 0.86 1.00 0.32 1.68 0.00 0.00 1.99 0.01  
Final Sat: 0 3000 0 214 1286 1500 477 2523 0 0 2995 5

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.04 0.21 0.00 0.00 0.23 0.23  
Crit Vol: 0 28 19 343  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2005 AM Peak - Alternative 1 (No Project)

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

\*\*\*\*\*  
Intersection #92 ICF Driveaway # 1 / Sepulveda Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.316  
Loss Time (sec): 0 (Y+R=4.0 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 1 0 0 1 0 1 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 19 0 23 182 0 58 68 477 21 34 415 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: 19 0 23 182 0 58 68 477 21 34 415 2  
Added Vol: 0 0 0 0 0 0 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 0 0 0 0  
Initial Fut: 19 0 23 182 0 58 68 487 21 34 438 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: 19 0 23 182 0 58 68 487 21 34 438 2  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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: 19 0 23 182 0 58 68 487 21 34 438 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 1.52 0.00 0.48 1.00 1.92 0.08 1.00 2.99 0.01  
Final Sat: 645 0 780 2161 0 689 1425 2732 118 1425 4256 19

Capacity Analysis Module:  
Vol/Sat: 0.03 0.00 0.03 0.08 0.00 0.08 0.05 0.18 0.18 0.02 0.10 0.10  
Crit Vol: 42 120 34  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR

Year 2005 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): 0.357

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 29 Level Of Service: A

Approach: North 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 1 0 2 1 0

Volume Module:

Base Vol: 47 2 81 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  
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 1.00 1.00 1.00  
Initial Bse: 47 2 81 8 0 1 2 603 59 82 411 5  
Added Vol: 0 0 0 0 0 0 0 0 10 0 23 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 47 2 81 8 0 1 2 613 59 82 434 5  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 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 1.00 1.00 1.00  
PHF Volume: 47 2 81 8 0 1 2 613 59 82 434 5  
Reduced Vol: 0 0 0 0 0 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 1.00 1.00 1.00  
MLF Adj: 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 1.00 1.00 1.00  
Final Vol: 47 2 81 8 0 1 2 613 59 82 434 5

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 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 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 2.97 0.03  
Final Sat: 1425 34 1391 1425 0 1425 1425 2600 250 1425 4226 49

Capacity Analysis Module:

Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.24 0.24 0.06 0.10 0.10  
Crit Vol: 83 8 336 82  
Crit Moves: \*\*\*\*

\*\*\*\*\*

Port of Los Angeles  
China Shipping EIR

Year 2005 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): 0.362

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 36 Level Of Service: A

Approach: North 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 0 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 42 108 40 79 108 69 44 765 24 45 746 175  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 44 113 42 82 113 72 46 797 25 47 777 182  
Added Vol: 0 0 0 0 0 0 0 51 0 0 73 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 44 113 42 82 113 72 46 848 25 47 850 182  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 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 1.00 1.00 1.00 1.00  
PHF Volume: 44 113 42 82 113 72 46 848 25 47 850 182  
Reduced Vol: 0 0 0 0 0 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 1.00 1.00 1.00 1.00  
MLF Adj: 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 1.00 1.00 1.00 1.00  
Final Vol: 44 113 42 82 113 72 46 848 25 47 850 182

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 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 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.46 0.54 1.00 1.22 0.78 1.00 2.91 0.09 1.00 3.00 1.00  
Final Sat: 1375 2007 743 1375 1678 1072 1375 4007 118 1375 4125 1375

Capacity Analysis Module:

Vol/Sat: 0.03 0.06 0.06 0.06 0.07 0.07 0.03 0.21 0.21 0.03 0.21 0.13  
Crit Vol: 77 82 291 47  
Crit Moves: \*\*\*\*

\*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2005 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): 0.536  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: A

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

Control:	Permitted	Protected	Permitted	Protected	Permitted	Protected	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 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 1 0 0 0 0	1 0 1 0 1 0 1 0 0 0 0	1 0 1 0 1 0 1 0 0 0 0	1 0 1 0 1 0 1 0 0 0 0	1 0 1 0 1 0 1 0 0 0 0	1 0 1 0 1 0 1 0 0 0 0

Volume Module:

Base Vol:	265	415	0	0	264	171	594	0	257	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	276	432	0	0	275	178	619	0	268	0	0	0
Added Vol:	0	34	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:	276	466	0	0	326	178	619	0	268	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:	276	466	0	0	326	178	619	0	268	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	466	0	0	326	178	619	0	268	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:	276	466	0	0	326	178	619	0	268	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	2.00	1.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00
Final Sat:	1425	2850	0	2850	1425	2850	0	1425	2850	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.19	0.16	0.00	0.00	0.11	0.13	0.22	0.00	0.19	0.00	0.00	0.00
Crit Vol:	276	466	0	0	326	178	619	0	268	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles  
China Shipping EIR  
Year 2005 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): 0.306  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

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

Control:	Permitted	Protected	Permitted	Protected	Permitted	Protected	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 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 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0	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	18	16	5	74	43	226	3	47	344	10
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	1	7	19	17	5	79	46	241	3	50	367	11
Added Vol:	0	0	0	0	0	0	0	106	0	0	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	19	17	5	79	46	347	3	50	554	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	7	19	17	5	79	46	347	3	50	554	11
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	19	17	5	79	46	347	3	50	554	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	1	7	19	17	5	79	92	347	3	100	554	11

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	505	995	1500	393	2585	22	266	2685	48

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.03	0.01	0.05	0.12	0.13	0.15	0.19	0.21	0.22
Crit Vol:	1	7	19	17	5	79	46	347	3	50	554	333
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles  
 China Shipping EIR  
 Year 2005 AM Peak - Alternative 1 (No Project)

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): 0.528  
 Loss Time (sec): 0 (Y+R=4.0 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
Rights:	Ignore	Include	Include
Min. Green:	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:	49	0	0
Growth Adj:	1.18	1.18	1.18
Initial Bse:	58	0	0
Added Vol:	0	0	0
PasserByVol:	0	0	0
Initial Fut:	58	0	0
User Adj:	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00
PHF Volume:	58	0	0
Reduced Vol:	0	0	0
PCE Adj:	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00
Final Vol:	58	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	0.00	3.00
Final Sat:	2850	0	0	4275

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.00 0.00 0.00 0.00 0.46 0.06 0.04 0.40 0.00  
 Crit Vol: 29 660 660 63  
 Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2005 PM Peak - Alternative 1 (No Project)

Scenario Report

Command: 2005 PM Peak  
Volume: 2005 PM Peak  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: 2005 PM Peak  
Trip Distribution: Existing  
Paths: Existing  
Routes: Default Routes  
Configuration: 2005 PM Peak

Port of Los Angeles  
China Shipping EIR  
Year 2005 PM Peak - Alternative 1 (No Project)

Trip Generation Report

Forecast for 2005 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total Trips
1	YML Autos	1.00	YML Autos	33.00	42.00	33	42	75	1.4
	Zone 1 Subtotal					33	42	75	1.4
2	YML Trucks	1.00	YML Trucks	101.00	126.00	101	126	227	4.3
	Zone 2 Subtotal					101	126	227	4.3
3	Trapac Autos	1.00	Trapac Autos	34.00	44.00	34	44	78	1.5
	Zone 3 Subtotal					34	44	78	1.5
4	Trapac Truck	1.00	Trapac Trucks	133.00	167.00	133	167	300	5.7
	Zone 4 Subtotal					133	167	300	5.7
5	Related Proj	1.00	Gas Station w/	81.00	81.00	81	81	162	3.1
	Zone 5 Subtotal					81	81	162	3.1
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.6
	Zone 6 Subtotal					80	55	135	2.6
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	5.0
	Zone 7 Subtotal					138	124	262	5.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	5.7
	Zone 8 Subtotal					160	144	304	5.7
9	Related Proj	1.00	Gas Station w/	24.00	24.00	24	24	48	0.9
	Zone 9 Subtotal					24	24	48	0.9
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	2.1
	Zone 10 Subtotal					9	102	111	2.1
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	52.6
	Zone 13 Subtotal					1456	1325	2781	52.6
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	6.5
	Zone 14 Subtotal					217	127	344	6.5
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.6
	Zone 15 Subtotal					42	42	84	1.6
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	1.1
	Zone 17 Subtotal					28	29	57	1.1
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	1.1
	Zone 18 Subtotal					28	29	57	1.1
Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA									

Port of Los Angeles  
 China Shipping EIR  
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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
Zone 18 Subtotal								
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57 1.1
Zone 19 Subtotal								
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56 1.1
Zone 20 Subtotal								
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149 2.8
Zone 21 Subtotal								
TOTAL						2718	2569	5287 100.0

Port of Los Angeles  
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Zone	Percent Of Trips Distribution										
	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	0.0
17	0.0	0.0	0.0	0.0	0.0	40.0	0.0	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 2005 PM Peak - Alternative 1 (No Project)

To Gates  
12

Zone	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 2005 PM Peak - Alternative 1 (No Project)

Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/V	V/C	Del/V	V/C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.425	A xxxxx	0.559	+ 0.134 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.331	A xxxxx	0.493	+ 0.163 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.545	B xxxxx	0.626	+ 0.080 V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx	0.645	B xxxxx	0.675	+ 0.030 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A 9.9	0.000	B 11.9	0.000	+ 1.992 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	D xxxxx	0.842	F xxxxx	1.135	+ 0.293 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.488	A xxxxx	0.531	+ 0.044 V/C
# 37 Figueroa St / C-St / I-110 Ram	D 25.2	0.731	F 59.5	1.038	+ 0.307 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.420	A xxxxx	0.445	+ 0.026 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.360	A xxxxx	0.462	+ 0.102 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.303	A xxxxx	0.350	+ 0.047 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx	0.540	A xxxxx	0.548	+ 0.008 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx	0.398	A xxxxx	0.406	+ 0.008 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx	0.489	A xxxxx	0.508	+ 0.019 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.305	A xxxxx	0.460	+ 0.154 V/C
#212 Navy Way / Seaside Ave	A xxxxx	0.481	A xxxxx	0.588	+ 0.107 V/C



Port of Los Angeles  
China Shipping EIR  
Year 2005 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #23 Alameda St. / Anaheim St.

Intersection #23 Alameda St. / Anaheim St.  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.626  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: B  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted  
Rights: Owl Include Include Include  
Min. Green: 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: 7 255 408 11 191 123 78 631 14 286 761 31  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 8 287 459 12 215 138 88 710 16 322 856 35  
Added Vol: 1 156 53 0 140 0 0 32 10 58 20 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 9 443 512 12 355 138 88 742 26 380 876 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  
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: 9 443 512 12 355 138 88 742 26 380 876 35  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 9 443 512 12 355 138 88 742 26 380 876 35  
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: 9 443 512 12 355 138 88 742 26 380 876 35

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  
Lanes: 1.00 1.39 1.61 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08  
Final Sat: 1425 1983 2292 1425 2850 1425 1425 2850 1425 2850 2741 109  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.22 0.22 0.01 0.12 0.10 0.06 0.26 0.02 0.13 0.32 0.32  
Crit Vol: 318 12 371 190  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2005 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #26 Henry Ford Ave. / Anaheim St.

