Appendix S

Modal Alternative
Level of Service (LOS) Analysis

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Modal Alternative
Level of Service (LOS) Analysis

Roadway Class	Capacity (vphpl)
Freeway	2100
6-Lane Divided Arterial	975
4-Lane Divided Arterial	930
4-Lane Undivided Arterial	875
4-Lane Secondary Arterial	640
2-Lane Collector	580

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 MODAL ALTERNATIVE							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Palmdale	E Avenue P	SR 14	Sierra Highway	50000	5000	4	875	3500	1.43	F	0	5000	4	875	3500	1.43	F	0.00
	E Avenue P	Sierra Highway	15th	36000	3600	4	875	3500	1.03	F	0	3600	4	875	3500	1.03	F	0.00
	SR 138	SR 14	Sierra Highway	85160	8516	6	975	5850	1.46	F	0	8516	6	975	5850	1.46	F	0.00
	SR 138	Sierra Highway	15th	79230	7923	4	930	3720	2.13	F	0	7923	4	930	3720	2.13	F	0.00
	E Avenue R	SR 14	Sierra Highway	73250	7325	4	875	3500	2.09	F	0	7325	4	875	3500	2.09	F	0.00
	E Avenue R	Sierra Highway	15th	75910	7591	4	875	3500	2.17	F	0	7591	4	875	3500	2.17	F	0.00
	Sierra Highway	E Avenue P	SR 138	2250	225	4	875	3500	0.06	A	0	225	4	875	3500	0.06	A	0.00
	Sierra Highway	SR 138	E Avenue R	4370	437	4	875	3500	0.12	A	0	437	4	875	3500	0.12	A	0.00
	SR 14 *	E Avenue P	SR 138	100600	10060	6	2100	12600	0.80	C	1050	11110	8	2100	16800	0.66	B	-0.14
	SR 14 *	SR 138	E Avenue R	92300	9230	6	2100	12600	0.73	C	1050	10280	8	2100	16800	0.61	B	-0.12

Agg V/C = 1.18

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 MODAL ALTERNATIVE							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Sylmar	Hubbard	Laurel Canyon	Truman	53220	5322	4	640	2560	2.08	F	0	5322	4	640	2560	2.08	F	0.00
	Hubbard	Truman	Glenoaks	47760	4776	4	640	2560	1.87	F	0	4776	4	640	2560	1.87	F	0.00
	San Fernando Miss	Laurel Canyon	Truman	7310	731	4	640	2560	0.29	A	0	731	4	640	2560	0.29	A	0.00
	San Fernando Rd	Polk	Hubbard	76050	7605	4	875	3500	2.17	F	0	7605	4	875	3500	2.17	F	0.00
	San Fernando Rd	Hubbard	Maclay	48320	4832	4	875	3500	1.38	F	0	4832	4	875	3500	1.38	F	0.00
	Truman	Hubbard	Maclay	19490	1949	4	875	3500	0.56	A	0	1949	4	875	3500	0.56	A	0.00
	I-5 *	I-405	SF Mission	145100	14510	12	2100	25200	0.58	A	2419	16929	16	2100	33600	0.50	A	-0.07
	I-405 *	(South of I-5)		174800	17480	10	2100	21000	0.83	D	0	17480	10	2100	21000	0.83	D	0.00

Agg V/C = 1.21

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 MODAL ALTERNATIVE							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Burbank Airport	Glenoaks	Sunland	N Hollywood	47710	4771	4	930	3720	1.28	F	0	4771	4	930	3720	1.28	F	0.00
	Glenoaks	N Hollywood	Buena Vista	45780	4578	4	930	3720	1.23	F	0	4578	4	930	3720	1.23	F	0.00
	San Fernando	Vineland	N Hollywood	39220	3922	4	875	3500	1.12	F	0	3922	4	875	3500	1.12	F	0.00
	San Fernando	N Hollywood	Buena Vista	81570	8157	4	875	3500	2.33	F	0	8157	4	875	3500	2.33	F	0.00
	Vanowen	Vineland	N Hollywood	50900	5090	4	640	2560	1.99	F	8	5098	4	640	2560	1.99	F	0.00
	Vineland	San Fernando	Sherman	54410	5441	4	875	3500	1.55	F	0	5441	4	875	3500	1.55	F	0.00
	Vineland	Sherman	Vanowen	63170	6317	4	875	3500	1.80	F	0	6317	4	875	3500	1.80	F	0.00
	N Hollywood	Glenoaks	San Fernando	67840	6784	4	930	3720	1.82	F	40	6824	4	930	3720	1.83	F	0.01
	N Hollywood	San Fernando	Vanowen	61180	6118	6	975	5850	1.05	F	44	6162	6	975	5850	1.05	F	0.01
	I-5 *	Sunland	N Hollywood	212700	21270	8	2100	16800	1.27	F	2439	23709	12	2100	25200	0.94	E	-0.33
	I-5 *	N Hollywood	Buena Vista	211000	21100	8	2100	16800	1.26	F	2439	23539	12	2100	25200	0.93	E	-0.32