Intersection #26 Henry Ford Ave. / Anaheim St.  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.675  
Loss Time (sec): 0 (Y+R=4.0 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  
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: 345 249 36 87 80 26 15 993 160 36 811 84  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 388 280 41 98 90 29 17 1117 180 41 912 94  
Added Vol: 0 0 0 0 0 0 0 0 85 0 0 78 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 388 280 41 98 90 29 17 1202 180 41 990 94  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 388 280 41 98 90 29 17 1202 0 41 990 94  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 388 280 41 98 90 29 17 1202 0 41 990 94  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 388 280 41 98 90 29 17 1202 0 41 990 94

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.74 1.26 1.00 1.00 2.26 0.74 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2483 1792 1425 1425 3226 1049 1425 2850 1425 1425 2850 1425  
Capacity Analysis Module:  
Vol/Sat: 0.16 0.16 0.03 0.07 0.03 0.03 0.01 0.42 0.00 0.03 0.35 0.07  
Crit Vol: 223 98 601 41  
Crit Moves: \*\*\*\*









Port of Los Angeles  
China Shipping EIR  
Year 2005 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): 0.406  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A  
\*\*\*\*\*

Approach: North 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  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 46 1 85 16 0 5 5 703 49 89 559 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: 46 1 85 16 0 5 5 703 49 89 559 3  
Added Vol: 0 0 0 0 0 0 0 23 0 0 18 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 46 1 85 16 0 5 5 726 49 89 577 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  
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: 46 1 85 16 0 5 5 726 49 89 577 3  
Reduced Vol: 0 0 0 0 0 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  
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: 46 1 85 16 0 5 5 726 49 89 577 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 17 1408 1425 0 1425 1425 2670 180 1425 4253 22

Capacity Analysis Module:  
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.27 0.27 0.06 0.14 0.14  
Crit Vol: 86 16 388 89  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2005 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): 0.508  
Loss Time (sec): 0 (Y+R=4.0 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 Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 0 1 0 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:  
Base Vol: 48 149 56 208 168 81 78 850 19 35 772 199  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 50 155 58 217 175 84 81 886 20 36 804 207  
Added Vol: 0 0 0 0 0 0 0 85 0 0 78 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 50 155 58 217 175 84 81 971 20 36 882 207  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 50 155 58 217 175 84 81 971 20 36 882 207  
Reduced Vol: 0 0 0 0 0 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: 50 155 58 217 175 84 81 971 20 36 882 207

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 1.45 0.55 1.00 1.35 0.65 1.00 2.94 0.06 1.00 3.00 1.00  
Final Sat: 1375 1999 751 1375 1855 895 1375 4043 82 1375 4125 1375

Capacity Analysis Module:  
Vol/Sat: 0.04 0.08 0.08 0.16 0.09 0.09 0.06 0.24 0.24 0.03 0.21 0.15  
Crit Vol: 107 217 81  
Crit Moves: \*\*\*\*\*



Port of Los Angeles  
China Shipping EIR  
Year 2005 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): 0.625  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: B  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 347 467 0 0 323 239 448 0 359 0 0 0 0 0  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 362 487 0 0 337 249 467 0 374 0 0 0 0  
Added Vol: 0 55 0 0 70 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 362 542 0 0 407 249 467 0 374 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: 362 542 0 0 407 249 467 0 374 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 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: 362 542 0 0 407 249 467 0 374 0 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 2373 0 1902 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.25 0.19 0.00 0.00 0.14 0.17 0.20 0.00 0.20 0.00 0.00 0.00  
Crit Vol: 362 249 280  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2005 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): 0.460  
Loss Time (sec): 0 (Y+R=4.0 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 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 6 87 5 3 48 115 507 0 26 236 28  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 1 6 93 5 3 51 123 541 0 28 252 30  
Added Vol: 0 0 0 0 0 0 0 0 225 0 0 219 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 6 93 5 3 51 123 766 0 28 471 30  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 6 93 5 3 51 123 766 0 28 471 30  
Reduced Vol: 0 0 0 0 0 0 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: 1 6 93 5 3 51 245 766 0 111 471 30

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 0.64 1.36 0.00 0.12 1.78 0.10  
Final Sat: 32 1468 1500 268 1232 1500 961 2039 0 187 2667 147

Capacity Analysis Module:  
Vol/Sat: 0.03 0.00 0.06 0.02 0.00 0.03 0.13 0.38 0.00 0.15 0.18 0.20  
Crit Vol: 93 5 564 28  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
 China Shipping EIR  
 Year 2005 PM Peak - Alternative 1 (No Project)

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): 0.588  
 Loss Time (sec): 0 (Y+R=4.0 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	Protected	Protected
Rights:	Ignore	Include	Include
Min. Green:	0	0	0
Lanes:	2	0	3
Volume Module:	0	0	0
Base Vol:	114	0	0
Growth Adj:	1.19	1.19	1.19
Initial Bse:	135	0	0
Added Vol:	0	0	0
PasserByVol:	0	0	0
Initial Fut:	135	0	0
User Adj:	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00
PHF Volume:	135	0	0
Reduced Vol:	0	0	0
PCE Adj:	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00
Final Vol:	135	0	0

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

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.00 0.00 0.00  
 Crit Vol: 68 754  
 Crit Moves: \*\*\*\*

Port of Los Angeles  
 China Shipping EIR  
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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

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Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate		Trips		Trips Total	% Of Trips Total
				In	Out	In	Out		
1	YML Autos	1.00	YML Autos	28.00	40.00	28	40	68	1.5
	Zone 1 Subtotal					28	40	68	1.5
2	YML Trucks	1.00	YML Trucks	146.00	35.00	146	35	181	4.0
	Zone 2 Subtotal					146	35	181	4.0
3	Trapac Autos	1.00	Trapac Autos	68.00	79.00	68	79	147	3.2
	Zone 3 Subtotal					68	79	147	3.2
4	Trapac Truck	1.00	Trapac Trucks	213.00	99.00	213	99	312	6.8
	Zone 4 Subtotal					213	99	312	6.8
5	Related Proj	1.00	Gas Station w/	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	10.1
	Zone 8 Subtotal					244	215	459	10.1
9	Related Proj	1.00	Gas Station w/	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
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	27.7
	Zone 13 Subtotal					524	740	1264	27.7
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
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

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#	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
Zone 18 Subtotal								
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20 0.4
Zone 19 Subtotal								
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18 0.4
Zone 20 Subtotal								
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53 1.2
Zone 21 Subtotal								
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								
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 18.5
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								
TOTAL						2338	2229	4567 100.0

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Zone	Percent Of Trips Distribution										
	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	20.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	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

Zone 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

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To Gates  
 12

Zone	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 - Alternative 1 (No Project)

Impact Analysis Report  
 Level Of Service

Intersection	Base Del./ LOS Veh C	V/ Veh C	Future Del./ LOS Veh C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxx 0.354	A xxxxx 0.485	+ 0.131	V/C
# 23 Alameda St / Anaheim St	C xxxxx 0.706	C xxxxx 0.767	+ 0.061	V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx 0.563	A xxxxx 0.582	+ 0.019	V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx 0.280	A xxxxx 0.329	+ 0.049	V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	B xxxxx 0.600	B xxxxx 0.688	+ 0.088	V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx 0.557	A xxxxx 0.595	+ 0.038	V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx 0.397	A xxxxx 0.478	+ 0.082	V/C
# 53 Pacific Ave / Front St	A xxxxx 0.521	A xxxxx 0.538	+ 0.016	V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx 0.560	D xxxxx 0.809	+ 0.249	V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.277	A xxxxx 0.360	+ 0.082	V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.312	A xxxxx 0.316	+ 0.004	V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.354	A xxxxx 0.358	+ 0.004	V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx 0.377	A xxxxx 0.390	+ 0.013	V/C
#110 John S. Gibson / Channel Stree	A xxxxx 0.579	A xxxxx 0.590	+ 0.011	V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.255	A xxxxx 0.350	+ 0.095	V/C
#212 Navy Way / Seaside	B xxxxx 0.616	B xxxxx 0.687	+ 0.071	V/C

Port of Los Angeles  
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Year 2015 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 Avalon Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

Approach: North 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 0 1 0 1 0

Volume Module:  
Base Vol: 40 39 8 11 31 47 92 323 32 12 453 50  
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20  
Initial Bse: 48 47 10 13 37 56 110 388 38 14 544 60  
Added Vol: 7 13 13 8 16 29 31 114 8 16 204 8  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 55 60 23 21 53 85 141 502 46 30 748 68  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 55 60 23 21 53 85 141 502 46 30 748 68  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 55 60 23 21 53 85 141 502 46 30 748 68  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 55 60 23 21 53 85 566 502 46 61 748 68

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: 0.80 0.87 0.33 0.27 0.73 1.00 1.00 0.92 0.08 0.07 1.77 0.16  
Final Sat: 1201 1306 493 398 1102 1500 1500 1375 125 112 2655 233

Capacity Analysis Module:  
Vol/Sat: 0.05 0.05 0.05 0.05 0.05 0.06 0.09 0.36 0.37 0.27 0.28 0.29  
Crit Vol: 55 55 85 85 557 30  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
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Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Alameda St / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 80 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: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0

Volume Module:  
Base Vol: 12 131 284 4 209 84 89 828 13 343 625 21  
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38  
Initial Bse: 17 180 391 6 287 116 122 1139 18 472 859 29  
Added Vol: 7 80 22 0 169 0 0 31 5 41 37 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 24 260 413 6 456 116 122 1170 23 513 896 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: 24 260 413 6 456 116 122 1170 23 513 896 29  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 24 260 413 6 456 116 122 1170 23 513 896 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: 24 260 413 6 456 116 122 1170 23 513 896 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 1.16 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 2761 89

Capacity Analysis Module:  
Vol/Sat: 0.02 0.16 0.16 0.00 0.16 0.08 0.09 0.41 0.02 0.18 0.32 0.32  
Crit Vol: 24 228 585 256  
Crit Moves: \*\*\*\*\*

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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): 0.582  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A  
\*\*\*\*\*  
Approach: North 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  
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: 146 63 87 38 99 13 10 811 252 53 641 70  
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38  
Initial Bse: 201 87 120 52 136 18 14 1115 347 73 881 96  
Added Vol: 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  
Initial Fut: 201 87 120 52 136 18 14 1168 347 73 960 96  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 201 87 120 52 136 18 14 1168 0 73 960 96  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 201 87 120 52 136 18 14 1168 0 73 960 96  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 201 87 120 52 136 18 14 1168 0 73 960 96

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 1.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2850 1425 1425 1425 3779 496 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.07 0.06 0.08 0.04 0.04 0.04 0.01 0.41 0.00 0.05 0.34 0.07  
Crit Vol: 120 52 584 73  
Crit Moves: \*\*\*\*

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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): 0.329  
Loss Time (sec): 0 (Y+R=4.0 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: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0  
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
Base Vol: 503 231 0 0 165 5 0 0 0 0 0 0 0  
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25  
Initial Bse: 629 289 0 0 206 6 0 0 0 0 0 0 0  
Added Vol: 127 11 0 0 19 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 756 300 0 0 225 6 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: 756 300 0 0 225 6 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 756 300 0 0 225 6 0 0 0 0 0 0  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 756 300 0 0 225 6 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  
Lanes: 2.00 2.00 0.00 0.00 1.95 0.05 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2919 81 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.25 0.10 0.00 0.00 0.08 0.08 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 378 116 0  
Crit Moves: \*\*\*\*





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Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps

Intersection #38 Figueroa St / C-St / I-110 Ramps  
Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps  
\*\*\*\*\*  
Critical Vol./Cap.(X): 0.478  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: A  
\*\*\*\*\*  
Approach: North 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  
Lanes: 2 0 2 0 1 1 0 1 0 1 0 2 0 1 2 0 2 0 1

Volume Module:  
Base Vol: 48 69 339 0 68 64 94 396 102 366 268 21  
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20  
Initial Bse: 58 83 407 0 82 77 113 475 122 439 322 25  
Added Vol: 0 7 43 2 5 29 34 107 80 73 68 1  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 58 90 450 2 87 106 147 582 202 512 390 26  
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: 58 90 0 2 87 106 147 582 0 512 390 26  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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: 58 90 0 2 87 106 147 582 0 512 390 26

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 1.00 1.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
Final Sat: 2850 2850 1425 1425 1425 1425 2850 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 0.18 0.14 0.02  
Crit Vol: 29 106 291 256  
Crit Moves: \*\*\*\*

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Level of Service Computation Report  
Circular #53 Pacific Ave / Front St

Intersection #53 Pacific Ave / Front St  
Level of Service Computation Report  
Circular #53 Pacific Ave / Front St  
\*\*\*\*\*  
Critical Vol./Cap.(X): 0.538  
Loss Time (sec): 0 (Y+R=4.0 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: Permitted Protected Protected Permitted  
Rights: Include Include Include Include  
Min. Green: 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: 487 0 24 0 0 0 0 0 347 399 21 215  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 548 0 27 0 0 0 0 0 390 449 24 242  
Added Vol: 17 0 0 0 0 0 0 0 13 17 0 11  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 565 0 27 0 0 0 0 0 403 466 24 253  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 565 0 27 0 0 0 0 0 403 466 24 253  
Reduced Vol: 0 0 0 0 0 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: 565 0 27 0 0 0 0 0 403 466 24 253

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 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 0.02 0.00 0.00 0.00 0.00 0.14 0.33 0.02 0.09 0.00  
Crit Vol: 565 0 202 202  
Crit Moves: \*\*\*\*



Port of Los Angeles  
China Shipping 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): 0.316  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

\*\*\*\*\*  
Approach: North 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
Lanes:	0 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 2 1 0			

Volume Module:

Base Vol:	19	0	23	182	0	58	68	477	21	34	415	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:	19	0	23	182	0	58	68	477	21	34	415	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	23	182	0	58	68	488	21	34	443	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:	19	0	23	182	0	58	68	488	21	34	443	2
Reduced Vol:	0	0	0	0	0	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:	19	0	23	182	0	58	68	488	21	34	443	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	1.52	0.00	0.48	1.00	1.92	0.08	1.00	2.99	0.01
Final Sat:	645	0	780	2161	0	689	1425	2732	118	1425	4256	19

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.00 0.03 0.08 0.00 0.08 0.05 0.18 0.18 0.02 0.10 0.10  
 Crit Vol: 42 120 255 34  
 Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping 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): 0.358  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

\*\*\*\*\*  
Approach: North 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
Lanes:	1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 2 1 0			

Volume Module:

Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	2	81	8	0	1	2	603	59	82	411	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2	81	8	0	1	2	614	59	82	439	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	2	81	8	0	1	2	614	59	82	439	5
Reduced Vol:	0	0	0	0	0	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:	47	2	81	8	0	1	2	614	59	82	439	5

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	2.97	0.03
Final Sat:	1425	34	1391	1425	0	1425	1425	2600	250	1425	4227	48

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.24 0.24 0.06 0.10 0.10  
 Crit Vol: 83 8 337 82  
 Crit Moves: \*\*\*\*\*



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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): 0.350  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*

Approach: North 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  
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 74 43 226 3 47 344 10  
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20  
Initial Bse: 1 8 22 19 6 89 52 271 4 56 413 12  
Added Vol: 0 0 0 0 0 0 0 129 0 0 230 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 8 22 19 6 89 52 400 4 56 643 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  
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: 1 8 22 19 6 89 52 400 4 56 643 12  
Reduced Vol: 0 0 0 0 0 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  
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: 1 8 22 19 6 89 103 400 4 113 643 12

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 0.26 1.73 0.01 0.17 1.80 0.03  
Final Sat: 115 1385 1500 505 995 1500 383 2595 21 258 2695 47

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.06 0.13 0.15 0.17 0.22 0.24 0.26  
Crit Vol: 1 89 52 384  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping 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): 0.687  
Loss Time (sec): 0 (Y+R=4.0 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 Permitted Permitted  
Rights: Ignore Include Include Include  
Min. Green: 2 0 0 1 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 0 1 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
Base Vol: 49 0 530 0 0 0 0 1467 71 106 1260 0  
Growth Adj: 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55  
Initial Bse: 76 0 822 0 0 0 0 2274 110 164 1953 0  
Added Vol: 0 0 0 0 0 0 0 302 0 0 266 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 76 0 822 0 0 0 0 2576 110 164 2219 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  
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: 76 0 0 0 0 0 0 2576 110 164 2219 0  
Reduced Vol: 0 0 0 0 0 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  
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: 76 0 0 0 0 0 0 2576 110 164 2219 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  
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: 0.03 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.08 0.06 0.52 0.00  
Crit Vol: 38 0 859 82  
Crit Moves: \*\*\*\*

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 Port of Los Angeles  
 China Shipping EIR  
 Year 2015 PM Peak - Alternative 1 (No Project)  
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 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

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 Port of Los Angeles  
 China Shipping EIR  
 Year 2015 PM Peak - Alternative 1 (No Project)  
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 Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate		Trips		Trips	Total % Of Trips
				In	Out	In	Out		
1	YML Autos	1.00	YML Autos	37.00	50.00	37	50	87	1.3
	Zone 1 Subtotal					37	50	87	1.3
2	YML Trucks	1.00	YML Trucks	114.00	144.00	114	144	258	3.9
	Zone 2 Subtotal					114	144	258	3.9
3	Trapac Autos	1.00	Trapac Autos	73.00	122.00	73	122	195	2.9
	Zone 3 Subtotal					73	122	195	2.9
4	Trapac Truck	1.00	Trapac Trucks	166.00	223.00	166	223	389	5.9
	Zone 4 Subtotal					166	223	389	5.9
5	Related Proj	1.00	Gas Station w/	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 w/	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
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
	Zone 15 Subtotal					42	42	84	1.3
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

Port of Los Angeles  
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#	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
Zone 18 Subtotal								
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57 0.9
Zone 19 Subtotal								
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56 0.8
Zone 20 Subtotal								
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149 2.3
Zone 21 Subtotal								
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								
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								
TOTAL								
						3349	3271	6620 100.0

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Port of Los Angeles  
 China Shipping EIR  
 Year 2015 PM Peak - Alternative 1 (No Project)

Zone	Percent Of Trips Distribution										
	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	20.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	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

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Port of Los Angeles  
 China Shipping EIR  
 Year 2015 PM Peak - Alternative 1 (No Project)

To Gates  
 12

Zone	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 - Alternative 1 (No Project)

Impact Analysis Report  
 Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxx 0.372	A xxxxx 0.569	+ 0.197 V/C
# 23 Alameda St / Anaheim St	B xxxxx 0.666	C xxxxx 0.760	+ 0.094 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx 0.789	D xxxxx 0.821	+ 0.033 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx 0.365	A xxxxx 0.433	+ 0.068 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx 0.737	D xxxxx 0.868	+ 0.130 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx 0.520	B xxxxx 0.611	+ 0.091 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx 0.394	A xxxxx 0.481	+ 0.087 V/C
# 53 Pacific Ave / Front St	A xxxxx 0.453	A xxxxx 0.472	+ 0.019 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx 0.575	C xxxxx 0.788	+ 0.212 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.345	A xxxxx 0.422	+ 0.077 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.540	A xxxxx 0.551	+ 0.010 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.398	A xxxxx 0.408	+ 0.010 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx 0.528	A xxxxx 0.548	+ 0.020 V/C
#110 John S. Gibson / Channel Stree	B xxxxx 0.675	B xxxxx 0.691	+ 0.016 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.343	A xxxxx 0.526	+ 0.183 V/C
#212 Navy Way / Seaside	B xxxxx 0.633	C xxxxx 0.748	+ 0.115 V/C



Port of Los Angeles  
China Shipping EIR  
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 Avalon Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 42 52 10 14 38 103 94 381 49 11 349 15  
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20  
Initial Bse: 50 62 12 17 46 124 113 457 59 13 419 18  
Added Vol: 16 32 32 23 50 41 56 239 25 50 188 23  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 66 94 44 40 96 165 169 696 84 63 607 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: 66 94 44 40 96 165 169 696 84 63 607 41  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 66 94 44 40 96 165 169 696 84 63 607 41  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 66 94 44 40 96 165 169 696 84 63 607 41

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: 0.65 0.92 0.43 0.27 0.73 1.00 0.43 1.42 0.15 0.24 1.67 0.39  
Final Sat: 973 1383 645 398 1102 1500 649 2126 225 364 2500 137

Capacity Analysis Module:  
Vol/Sat: 0.07 0.07 0.07 0.10 0.09 0.11 0.26 0.33 0.37 0.17 0.24 0.30  
Crit Vol: 66 165 559 63  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2015 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Alameda St / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 78 Level Of Service: C  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 7 255 408 11 191 123 78 631 14 286 761 31  
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38  
Initial Bse: 10 351 561 15 263 169 107 868 19 393 1046 43  
Added Vol: 1 200 61 0 165 0 0 32 10 62 20 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 11 551 622 15 428 169 107 900 29 455 1066 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  
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: 11 551 622 15 428 169 107 900 29 455 1066 43  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 11 551 622 15 428 169 107 900 29 455 1066 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  
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: 11 551 622 15 428 169 107 900 29 455 1066 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  
Lanes: 1.00 1.41 1.59 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08  
Final Sat: 1425 2007 2268 1425 2850 1425 1425 2850 1425 2850 2740 110

Capacity Analysis Module:  
Vol/Sat: 0.01 0.27 0.27 0.01 0.15 0.12 0.08 0.32 0.02 0.16 0.39 0.39  
Crit Vol: 391 15 450 228  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping 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): 0.821  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 104 Level Of Service: D  
\*\*\*\*\*  
Approach: North 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  
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: 345 249 36 87 80 26 15 993 160 36 811 84  
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38  
Initial Bse: 474 342 50 120 110 36 21 1365 220 50 1115 116  
Added Vol: 0 0 0 0 0 0 0 93 0 0 82 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 474 342 50 120 110 36 21 1458 220 50 1197 116  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 474 342 50 120 110 36 21 1458 0 50 1197 116  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 474 342 50 120 110 36 21 1458 0 50 1197 116  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 474 342 50 120 110 36 21 1458 0 50 1197 116

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: 1.74 1.26 1.00 1.00 2.26 0.74 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2483 1792 1425 1425 3226 1049 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.19 0.19 0.03 0.08 0.03 0.03 0.01 0.51 0.00 0.03 0.42 0.08  
Crit Vol: 272 120 729 50  
Crit Moves: \*\*\*\*

\*\*\*\*\*

Port of Los Angeles  
China Shipping 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): 0.433  
Loss Time (sec): 0 (Y+R=4.0 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: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0  
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
Base Vol: 549 230 0 0 176 5 0 0 0 0 0 0 0  
Growth Adj: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50  
Initial Bse: 824 345 0 0 264 8 0 0 0 0 0 0  
Added Vol: 157 6 0 0 46 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 981 351 0 0 310 8 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: 981 351 0 0 310 8 0 0 0 0 0 0  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 981 351 0 0 310 8 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: 981 351 0 0 310 8 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  
Lanes: 2.00 2.00 0.00 0.00 1.95 0.05 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2929 71 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.33 0.12 0.00 0.00 0.11 0.11 0.00 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 490 159 0  
Crit Moves: \*\*\*\*

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Port of Los Angeles  
China Shipping EIR  
Year 2015 PM Peak - Alternative 1 (No Project)

Port of Los Angeles  
China Shipping 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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 172 Level Of Service: D

Approach: North 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: 2 0 1 1 0 1 0 1 0 0 1 0 2 0 1 0 1 0