Agg V/C = 1.46

* 1999 Caltrans Volume Growth Factored 2% per year for 25 years

Appendix S
Modal Alternative
Level of Service (LOS) Analysis

LOCATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 MODAL ALTERNATIVE							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Burbank Airport	San Fernando	Vineland	N Hollywood	39220	3922	4	875	3500	1.12	F	0	3922	4	875	3500	1.12	F	0.00
(Non-Station)	San Fernando	N Hollywood	Buena Vista	63170	6317	4	875	3500	1.80	F	0	6317	4	875	3500	1.80	F	0.00
	Vanowen	Vineland	N Hollywood	67840	6784	4	640	2560	2.65	F	8	6792	4	640	2560	2.65	F	0.00
	Vineland	Sherman	Vanowen	45800	4580	4	875	3500	1.31	F	0	4580	4	875	3500	1.31	F	0.00
	N Hollywood	Glenoaks	San Fernando	28410	2841	4	930	3720	0.76	C	40	2881	4	930	3720	0.77	C	0.01
	N Hollywood	San Fernando	Vanowen	32260	3226	6	975	5850	0.55	A	44	3270	6	975	5850	0.56	A	0.01
	N Hollywood	Vanowen	Victory	45800	4580	6	975	5850	0.78	C	0	4580	6	975	5850	0.78	C	0.00
	Victory	N Hollywood	Buena Vista	28410	2841	4	875	3500	0.81	D	0	2841	4	875	3500	0.81	D	0.00
	Victory	Vineland	N Hollywood	32260	3226	4	875	3500	0.92	E	0	3226	4	875	3500	0.92	E	0.00
	Buena Vista	Vanowen	Victory	42340	4234	4	875	3500	1.21	F	4	4238	4	875	3500	1.21	F	0.00
	Buena Vista	Vanowen	San Fernando	25060	2506	4	875	3500	0.72	C	0	2506	4	875	3500	0.72	C	0.00
	I-5 *	N Hollywood	Buena Vista	211000	21100	8	1940	15520	1.36	F	2439	23539	12	1940	23280	1.01	F	-0.35

Agg V/C = 1.14

* 1999 Caltrans Volume Growth Factored 2% per year for 25 years

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 MODAL ALTERNATIVE							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Burbank Downtown	Glenoaks	Magnolia	Olive	34280	3428	4	875	3500	0.98	E	0	3428	4	875	3500	0.98	E	0.00
	Glenoaks	Olive	Verdugo	43260	4326	4	875	3500	1.24	F	5	4331	4	875	3500	1.24	F	0.00
	Glenoaks	Verdugo	Alameda	43260	4326	6	975	5850	0.74	C	5	4331	6	975	5850	0.74	C	0.00
	San Fernando	Burbank	Olive	48080	4808	4	875	3500	1.37	F	0	4808	4	875	3500	1.37	F	0.00
	San Fernando	Olive	Alameda	24290	2429	4	875	3500	0.69	B	5	2434	4	875	3500	0.70	B	0.00
	Front	Magnolia	Verdugo	12400	1240	2	580	1160	1.07	F	5	1245	2	580	1160	1.07	F	0.00
	Magnolia	N Victory	Front	28700	2870	4	930	3720	0.77	C	5	2875	4	930	3720	0.77	C	0.00
	Magnolia	Front	Glenoaks	40640	4064	4	875	3500	1.16	F	0	4064	4	875	3500	1.16	F	0.00
	Olive	N Victory	Glenoaks	71470	7147	4	875	3500	2.04	F	0	7147	4	875	3500	2.04	F	0.00
	Verdugo	Front	Glenoaks	41420	4142	2	580	1160	3.57	F	10	4152	2	580	1160	3.58	F	0.01
	Alameda	S Victory	Glenoaks	48700	4870	4	875	3500	1.39	F	0	4870	4	875	3500	1.39	F	0.00
	I-5 *	Burbank	Olive	249000	24900	8	2100	16800	1.48	F	2439	27339	12	2100	25200	1.08	F	-0.40
	I-5 *	Olive	Alameda	272000	27200	8	2100	16800	1.62	F	2736	29936	12	2100	25200	1.19	F	-0.43

Agg V/C = 1.33

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 MODAL ALTERNATIVE							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
LA Union Station	S Broadway	1st	Temple	33670	3367	4	875	3500	0.96	E	17	3384	4	875	3500	0.97	E	0.00
	S Broadway	Temple	Cesar Chavez	24170	2417	4	875	3500	0.69	B	17	2434	4	875	3500	0.70	B	0.00
	Alameda	4th	1st	20500	2050	4	875	3500	0.59	A	15	2065	4	875	3500	0.59	A	0.00
	Alameda	1st	Cesar Chavez	74530	7453	4	875	3500	2.13	F	22	7475	4	875	3500	2.14	F	0.01
	Alameda	Cesar Chavez	N Main	74530	7453	6	975	5850	1.27	F	22	7475	6	975	5850	1.28	F	0.00
	Cesar Chavez	Figueroa	Mission	59480	5948	4	875	3500	1.70	F	0	5948	4	875	3500	1.70	F	0.00
	US 101 *	Broadway	Alameda	222400	22240	10	2100	21000	1.06	F	72	22312	10	2100	21000	1.06	F	0.00
	US 101 *	Alameda	Mission	230800	23080	10	2100	21000	1.10	F	28	23108	10	2100	21000	1.10	F	0.00
	US 101 *	Mission	1st	138500	13850	10	2100	21000	0.66	B	11	13861	10	2100	21000	0.66	B	0.00
	I-5 *	Mission	I-10	278600	27860	10	2100	21000	1.33	F	2736	30596	14	2100	29400	1.04	F	-0.29
	I-10 *	I-5	US 101	339600	33960	10	2100	21000	1.62	F	17	33977	10	2100	21000	1.62	F	0.00