Volume Module:

Base Vol: 306 687 15 7 147 36 56 33 859 26 24 33

Growth Adj: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50

Initial Bse: 459 1031 23 11 221 54 84 50 1289 39 36 50

Added Vol: 251 163 0 0 18 28 0 0 446 0 0 0

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

Initial Fut: 710 1194 23 11 238 82 84 50 1735 39 36 50

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

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

PHF Volume: 710 1194 23 11 238 82 84 50 1735 39 36 50

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 710 1194 23 11 238 82 84 50 1735 39 36 50

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

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

Final Vol: 710 1194 23 11 238 82 84 50 1735 39 36 50

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 1.49 0.51 0.63 0.37 2.00 0.63 0.58 0.79

Final Sat: 2750 2699 51 1375 2046 704 865 510 2750 861 795 1093

Capacity Analysis Module:

Vol/Sat: 0.26 0.44 0.44 0.01 0.12 0.12 0.10 0.10 0.63 0.05 0.05 0.05

Crit Vol: 608 11 867 62

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

Port of Los Angeles  
China Shipping 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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 48 Level Of Service: B

Approach: North Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Include Include

Rights: Include Include Include Include

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

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

Volume Module:

Base Vol: 362 373 11 69 574 16 11 5 11 16 190 154

Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13

Initial Bse: 407 420 12 78 646 18 12 6 12 18 214 173

Added Vol: 66 24 6 117 42 0 0 0 22 0 11 85 65

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

Initial Fut: 473 444 18 195 688 18 12 28 12 29 299 238

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

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

PHF Volume: 473 444 18 195 688 18 12 28 12 29 299 238

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 473 444 18 195 688 18 12 28 12 29 299 238

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

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

Final Vol: 473 444 18 195 688 18 12 28 12 29 299 238

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 1.95 0.05 0.31 0.69 1.00 0.31 0.11 0.89

Final Sat: 2850 2850 1425 2850 2777 73 441 984 1425 1425 1586 1264

Capacity Analysis Module:

Vol/Sat: 0.17 0.16 0.01 0.07 0.25 0.25 0.03 0.03 0.01 0.02 0.19 0.19

Crit Vol: 237 353 12 269

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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): 0.481  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: A

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

Control:	Protected	Permitted	Protected	Protected	Protected
Rights:	Ignore	Include	Ignore	Include	Include
Min. Green:	0	0	0	0	0
Lanes:	2	0	2	0	2

Volume Module:

Base Vol:	74	106	468	0	78	84	116	279	77	415	380	29
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	89	127	562	0	94	101	139	335	92	498	456	35
Added Vol:	0	13	76	2	15	27	19	115	67	78	153	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	140	638	2	109	128	158	450	159	576	609	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	140	638	2	109	128	158	450	159	576	609	37
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	140	638	2	109	128	158	450	159	576	609	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	89	140	638	2	109	128	158	450	159	576	609	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	2.00	2.00	1.00	2.00	2.00	2.00	2.00	1.00
Final Sat:	2850	2850	1425	1425	2850	2850	1425	2850	2850	2850	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.03	0.05	0.00	0.00	0.08	0.09	0.11	0.16	0.00	0.20	0.21	0.03
Crit Vol:	44	128	225	288	288	288	288	288	288	288	288	288
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles  
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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): 0.472  
Loss Time (sec): 0 (Y+R=4.0 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	Protected	Protected	Protected	Permitted
Rights:	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0
Lanes:	1	0	0	0	1

Volume Module:

Base Vol:	407	0	16	0	0	0	187	579	8	334	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	458	0	18	0	0	0	210	651	9	376	0
Added Vol:	24	0	0	0	0	0	20	32	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	0	18	0	0	0	230	683	9	382	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
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:	482	0	18	0	0	0	230	683	9	382	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	0	18	0	0	0	230	683	9	382	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
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:	482	0	18	0	0	0	230	683	9	382	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	2.00	1.00	1.00	2.00	0.00
Final Sat:	1425	0	1425	0	0	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.34	0.00	0.01	0.00	0.00	0.00	0.00	0.08	0.48	0.01	0.13
Crit Vol:	482	0	18	0	0	0	0	187	579	8	334
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****



Port of Los Angeles  
China Shipping 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): 0.551  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

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

Control: Permitted Include Protected Include Protected  
Rights: 0 0 0 0 0 0 0 0 0 0 0 0  
Min. Green: 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 2 1 0  
Lanes: 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 19 2 30 116 4 161 91 630 30 21 621 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: 19 2 30 116 4 161 91 630 30 21 621 6  
Added Vol: 0 0 0 0 0 0 0 29 0 0 22 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 19 2 30 116 4 161 91 659 30 21 643 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  
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: 19 2 30 116 4 161 91 659 30 21 643 6  
Reduced Vol: 0 0 0 0 0 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  
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: 19 2 30 116 4 161 91 659 30 21 643 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  
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: 531 56 838 1425 14 1411 1425 2726 124 1425 4235 40

Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.11 0.06 0.24 0.24 0.01 0.15 0.15  
Crit Vol: 19 400 345 21  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping 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): 0.408  
Loss Time (sec): 0 (Y+R=4.0 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 Include Protected Include Protected  
Rights: 0 0 0 0 0 0 0 0 0 0 0 0  
Min. Green: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0 2 1 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 46 1 85 16 0 5 5 703 49 89 559 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  
Initial Bse: 46 1 85 16 0 5 5 703 49 89 559 3  
Added Vol: 0 0 0 0 0 0 0 29 0 0 22 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 46 1 85 16 0 5 5 732 49 89 581 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  
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: 46 1 85 16 0 5 5 732 49 89 581 3  
Reduced Vol: 0 0 0 0 0 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  
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: 46 1 85 16 0 5 5 732 49 89 581 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  
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 17 1408 1425 0 1425 1425 2671 179 1425 4253 22

Capacity Analysis Module:  
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.27 0.27 0.06 0.14 0.14  
Crit Vol: 86 16 391 89  
Crit Moves: \*\*\*\*



Port of Los Angeles  
China Shipping EIR  
Year 2015 PM Peak - Alternative 1 (No Project)

Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd  
Level of Service Computation Report

Critical Vol./Cap.(X): 0.526  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: A

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

Control: Permitted Include Permitted Include Permitted Include  
Rights: 0 0 0 0 0 0 0 0 0 0 0 0  
Min. Green: 0 1 0 1 0 0 1 0 1 0 1 0 0 1 0 1 0

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

Volume Module:

Base Vol: 1 6 87 5 3 48 115 507 0 26 236 28  
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20  
Initial Bse: 1 7 104 6 4 58 138 608 0 31 283 34  
Added Vol: 0 0 0 0 0 0 0 288 0 0 255 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 7 104 6 4 58 138 896 0 31 538 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: 1 7 104 6 4 58 138 896 0 31 538 34  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1 7 104 6 4 58 138 896 0 31 538 34  
MLF Adj: 1.00 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 7 104 6 4 58 276 896 0 125 538 34

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 0.62 1.38 0.00 0.12 1.78 0.10  
Final Sat: 32 1468 1500 268 1232 1500 924 2076 0 184 2672 145

Capacity Analysis Module:

Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.15 0.43 0.00 0.17 0.20 0.23  
Crit Vol: 104 6 648 31  
Crit Moves: \*\*\*\*

\*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2015 PM Peak - Alternative 1 (No Project)

Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside  
Level of Service Computation Report

Critical Vol./Cap.(X): 0.748  
Loss Time (sec): 0 (Y+R=4.0 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: Permitted Include Permitted Include Permitted Include  
Rights: 0 Ignore 0 0 0 0 0 0 0 0  
Min. Green: 2 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol: 114 0 694 0 0 0 0 1521 76 28 1410 0  
Growth Adj: 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56  
Initial Bse: 178 0 1083 0 0 0 0 2373 119 44 2200 0  
Added Vol: 0 0 0 0 0 0 0 492 0 0 524 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 178 0 1083 0 0 0 0 2865 119 44 2724 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: 178 0 0 0 0 0 0 2865 119 44 2724 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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: 178 0 0 0 0 0 0 2865 119 44 2724 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 0.67 0.08 0.02 0.64 0.00  
Crit Vol: 89 0 955 22  
Crit Moves: \*\*\*\*

\*\*\*\*\*



Port of Los Angeles  
China Shipping EIR  
Year 2030 AM Peak - Alternative 1 (No Project)

Scenario Report

Command: 2030 AM Peak  
Volume: 2030 AM Peak  
Geometry: Future  
Impact Fee: Default Impact Fee  
Trip Generation: 2030 AM Peak  
Trip Distribution: Distribution  
Paths: Proposed  
Routes: Default Routes  
Configuration: 2030 AM Peak

Port of Los Angeles  
China Shipping EIR  
Year 2030 AM Peak - Alternative 1 (No Project)

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate		Trips		Trips		Total % Of Trips Total	
				In	Out	In	Out				
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.7	31	0.7
	Zone 1 Subtotal					9	22	31	0.7		
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	3.4	154	3.4
	Zone 2 Subtotal					53	101	154	3.4		
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.9	134	2.9
	Zone 3 Subtotal					61	73	134	2.9		
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.9	408	8.9
	Zone 4 Subtotal					170	238	408	8.9		
5	Related Proj	1.00	Gas Station w/	61.00	61.00	61	61	122	2.7	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	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	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	459	10.0
	Zone 8 Subtotal					244	215	459	10.0		
9	Related Proj	1.00	Gas Station w/	20.00	20.00	20	20	40	0.9	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	122	2.7
	Zone 10 Subtotal					72	50	122	2.7		
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	27.6	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	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	108	2.4
	Zone 15 Subtotal					54	54	108	2.4		
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4	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	20	0.4
	Zone 18 Subtotal					14	6	20	0.4		

Port of Los Angeles  
 China Shipping EIR  
 Year 2030 AM Peak - Alternative 1 (No Project)

#	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
Zone 18 Subtotal								
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20 0.4
Zone 19 Subtotal								
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18 0.4
Zone 20 Subtotal								
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53 1.2
Zone 21 Subtotal								
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								
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								
TOTAL								
						2176	2410	4586 100.0

Port of Los Angeles  
 China Shipping EIR  
 Year 2030 AM Peak - Alternative 1 (No Project)

Zone	Percent Of Trips Distribution										
	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	20.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	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	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  
China Shipping EIR

Year 2030 AM Peak - Alternative 1 (No Project)

To Gates  
12

Zone	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 2030 AM Peak - Alternative 1 (No Project)

Impact Analysis Report  
Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxx 0.413	A xxxxx 0.570	+ 0.157 V/C
# 23 Alameda St / Anaheim St	D xxxxx 0.898	E xxxxx 0.963	+ 0.065 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx 0.717	C xxxxx 0.740	+ 0.024 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx 0.337	A xxxxx 0.388	+ 0.052 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx 0.720	D xxxxx 0.807	+ 0.087 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx 0.619	B xxxxx 0.671	+ 0.052 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx 0.463	A xxxxx 0.525	+ 0.062 V/C
# 53 Pacific Ave / Front St	A xxxxx 0.579	A xxxxx 0.593	+ 0.014 V/C
# 72 Fries Ave / Harry Bridges Blvd	B xxxxx 0.654	E xxxxx 0.904	+ 0.250 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.324	A xxxxx 0.406	+ 0.083 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.312	A xxxxx 0.321	+ 0.009 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.354	A xxxxx 0.363	+ 0.009 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx 0.419	A xxxxx 0.435	+ 0.016 V/C
#110 John S. Gibson / Channel Stree	B xxxxx 0.643	B xxxxx 0.654	+ 0.011 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.297	A xxxxx 0.376	+ 0.078 V/C
#212 Navy Way / Seaside	D xxxxx 0.835	E xxxxx 0.910	+ 0.075 V/C

Port of Los Angeles  
China Shipping EIR  
Year 2030 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 Avalon Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: A  
\*\*\*\*\*

Approach: North 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  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0

Volume Module:  
Base Vol: 40 39 8 11 31 47 92 323 32 12 453 50  
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40  
Initial Bse: 56 55 11 15 43 66 129 452 45 17 634 70  
Added Vol: 7 13 13 8 16 25 28 204 8 16 144 8  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 63 68 24 23 59 91 157 656 53 33 778 78  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 63 68 24 23 59 91 157 656 53 33 778 78  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 63 68 24 23 59 91 157 656 53 33 778 78  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 63 68 24 23 59 91 627 656 53 66 778 78

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: 0.81 0.88 0.31 0.27 0.73 1.00 0.79 1.13 0.08 0.08 1.75 0.17  
Final Sat: 1221 1310 469 404 1096 1500 1190 1692 119 115 2631 254

Capacity Analysis Module:  
Vol/Sat: 0.05 0.05 0.05 0.06 0.05 0.06 0.13 0.39 0.45 0.29 0.30 0.31  
Crit Vol: 63 91 668 33  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Alameda St / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963  
Loss Time (sec): 0 (Y+R=4.0 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 Permitted  
Rights: Include Include Include Include  
Min. Green: 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: 12 131 284 4 209 84 89 828 13 343 625 21  
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75  
Initial Bse: 21 229 497 7 366 147 156 1449 23 600 1094 37  
Added Vol: 7 162 36 0 120 0 0 31 5 34 37 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 28 391 533 7 486 147 156 1480 28 634 1131 37  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 28 391 533 7 486 147 156 1480 28 634 1131 37  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 28 391 533 7 486 147 156 1480 28 634 1131 37  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 28 391 533 7 486 147 156 1480 28 634 1131 37

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 1.27 1.73 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06  
Final Sat: 1425 1810 2465 1425 2850 1425 1425 2850 1425 2850 2760 90

Capacity Analysis Module:  
Vol/Sat: 0.02 0.22 0.22 0.00 0.17 0.10 0.11 0.52 0.02 0.22 0.41 0.41  
Crit Vol: 308 7 740 317  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 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  
Level of Service: C  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.740  
Optimal Cycle: 72 Level Of Service: C  
Approach: North 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  
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: 146 63 87 38 99 13 10 811 252 53 641 70  
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75  
Initial Bse: 256 110 152 67 173 23 18 1419 441 93 1122 123  
Added Vol: 0 0 0 0 0 0 0 67 0 0 72 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 256 110 152 67 173 23 18 1486 441 93 1194 123  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 256 110 152 67 173 23 18 1486 0 93 1194 123  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 256 110 152 67 173 23 18 1486 0 93 1194 123  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 256 110 152 67 173 23 18 1486 0 93 1194 123

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 1.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2850 1425 1425 1425 3779 496 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.09 0.08 0.11 0.05 0.05 0.05 0.01 0.52 0.00 0.07 0.42 0.09  
Crit Vol: 152 67 743 93  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 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  
Level of Service: A  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.388  
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  
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
Base Vol: 503 231 0 0 165 5 0 0 0 0 0 0 0  
Growth Adj: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50  
Initial Bse: 755 347 0 0 248 8 0 0 0 0 0 0  
Added Vol: 127 9 0 0 28 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 882 356 0 0 276 8 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: 882 356 0 0 276 8 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 882 356 0 0 276 8 0 0 0 0 0 0  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 882 356 0 0 276 8 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  
Lanes: 2.00 2.00 0.00 0.00 1.95 0.05 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2920 80 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.29 0.12 0.00 0.00 0.09 0.09 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 441 142  
Crit Moves: \*\*\*\*



Port of Los Angeles  
China Shipping EIR  
Year 2030 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps

Intersection #38 Figueroa St / C-St / I-110 Ramps  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.525  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A  
Approach: North 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  
Lanes: 2 0 2 0 1 1 0 1 0 1 0 2 0 1 2 0 2 0 1

Volume Module:  
Base Vol: 48 69 339 0 68 64 94 396 102 366 268 21  
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40  
Initial Bse: 67 97 475 0 95 90 132 554 143 512 375 29  
Added Vol: 0 7 56 2 5 29 34 89 29 36 128 2  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 67 104 531 2 100 119 166 643 172 548 503 31  
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: 67 104 0 2 100 119 166 643 0 548 503 31  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 67 104 0 2 100 119 166 643 0 548 503 31  
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: 67 104 0 2 100 119 166 643 0 548 503 31

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 1.00 1.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
Final Sat: 2850 2850 1425 1425 1425 2850 1425 2850 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.02 0.04 0.00 0.00 0.07 0.08 0.12 0.23 0.00 0.19 0.18 0.02  
Crit Vol: 34 119 322 274  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 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): 0.593  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 60 Level Of Service: A  
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  
Lanes: 1 0 0 0 1 0 0 0 0 0 2 0 1 1 0 2 0 0

Volume Module:  
Base Vol: 487 0 24 0 0 0 0 347 399 21 215 0  
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25  
Initial Bse: 609 0 30 0 0 0 0 434 499 26 269 0  
Added Vol: 15 0 0 0 0 0 0 10 15 0 9 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 624 0 30 0 0 0 0 444 514 26 278 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: 624 0 30 0 0 0 0 444 514 26 278 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 624 0 30 0 0 0 0 444 514 26 278 0  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 624 0 30 0 0 0 0 444 514 26 278 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 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: 0.44 0.00 0.02 0.00 0.00 0.00 0.16 0.36 0.02 0.10 0.00  
Crit Vol: 624 222 139  
Crit Moves: \*\*\*\*







Port of Los Angeles  
China Shipping EIR  
Year 2030 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #94 Santa Fe Ave / Anaheim St

Intersection #94 Santa Fe Ave / Anaheim St  
Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 40  
Approach: North Bound  
Movement: L T R L T R L T R L T R L T R

Control: Protected  
Rights: Include  
Min. Green: 0  
Lanes: 1 0 1 0 1 0 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:  
Base Vol: 42 108 40 79 108 69 44 765 24 45 746 175  
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25  
Initial Bse: 53 135 50 99 135 86 55 956 30 56 932 219  
Added Vol: 0 0 0 0 0 0 0 67 0 0 72 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 53 135 50 99 135 86 55 1023 30 56 1005 219  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 53 135 50 99 135 86 55 1023 30 56 1005 219  
Reduced Vol: 0 0 0 0 0 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: 53 135 50 99 135 86 55 1023 30 56 1005 219

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 1.46 0.54 1.00 1.22 0.78 1.00 2.91 0.09 1.00 3.00 1.00  
Final Sat: 1375 2007 743 1375 1678 1072 1375 4008 117 1375 4125 1375

Capacity Analysis Module:  
Vol/Sat: 0.04 0.07 0.07 0.07 0.08 0.08 0.04 0.26 0.26 0.04 0.24 0.16  
Crit Vol: 93 99  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #10 John S. Gibson / Channel Street

Intersection #10 John S. Gibson / Channel Street  
Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 54  
Approach: North Bound  
Movement: L T R L T R L T R L T R L T R

Control: Protected  
Rights: Include  
Min. Green: 1 0 2 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0  
Lanes: 1 0 2 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0

Volume Module:  
Base Vol: 265 415 0 0 264 171 594 0 257 0 0 0  
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25  
Initial Bse: 331 519 0 0 330 214 743 0 321 0 0 0  
Added Vol: 0 25 0 0 25 0 32 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 331 544 0 0 355 214 775 0 321 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: 331 544 0 0 355 214 775 0 321 0 0 0  
Reduced Vol: 0 0 0 0 0 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: 331 544 0 0 355 214 775 0 321 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 2.00 0.00 0.00  
Final Sat: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.23 0.19 0.00 0.00 0.12 0.15 0.27 0.00 0.23 0.00 0.00 0.00  
Crit Vol: 331 314 387  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 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): 0.376  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A  
\*\*\*\*\*

Approach: North 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  
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 74 43 226 3 47 344 10  
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40  
Initial Bse: 1 10 25 22 7 104 60 316 4 66 482 14  
Added Vol: 0 0 0 0 0 0 0 219 0 0 169 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 10 25 22 7 104 60 535 4 66 651 14  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 1 10 25 22 7 104 60 535 4 66 651 14  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1 10 25 22 7 104 60 535 4 66 651 14  
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: 1 10 25 22 7 104 120 535 4 132 651 14

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: 0.08 0.92 1.00 0.34 0.66 1.00 0.22 1.77 0.01 0.20 1.77 0.03  
Final Sat: 115 1385 1500 505 995 1500 335 2646 19 297 2650 53

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.02 0.04 0.01 0.07 0.18 0.20 0.22 0.22 0.25 0.27  
Crit Vol: 1 104 60 398  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 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): 0.910  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 49 0 530 0 0 0 0 1467 71 106 1260 0  
Growth Adj: 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10  
Initial Bse: 103 0 1113 0 0 0 0 3081 149 223 2646 0  
Added Vol: 0 0 0 0 0 0 0 321 0 0 246 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 103 0 1113 0 0 0 0 3402 149 223 2892 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  
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: 103 0 0 0 0 0 0 3402 149 223 2892 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 103 0 0 0 0 0 0 3402 149 223 2892 0  
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: 103 0 0 0 0 0 0 3402 149 223 2892 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: 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.80 0.10 0.08 0.68 0.00  
Crit Vol: 51 1134  
Crit Moves: \*\*\*\*

Port of Los Angeles  
 China Shipping EIR  
 Year 2030 PM Peak - Alternative 1 (No Project)

Scenario Report

Scenario: 2030 PM Peak

Command: 2030 PM Peak  
 Volume: 2030 PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: 2030 PM Peak  
 Trip Distribution: Distribution  
 Paths: Proposed  
 Routes: Default Routes  
 Configuration: 2030 PM Peak

Port of Los Angeles  
 China Shipping EIR  
 Year 2030 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	21.00	17.00	21	17	38	0.6
	Zone 1 Subtotal					21	17	38	0.6
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.5
	Zone 2 Subtotal					41	51	92	1.5
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.8
	Zone 3 Subtotal					67	110	177	2.8
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	5.0
	Zone 4 Subtotal					132	181	313	5.0
5	Related Proj	1.00	Gas Station w/	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 w/	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
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	44.1
	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
	Zone 15 Subtotal					42	42	84	1.3
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

Port of Los Angeles  
 China Shipping EIR  
 Year 2030 PM Peak - Alternative 1 (No Project)

#	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total	
				In	Out	In	Out		
	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	6.2
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						3220	3091	6311	100.0

Port of Los Angeles  
 China Shipping EIR  
 Year 2030 PM Peak - Alternative 1 (No Project)

Zone	Percent Of Trips Distribution										
	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	20.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	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

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Year 2030 PM Peak - Alternative 1 (No Project)

To Gates  
12

Zone	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 2030 PM Peak - Alternative 1 (No Project)

Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 21 Avalon Ave / Harry Bridges Blvd	A	xxxxx 0.434	LOS Veh C	xxxxx 0.603	+ 0.169 V/C
# 23 Alameda St / Anaheim St	D	xxxxx 0.848	E	xxxxx 0.927	+ 0.079 V/C
# 26 Henry Ford Ave / Anaheim St	F	xxxxx 1.004	F	xxxxx 1.034	+ 0.030 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx 0.487	A	xxxxx 0.547	+ 0.060 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	E	xxxxx 0.983	F	xxxxx 1.113	+ 0.129 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx 0.578	B	xxxxx 0.634	+ 0.056 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx 0.460	A	xxxxx 0.531	+ 0.071 V/C
# 53 Pacific Ave / Front St	A	xxxxx 0.504	A	xxxxx 0.521	+ 0.018 V/C
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx 0.671	D	xxxxx 0.837	+ 0.166 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx 0.400	A	xxxxx 0.460	+ 0.060 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx 0.540	A	xxxxx 0.547	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx 0.398	A	xxxxx 0.404	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx 0.587	B	xxxxx 0.606	+ 0.018 V/C
#110 John S. Gibson / Channel Stree	C	xxxxx 0.750	C	xxxxx 0.765	+ 0.015 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.400	A	xxxxx 0.585	+ 0.184 V/C
#212 Navy Way / Seaside	D	xxxxx 0.860	E	xxxxx 0.970	+ 0.110 V/C

Port of Los Angeles  
China Shipping EIR  
Year 2030 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 Avalon Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B  
\*\*\*\*\*

Approach: North 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  
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 0 1 0 1 0

Volume Module:  
Base Vol: 42 52 10 14 38 103 94 381 49 11 349 15  
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40  
Initial Bse: 59 73 14 20 53 144 132 533 69 15 489 21  
Added Vol: 16 32 32 23 50 38 50 173 25 50 139 23  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 75 105 46 43 103 182 182 706 94 65 628 44  
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: 75 105 46 43 103 182 182 706 94 65 628 44  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 75 105 46 43 103 182 182 706 94 65 628 44  
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: 75 105 46 43 103 182 182 706 94 65 628 44

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: 0.66 0.93 0.41 0.26 0.74 1.00 0.45 1.39 0.16 0.24 1.67 0.09  
Final Sat: 995 1394 612 390 1110 1500 681 2078 241 363 2496 141  
Capacity Analysis Module:  
Vol/Sat: 0.08 0.08 0.08 0.11 0.09 0.12 0.27 0.34 0.39 0.18 0.25 0.31  
Crit Vol: 75 182 182 467  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Alameda St / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927  
Loss Time (sec): 0 (Y+R=4.0 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 Permitted  
Rights: Include Include Include Include  
Min. Green: 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: 7 255 408 11 191 123 78 631 14 286 761 31  
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75  
Initial Bse: 12 446 714 19 334 215 137 1104 25 501 1332 54  
Added Vol: 1 150 53 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 13 596 767 19 460 215 137 1136 35 558 1352 54  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 13 596 767 19 460 215 137 1136 35 558 1352 54  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 13 596 767 19 460 215 137 1136 35 558 1352 54  
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: 13 596 767 19 460 215 137 1136 35 558 1352 54

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 1.31 1.69 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08  
Final Sat: 1425 1870 2405 1425 2850 1425 1425 2850 1425 2850 2740 110  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.32 0.32 0.01 0.16 0.15 0.10 0.40 0.02 0.20 0.49 0.49  
Crit Vol: 454 19 568 279  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 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): 1.034  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*  
Approach: North 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  
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: 345 249 36 87 80 26 15 993 160 36 811 84  
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75  
Initial Bse: 604 436 63 152 140 46 26 1738 280 63 1419 147  
Added Vol: 0 0 0 0 0 0 0 85 0 0 76 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 604 436 63 152 140 46 26 1823 280 63 1495 147  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 604 436 63 152 140 46 26 1823 0 63 1495 147  
Reduced Vol: 0 0 0 0 0 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: 604 436 63 152 140 46 26 1823 0 63 1495 147

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: 1.74 1.26 1.00 1.00 2.26 0.74 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2483 1792 1425 1425 3226 1049 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.24 0.24 0.04 0.11 0.04 0.04 0.02 0.64 0.00 0.04 0.52 0.10  
Crit Vol: 347 152 911 63  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 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): 0.547  
Loss Time (sec): 0 (Y+R=4.0 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  
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
Base Vol: 549 230 0 0 176 5 0 0 0 0 0 0 0  
Growth Adj: 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00  
Initial Bse: 1098 460 0 0 352 10 0 0 0 0 0 0 0  
Added Vol: 157 4 0 0 24 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1255 464 0 0 376 10 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: 1255 464 0 0 376 10 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 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: 1255 464 0 0 376 10 0 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  
Lanes: 2.00 2.00 0.00 0.00 1.95 0.05 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2922 78 0 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.42 0.15 0.00 0.00 0.13 0.13 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 628 193  
Crit Moves: \*\*\*\*\*





Port of Los Angeles  
China Shipping EIR

Year 2030 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): 0.531

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 40 Level Of Service: A

Approach: North 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 0 1 0 2 0 1 2 0 2 0 1

Volume Module:

Base Vol: 74 106 468 0 78 84 116 279 77 415 380 29

Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40

Initial Bse: 104 148 655 0 109 118 162 391 108 581 532 41

Added Vol: 0 13 33 1 15 27 19 102 26 47 133 2

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

Initial Fut: 104 161 688 1 124 145 181 493 134 628 665 43

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: 104 161 0 1 124 145 181 493 0 628 665 43

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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: 104 161 0 1 124 145 181 493 0 628 665 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

Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat: 2850 2850 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 0.22 0.23 0.03

Crit Vol: 52 145 246 314

Crit Moves: \*\*\*\*

\*\*\*\*\*

Port of Los Angeles  
China Shipping EIR

Year 2030 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): 0.521

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 39 Level Of Service: A

Approach: North 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: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 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: 407 0 16 0 0 0 0 0 187 579 8 334 0

Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25

Initial Bse: 509 0 20 0 0 0 0 0 234 724 10 418 0

Added Vol: 23 0 0 0 0 0 0 0 15 29 0 4 0

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

Initial Fut: 532 0 20 0 0 0 0 0 249 753 10 422 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: 532 0 20 0 0 0 0 0 249 753 10 422 0

Reduced Vol: 0 0 0 0 0 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: 532 0 20 0 0 0 0 0 249 753 10 422 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 0 2850 1425 1425 2850 0

Capacity Analysis Module:

Vol/Sat: 0.37 0.00 0.01 0.00 0.00 0.00 0.00 0.09 0.53 0.01 0.15 0.00

Crit Vol: 532 0 0 0 0 0 0 0 211

Crit Moves: \*\*\*\*

\*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #72 Fries Ave / Harry Bridges Blvd

\*\*\*\*\*  
Intersection #72 Fries Ave / Harry Bridges Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.837  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 88 Level Of Service: D  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns: Control, Rights, Min. Green, Lanes, Volume Module, 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. Includes sub-tables for Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

Port of Los Angeles  
China Shipping EIR  
Year 2030 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #73 Neptune Ave / Harry Bridges Blvd

\*\*\*\*\*  
Intersection #73 Neptune Ave / Harry Bridges Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.460  
Loss Time (sec): 0 (Y+R=4.0 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

Table with columns: Control, Rights, Min. Green, Lanes, Volume Module, 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. Includes sub-tables for Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.





Port of Los Angeles  
China Shipping EIR  
Year 2030 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): 0.585  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A  
\*\*\*\*\*

Approach: North 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 1 0

Volume Module:  
Base Vol: 1 6 87 5 3 48 115 507 0 26 236 28  
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40  
Initial Bse: 1 8 122 7 4 67 161 710 0 36 330 39  
Added Vol: 0 0 0 0 0 0 0 222 0 0 207 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 8 122 7 4 67 161 932 0 36 537 39  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 8 122 7 4 67 161 932 0 36 537 39  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1 8 122 7 4 67 161 932 0 36 537 39  
MLF Adj: 1.00 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 8 122 7 4 67 322 932 0 146 537 39

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 0.69 1.31 0.00 0.14 1.75 0.11  
Final Sat: 32 1468 1500 268 1232 1500 1037 1963 0 217 2620 163

Capacity Analysis Module:  
Vol/Sat: 0.04 0.01 0.08 0.03 0.00 0.04 0.16 0.47 0.00 0.17 0.21 0.24  
Crit Vol: 122 7 712 36  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 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): 0.970  
Loss Time (sec): 0 (Y+R=4.0 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 Permitted  
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: 114 0 694 0 0 0 0 1521 76 28 1410 0  
Growth Adj: 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12  
Initial Bse: 242 0 1471 0 0 0 0 3225 161 59 2989 0  
Added Vol: 0 0 0 0 0 0 0 471 0 0 508 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 242 0 1471 0 0 0 0 3696 161 59 3497 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: 242 0 0 0 0 0 0 3696 161 59 3497 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 242 0 0 0 0 0 0 0 3696 161 59 3497 0  
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: 242 0 0 0 0 0 0 3696 161 59 3497 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 0.86 0.11 0.02 0.82 0.00  
Crit Vol: 121 0 1232 30  
Crit Moves: \*\*\*\*

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 Port of Los Angeles  
 China Shipping EIR  
 Year 2045 AM Peak - Alternative 1 (No Project)  
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 Scenario Report

Scenario: 2045 AM Peak

Command: 2045 AM Peak  
 Volume: 2045 AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: 2045 AM Peak  
 Trip Distribution: Distribution  
 Paths: Proposed  
 Routes: Default Routes  
 Configuration: 2045 AM Peak

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 Port of Los Angeles  
 China Shipping EIR  
 Year 2045 AM Peak - Alternative 1 (No Project)  
 -----  
 Trip Generation Report

Forecast for 2045 AM Peak

Zone #	Subzone	Amount	Units	Rate		Trips		Trips Total	% Of Trips Total
				In	Out	In	Out		
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.7
	Zone 1 Subtotal					9	22	31	0.7
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	3.4
	Zone 2 Subtotal					53	101	154	3.4
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.9
	Zone 3 Subtotal					61	73	134	2.9
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.9
	Zone 4 Subtotal					170	238	408	8.9
5	Related Proj	1.00	Gas Station w/	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 w/	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
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
	Zone 15 Subtotal					54	54	108	2.4
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

Port of Los Angeles  
China Shipping EIR  
Year 2045 AM Peak - Alternative 1 (No Project)

#	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
Zone 18 Subtotal								
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20 0.4
Zone 19 Subtotal								
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18 0.4
Zone 20 Subtotal								
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53 1.2
Zone 21 Subtotal								
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								
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								
TOTAL								
						2176	2410	4586 100.0

Port of Los Angeles  
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Zone	Percent Of Trips Distribution										
	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	20.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	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 2045 AM Peak - Alternative 1 (No Project)

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  
China Shipping EIR

Year 2045 AM Peak - Alternative 1 (No Project)

Impact Analysis Report  
Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxxx 0.474	B xxxxxx 0.614	+ 0.140 V/C
# 23 Alameda St / Anaheim St	F xxxxxx 1.031	F xxxxxx 1.091	+ 0.060 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxxx 0.789	D xxxxxx 0.812	+ 0.024 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxxx 0.399	A xxxxxx 0.454	+ 0.056 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	D xxxxxx 0.826	E xxxxxx 0.917	+ 0.091 V/C
# 34 John S. Gibson / I-110 NB Ram	C xxxxxx 0.720	C xxxxxx 0.773	+ 0.053 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxxx 0.531	A xxxxxx 0.595	+ 0.064 V/C
# 53 Pacific Ave / Front St	B xxxxxx 0.638	B xxxxxx 0.652	+ 0.014 V/C
# 72 Fries Ave / Harry Bridges Blvd	C xxxxxx 0.752	E xxxxxx 0.973	+ 0.220 V/C
# 73 Neptune Ave / Harry Bridges Blvd	A xxxxxx 0.381	A xxxxxx 0.440	+ 0.060 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxxx 0.351	A xxxxxx 0.360	+ 0.009 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxxx 0.389	A xxxxxx 0.398	+ 0.009 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxxx 0.461	A xxxxxx 0.477	+ 0.016 V/C
#110 John S. Gibson / Channel Stree	C xxxxxx 0.736	C xxxxxx 0.749	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxxx 0.351	A xxxxxx 0.404	+ 0.052 V/C
#212 Navy Way / Seaside	E xxxxxx 0.932	F xxxxxx 1.007	+ 0.075 V/C

Port of Los Angeles  
China Shipping EIR

Year 2045 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report

Circular #21 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 Level Of Service: B

Approach: North Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: 0 0 0 0 0 0 0 0 0 0 0 0

Min. Green: 0 1 0 1 0 0 1 0 1 0 1 0

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

Volume Module:

Base Vol: 56 55 11 15 43 66 129 452 45 17 634 70

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 62 61 12 17 47 73 142 497 50 19 698 77

Added Vol: 7 13 13 8 16 25 28 204 8 16 144 8

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

Initial Fut: 69 74 25 25 63 98 170 701 58 35 842 85

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

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

PHF Volume: 69 74 25 25 63 98 170 701 58 35 842 85

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 69 74 25 25 63 98 170 701 58 35 842 85

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

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

Final Vol: 69 74 25 25 63 98 680 701 58 139 842 85

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: 0.82 0.88 0.30 0.26 0.74 1.00 0.81 1.11 0.08 0.08 1.76 0.16

Final Sat: 1231 1319 450 396 1104 1500 1217 1663 120 121 2639 239

Capacity Analysis Module:

Vol/Sat: 0.06 0.06 0.06 0.06 0.06 0.06 0.07 0.14 0.42 0.48 0.29 0.32 0.36

Crit Vol: 69 98 98 719 35

Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR

Year 2045 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): 1.091

Loss Time (sec): 0 (Y+R=4.0 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 Permitted

Rights: 0 0 0 0 0 0 0 0 0 0 0 0

Min. Green: 1 0 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 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: 21 229 497 7 366 147 156 1449 23 600 1094 37

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 23 252 547 8 403 162 172 1594 25 660 1204 41

Added Vol: 7 162 36 0 120 0 0 31 5 34 37 0

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

Initial Fut: 30 414 583 8 523 162 172 1625 30 694 1241 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: 30 414 583 8 523 162 172 1625 30 694 1241 41

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 30 414 583 8 523 162 172 1625 30 694 1241 41

PCE Adj: 1.00 1.00 1.00 1.00 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 1.00 1.00 1.00

Final Vol: 30 414 641 8 523 162 172 1625 30 764 1241 41

Saturation Flow Module:

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

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

Lanes: 1.00 1.18 1.82 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06

Final Sat: 1425 1677 2598 1425 2850 1425 1425 2850 1425 2850 2759 91

Capacity Analysis Module:

Vol/Sat: 0.02 0.25 0.25 0.01 0.18 0.11 0.12 0.57 0.02 0.27 0.45 0.45

Crit Vol: 352 8 813 382

Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2045 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  
Level of Service: D  
Loss Time (sec): 99  
Critical Vol./Cap.(X): 0.812  
Average Delay (sec/veh): xxxxxx  
Level of Service: D

Approach: North 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  
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: 256 110 152 67 173 23 18 1419 441 93 1122 123  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 282 121 167 74 190 25 20 1561 485 102 1235 135  
Added Vol: 0 0 0 0 0 0 0 67 0 0 72 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 282 121 167 74 190 25 20 1628 485 102 1307 135  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 282 121 167 74 190 25 20 1628 0 102 1307 135  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 282 121 167 74 190 25 20 1628 0 102 1307 135  
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: 310 121 167 74 190 25 20 1628 0 102 1307 135

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 1.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2850 1425 1425 1425 3773 502 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.11 0.08 0.12 0.05 0.05 0.05 0.01 0.57 0.00 0.07 0.46 0.09  
Crit Vol: 167 74 814 102  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2045 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  
Level of Service: A  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Critical Vol./Cap.(X): 0.454  
Average Delay (sec/veh): xxxxxx  
Level of Service: 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  
Lanes: 2 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
Base Vol: 755 347 0 0 248 8 0 0 0 0 0 0 0 0 0  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 831 382 0 0 273 9 0 0 0 0 0 0 0 0 0  
Added Vol: 127 9 0 0 28 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: 958 391 0 0 301 9 0 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: 958 391 0 0 301 9 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 958 391 0 0 301 9 0 0 0 0 0 0 0 0  
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 1.00  
Final Vol: 1054 391 0 0 301 9 0 0 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  
Lanes: 2.00 2.00 0.00 0.00 1.94 0.06 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2915 85 0 0 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.35 0.13 0.00 0.00 0.10 0.10 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 527 155  
Crit Moves: \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2045 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
Critical Vol./Cap.(X): 0.917

Cycle (sec): 100
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 180
Level of Service: E

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

Control: Protected Ovl 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 0 0 1 0 2 0 1 0 1 0

Volume Module:
Base Vol: 459 957 39 42 177 72 126 86 1290 30 20 20

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 505 1053 43 46 195 79 139 95 1420 33 22 22

Added Vol: 177 136 0 0 9 19 0 0 280 0 0 0

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

Initial Fut: 682 1189 43 46 204 98 139 95 1700 33 22 22

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

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: 682 1189 43 46 204 98 139 95 1700 33 22 22

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 682 1189 43 46 204 98 139 95 1700 33 22 22

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

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

Final Vol: 750 1189 43 46 204 98 139 95 1869 33 22 22

Saturation Flow Module:
Sat/Lane: 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

Lanes: 2.00 1.93 0.07 1.00 1.35 0.65 0.59 0.41 2.00 0.86 0.57 0.57

Final Sat: 2750 2654 96 1375 1856 894 817 558 2750 1179 786 786

Capacity Analysis Module:
Vol/Sat: 0.27 0.45 0.45 0.03 0.11 0.11 0.17 0.17 0.17 0.68 0.03 0.03

Crit Vol: 616 46 46 935 935 39

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

Port of Los Angeles
China Shipping EIR
Year 2045 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
Critical Vol./Cap.(X): 0.773

Cycle (sec): 100
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 82
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 Include Permitted Permitted
Rights: 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 0 1 0 1 0

Volume Module:
Base Vol: 996 465 16 76 534 9 20 13 10 26 130 55

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 1096 512 18 84 588 10 22 14 11 29 143 61

Added Vol: 32 23 2 49 20 0 0 0 0 0 5 56 41

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

Initial Fut: 1128 535 20 133 608 10 22 24 11 34 199 102

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

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: 1128 535 20 133 608 10 22 24 11 34 199 102

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 1128 535 20 133 608 10 22 24 11 34 199 102

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: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 1241 535 20 146 608 10 22 24 11 34 199 102

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

Lanes: 2.00 2.00 1.00 2.00 1.97 0.03 0.48 0.52 1.00 1.00 1.32 0.68

Final Sat: 2850 2850 1425 2850 2804 46 677 748 1425 1425 1887 963

Capacity Analysis Module:
Vol/Sat: 0.44 0.19 0.01 0.05 0.22 0.22 0.03 0.03 0.01 0.02 0.11

Crit Vol: 620 309 22

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

Port of Los Angeles  
China Shipping EIR  
Year 2045 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps

Intersection #38 Figueroa St / C-St / I-110 Ramps  
Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps  
Critical Vol./Cap.(X): 0.595  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: A  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns: Control, Rights, Min. Green, Lanes, Volume Module, 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. Rows for Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles  
China Shipping EIR  
Year 2045 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #53 Pacific Ave / Front St

Intersection #53 Pacific Ave / Front St  
Level of Service Computation Report  
Circular #53 Pacific Ave / Front St  
Critical Vol./Cap.(X): 0.652  
Loss Time (sec): 0 (Y+R=4.0 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

Table with columns: Control, Rights, Min. Green, Lanes, Volume Module, 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. Rows for Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, Crit Moves.

Port of Los Angeles  
China Shipping EIR  
Year 2045 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): 0.973  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound East Bound West Bound  
Movement: 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
Lanes:	0	1	0	1

Volume Module:

Base Vol:	288	101	8	20	14	24	409	405	241	420	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	317	31	111	9	22	15	26	450	446	265	462
Added Vol:	107	0	131	0	0	0	107	77	94	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	31	242	9	22	15	26	557	523	359	533
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:	424	31	242	9	22	15	26	557	523	359	533
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	31	242	9	22	15	26	557	523	359	533
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:	424	31	242	9	22	15	53	557	523	1437	533

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	0.31	0.69	0.38	0.95	0.67	0.05	1.03	0.92	1.00	0.99
Final Sat:	1500	458	1042	571	1429	1000	73	1542	1384	1500	1498

Capacity Analysis Module:

Vol/Sat:	0.28	0.07	0.23	0.02	0.02	0.02	0.36	0.36	0.38	0.24	0.36
Crit Vol:	424	23	26	23	26	26	26	26	26	986	986
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles  
China Shipping EIR  
Year 2045 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): 0.440  
Loss Time (sec): 0 (Y+R=4.0 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

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0	1	0	0
Lanes:	0	1	0	1

Volume Module:

Base Vol:	0	0	0	3	0	36	25	844	0	0	645	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	3	0	40	28	929	0	0	710	1
Added Vol:	0	0	0	0	0	0	0	184	0	0	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	0	40	28	1113	0	0	898	1
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	40	28	1113	0	0	898	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	0	0	3	0	40	110	1113	0	0	898	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	0.20	0.00	0.15	0.85	1.00	0.21	1.79	0.00	0.00	1.99	0.01
Final Sat:	0	3000	0	231	1269	1500	312	2688	0	0	2996	4

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.09	0.41	0.00	0.00	0.30	0.30
Crit Vol:	0	40	621	40	621	621	621	621	0	0	621	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles  
China Shipping EIR  
Year 2045 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): 0.360  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Include	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0
Lanes:	0 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0 2 1 0				

Volume Module:

Base Vol:	19	0	23	182	0	58	68	477	21	34	415	2
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	21	0	25	200	0	64	75	525	23	37	457	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	25	200	0	64	75	551	23	37	474	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	200	0	64	75	551	23	37	474	2
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	21	0	25	200	0	64	75	551	23	37	474	2
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	220	0	64	75	551	23	37	474	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	1.55	0.01	0.44	1.00	1.92	0.08	1.00	2.99	0.01
Final Sat:	645	0	780	2210	0	640	1425	2735	115	1425	4255	20

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: 46 142  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2045 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): 0.398  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A

\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Include	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0
Lanes:	1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 2 1 0				

Volume Module:

Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	52	2	89	9	0	1	2	664	65	90	452	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	2	89	9	0	1	2	690	65	90	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:	52	2	89	9	0	1	2	690	65	90	469	6
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	52	2	89	9	0	1	2	690	65	90	469	6
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	52	2	89	9	0	1	2	690	65	90	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	2.97	0.03
Final Sat:	1425	34	1391	1425	0	1425	1425	2605	245	1425	4225	50

Capacity Analysis Module:  
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.26 0.06 0.06 0.11 0.11  
Crit Vol: 91 9  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2045 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #94 Santa Fe Ave / Anaheim St

Intersection #94 Santa Fe Ave / Anaheim St  
Level of Service: A  
Critical Vol./Cap.(X): 0.477  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44  
Level of Service: A

Approach: North 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 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 0 1 0 2 1 0 1 0 3 0 1  
Volume Module:  
Base Vol: 53 135 50 99 135 86 55 956 30 56 933 219  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 58 149 55 109 149 95 61 1052 33 62 1027 241  
Added Vol: 0 0 0 0 0 0 0 67 0 0 72 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 58 149 55 109 149 95 61 1119 33 62 1099 241  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 58 149 55 109 149 95 61 1119 33 62 1099 241  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 58 149 55 109 149 95 61 1119 33 62 1099 241  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 58 149 55 109 149 95 61 1119 33 62 1099 241

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 1.46 0.54 1.00 1.22 0.78 1.00 2.91 0.09 1.00 3.00 1.00  
Final Sat: 1375 2007 743 1375 1680 1070 1375 4007 118 1375 4125 1375

Capacity Analysis Module:  
Vol/Sat: 0.04 0.07 0.07 0.08 0.09 0.09 0.04 0.28 0.28 0.04 0.27 0.18  
Crit Vol: 102 109 384  
Crit Moves: \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2045 AM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #10 John S. Gibson / Channel Street

Intersection #10 John S. Gibson / Channel Street  
Level of Service: C  
Critical Vol./Cap.(X): 0.749  
Loss Time (sec): 0 (Y+R=4.0 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: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 1 0 2 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0 0

Lanes: 1 0 2 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0  
Volume Module:  
Base Vol: 331 519 0 0 330 214 743 0 321 0 0 0  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 364 571 0 0 363 235 818 0 353 0 0 0  
Added Vol: 0 25 0 0 25 0 32 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 364 596 0 0 388 235 850 0 353 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: 364 596 0 0 388 235 850 0 353 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 364 596 0 0 388 235 850 0 353 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: 364 596 0 0 388 235 935 0 389 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 1.00 1.00 1.00  
Final Sat: 1425 2850 0 0 2850 1425 2850 0 1425 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.26 0.21 0.00 0.00 0.14 0.17 0.33 0.00 0.27 0.00 0.00 0.00  
Crit Vol: 364 235 467  
Crit Moves: \*\*\*\*





Port of Los Angeles  
 China Shipping EIR  
 Year 2045 PM Peak - Alternative 1 (No Project)

Scenario Report

2045 PM Peak

Command: 2045 PM Peak  
 Volume: 2045 PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: 2045 PM Peak  
 Trip Distribution: Distribution  
 Paths: Proposed  
 Routes: Default Routes  
 Configuration: 2045 PM Peak

Port of Los Angeles  
 China Shipping EIR  
 Year 2045 PM Peak - Alternative 1 (No Project)

Trip Generation Report

Forecast for 2045 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	21.00	17.00	21	17	38	0.6
	Zone 1 Subtotal					21	17	38	0.6
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.5
	Zone 2 Subtotal					41	51	92	1.5
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.8
	Zone 3 Subtotal					67	110	177	2.8
4	Trapac Trucks	1.00	Trapac Trucks	132.00	181.00	132	181	313	5.0
	Zone 4 Subtotal					132	181	313	5.0
5	Related Proj	1.00	Gas Station w/	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 w/	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
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	44.1
	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
	Zone 15 Subtotal					42	42	84	1.3
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
Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA									

Port of Los Angeles  
 China Shipping EIR  
 Year 2045 PM Peak - Alternative 1 (No Project)

Trip Distribution Report  
 Percent Of Trips Distribution

Zone	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	20.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	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	2	3	4	5	6	7	8	9	10	11
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										

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Trip Distribution Report  
 Percent Of Trips Distribution

Zone	1	2	3	4	5	6	7	8	9	10	11
19 Wilmington W	1.00	28.00	29.00								
Zone 19 Subtotal	28	29	29								
20 Wilmington W	1.00	28.00	28.00								
Zone 20 Subtotal	28	28	28								
21 Wilmington W	1.00	98.00	51.00								
Zone 21 Subtotal	98	51	149	2.4							
22 Related Proj	1.00	197.00	197.00								
Zone 22 Subtotal	197	197	394	6.2							
23 Related Proj	1.00	43.00	43.00								
Zone 23 Subtotal	43	43	86	1.4							
TOTAL	3220	3091	6311	100.0							

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To Gates

Zone	12
17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

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Impact Analysis Report  
 Level Of Service

Intersection	Base Del./ LOS Veh V/ C	Future Del./ LOS Veh V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxx 0.478	C xxxxx 0.776	+ 0.299 V/C
# 23 Alameda St / Anaheim St	E xxxxx 0.971	F xxxxx 1.053	+ 0.082 V/C
# 26 Henry Ford Ave / Anaheim St	F xxxxx 1.120	F xxxxx 1.150	+ 0.030 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx 0.576	B xxxxx 0.641	+ 0.066 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F xxxxx 1.126	F xxxxx 1.263	+ 0.137 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx 0.655	C xxxxx 0.713	+ 0.058 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx 0.533	B xxxxx 0.606	+ 0.073 V/C
# 53 Pacific Ave / Front St	A xxxxx 0.554	A xxxxx 0.572	+ 0.018 V/C
# 72 Fries Ave / Harry Bridges Blvd	C xxxxx 0.738	E xxxxx 0.945	+ 0.207 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.535	A xxxxx 0.575	+ 0.040 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.595	B xxxxx 0.601	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.438	A xxxxx 0.444	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	B xxxxx 0.646	B xxxxx 0.665	+ 0.018 V/C
#110 John S. Gibson / Channel Stree	D xxxxx 0.852	D xxxxx 0.869	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.598	B xxxxx 0.638	+ 0.040 V/C
#212 Navy Way / Seaside	E xxxxx 0.958	F xxxxx 1.068	+ 0.110 V/C

Port of Los Angeles  
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Year 2045 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 Avalon Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 64 Level Of Service: C

\*\*\*\*\*  
Approach: North 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
Lanes:	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol:	59	73	14	20	53	144	132	533	69	15	489	21
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	65	80	15	22	58	158	145	587	76	17	538	23
Added Vol:	16	32	32	23	50	38	50	173	25	50	139	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	112	47	45	108	196	195	760	101	67	677	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:	81	112	47	45	108	196	195	760	101	67	677	46
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	112	47	45	108	196	195	760	101	67	677	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	81	112	47	45	108	196	195	760	101	67	677	46

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:	0.67	0.94	0.39	0.26	0.74	1.00	0.83	1.05	0.12	0.23	1.68	0.09
Final Sat:	1009	1400	591	386	1114	1500	1246	1569	184	338	2522	140

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.12	0.10	0.13	0.16	0.48	0.55	0.20	0.27	0.33
Crit Vol:	81	112	47	45	108	196	195	760	101	67	677	46
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Year 2045 PM Peak - Alternative 1 (No Project)

Level of Service Computation Report  
Circular #21 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Alameda St / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053  
Loss Time (sec): 0 (Y+R=4.0 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	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0	0	0	0
Lanes:	1 0 1 1 1 1 1 0 2 0 1 1 0 2 0 1 1 2 0 1 1 0	1 0 1 1 1 1 1 0 2 0 1 1 0 2 0 1 1 2 0 1 1 0	1 0 1 1 1 1 1 0 2 0 1 1 0 2 0 1 1 2 0 1 1 0	1 0 1 1 1 1 1 0 2 0 1 1 0 2 0 1 1 2 0 1 1 0

Volume Module:

Base Vol:	12	446	714	19	334	215	137	1104	25	501	1332	54
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	13	491	786	21	368	237	151	1215	28	551	1466	59
Added Vol:	1	150	53	0	126	0	0	32	10	57	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	641	839	21	494	237	151	1247	38	608	1486	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	641	839	21	494	237	151	1247	38	608	1486	59
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	641	839	21	494	237	151	1247	38	608	1486	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	14	641	923	21	494	237	151	1247	38	669	1486	59

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.23	1.77	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat:	1425	1752	2523	1425	2850	1425	1425	2850	1425	2850	2740	110

Capacity Analysis Module:

Vol/Sat:	0.01	0.37	0.37	0.01	0.17	0.17	0.11	0.44	0.03	0.23	0.54	0.54
Crit Vol:	21	494	237	151	1247	38	608	1486	59	335	1486	59
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****





Port of Los Angeles  
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Year 2045 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): 0.606  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: B  
\*\*\*\*\*  
Approach: North 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  
Lanes: 2 0 2 0 1 1 0 1 0 1 0 2 0 1 2 0 2 0 1

Volume Module:  
Base Vol: 104 148 655 0 109 118 162 391 108 581 532 41  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 114 163 721 0 120 130 178 430 119 639 585 45  
Added Vol: 0 13 33 1 15 27 19 102 26 47 133 2  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 114 176 754 1 135 157 197 532 145 686 718 47  
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: 114 176 0 1 135 157 197 532 0 686 718 47  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00  
Final Vol: 126 176 0 1 135 157 197 532 0 755 718 47

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 1.00 1.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
Final Sat: 2850 2850 1425 1425 1425 2850 1425 2850 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.11 0.14 0.19 0.00 0.26 0.25 0.03  
Crit Vol: 63 157 266 377  
Crit Moves: \*\*\*\*

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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=4.0 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 Permitted  
Rights: Include Include Include Include  
Min. Green: 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: 509 0 20 0 0 0 0 234 724 10 418 0  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 560 0 22 0 0 0 0 257 797 11 460 0  
Added Vol: 23 0 0 0 0 0 0 15 29 0 4 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 583 0 22 0 0 0 0 272 826 11 464 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  
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: 583 0 22 0 0 0 0 272 826 11 464 0  
Reduced Vol: 0 0 0 0 0 0 0 272 826 11 464 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  
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: 583 0 22 0 0 0 0 272 826 11 464 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 2.00 1.00 1.00 2.00 0.00  
Final Sat: 1425 0 1425 0 0 0 0 2850 1425 1425 2850

Capacity Analysis Module:  
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.10 0.58 0.01 0.16 0.00  
Crit Vol: 583 0  
Crit Moves: \*\*\*\*



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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): 0.945  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E

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

Control: Permitted Include Permitted Include Permitted Include  
Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Min. Green: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 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: 431 36 311 11 15 43 56 616 171 83 524 8  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 474 40 342 12 17 47 62 678 188 91 577 9  
Added Vol: 81 0 100 0 0 0 0 131 59 73 104 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 555 40 442 12 17 47 62 809 247 164 681 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: 555 40 442 12 17 47 62 809 247 164 681 9  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 555 40 442 12 17 47 62 809 247 164 681 9  
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: 555 40 442 24 17 47 246 809 247 657 681 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  
Lanes: 1.00 0.15 0.85 0.38 0.62 1.00 0.13 1.49 0.38 0.91 1.08 0.01  
Final Sat: 1500 221 1279 569 931 1500 198 2233 569 1367 1614 20

Capacity Analysis Module:  
Vol/Sat: 0.37 0.18 0.35 0.02 0.02 0.03 0.31 0.36 0.43 0.12 0.42 0.45  
Crit Vol: 555 47 651 164 651 164  
Crit Moves: \*\*\*\*

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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): 0.575  
Loss Time (sec): 0 (Y+R=4.0 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 Include Permitted Include Permitted Include  
Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Min. Green: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 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 3 0 34 43 895 0 0 1043 4  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 0 0 0 3 0 37 47 985 0 0 1148 4  
Added Vol: 0 0 0 0 0 0 0 190 0 0 185 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 3 0 37 47 1175 0 0 1333 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 3 0 37 47 1175 0 0 1333 4  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 3 0 37 47 1175 0 0 1333 4  
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 3 0 37 284 1175 0 0 1333 4

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 0.16 0.84 1.00 0.58 1.42 0.00 0.58 1.99 0.01  
Final Sat: 0 3000 0 243 1257 1500 864 2136 0 0 2990 10

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.55 0.00 0.00 0.00 0.45  
Crit Vol: 0 37 825 0  
Crit Moves: \*\*\*\*