Agg V/C = 1.17

* 1999 Caltrans Volume Growth Factored 2% per year for 25 years

Appendix T

System Screenline Analysis
High Speed Train Alternative

Appendix T
System Screenline Analysis
High Speed Train Alternative

Southbound AM Peak

Roadway	AM Peak Period	AM Peak Hour	Peak Period Capacity	Peak Hour Capacity	Peak V/C	Peak Hour Speed (mph)	Segment Length (mi)	V/C*L	Δ from F.B. Speed
I-5 (S/o SR 138) Gorman	4,904	1,962	12,600	4,200	0.47	69.5	31	14.5	0.0
I-5 (N/o SR 14) Santa Clarita	37,089	14,836	25,200	8,400	1.77	28.5	11	19.4	0.0
I-5 (N/o I-405) San Fernando	61,433	24,573	37,800	12,600	1.95	22.1	4	7.8	0.0
I-5 (Sun Valley)	53,175	21,401	25,200	8,400	2.55	9.6	8	20.4	(0.2)
I-5 (Burbank)	68,000	27,377	25,200	8,400	3.26	3.9	5	16.3	(0.1)
I-5 (S/o SR 134) Glendale	38,924	15,747	31,500	10,500	1.50	39.8	4	6.0	(0.8)
I-5 (S/o SR 110) Los Angeles	37,224	15,135	25,200	8,400	1.80	27.1	8	14.4	(1.1)
SR 14 (N/o E. Avenue P) N. Palmdale	14,290	5,716	18,900	6,300	0.91	63.5	6	5.4	0.0
SR 14 (S/o SR 138) Palmdale	9,230	3,735	18,900	6,300	0.59	68.7	25	14.8	(0.1)
SR 14 (N/o I-5) Santa Clarita	50,832	20,333	31,500	10,500	1.94	22.5	15	29.0	0.0
							117	148.1	

Speed = S_o / (1 + Constant * (V/C)^4)
S_o = Free Flow Speed = 65 mph
Constant = 0.15

Aggregate V/C = 1.27
Aggregate Speed = 50.5

Appendix U

High Speed Train Alternative Level of Service (LOS) Analysis

Appendix U
High Speed Train Alternative
Level of Service (LOS) Analysis

Roadway Class	Capacity (vphpl)
Freeway	2100
6-Lane Divided Arterial	975
4-Lane Divided Arterial	930
4-Lane Undivided Arterial	875
4-Lane Secondary Arterial	640
2-Lane Collector	580

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 WITH STATION IMPACTS							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Palmdale	E Avenue P	SR 14	Sierra Highway	50000	5000	4	875	3500	1.43	F	56	5056	4	875	3500	1.44	F	0.02
	E Avenue P	Sierra Highway	15th	36000	3600	4	875	3500	1.03	F	6	3606	4	875	3500	1.03	F	0.00
	SR 138	SR 14	Sierra Highway	85160	8516	6	975	5850	1.46	F	85	8601	6	975	5850	1.47	F	0.01
	SR 138	Sierra Highway	15th	79230	7923	4	930	3720	2.13	F	85	8008	4	930	3720	2.15	F	0.02
	E Avenue R	SR 14	Sierra Highway	73250	7325	4	875	3500	2.09	F	7	7332	4	875	3500	2.09	F	0.00
	E Avenue R	Sierra Highway	15th	75910	7591	4	875	3500	2.17	F	21	7612	4	875	3500	2.17	F	0.01
	Sierra Highway	E Avenue P	SR 138	2250	225	4	875	3500	0.06	A	70	295	4	875	3500	0.08	A	0.02
	Sierra Highway	SR 138	E Avenue R	4370	437	4	875	3500	0.12	A	198	635	4	875	3500	0.18	A	0.06
	SR 14 *	E Avenue P	SR 138	100600	10060	6	2100	12600	0.80	C	0	10060	6	2100	12600	0.80	C	0.00
	SR 14 *	SR 138	E Avenue R	92300	9230	6	2100	12600	0.73	C	43	9273	6	2100	12600	0.74	C	0.00

Agg V/C = 1.22

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 WITH STATION IMPACTS							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Sylmar	Hubbard	Laurel Canyon	Truman	53220	5322	4	640	2560	2.08	F	79	5401	4	640	2560	2.11	F	0.03
	Hubbard	Truman	Glen oaks	47760	4776	4	640	2560	1.87	F	54	4830	4	640	2560	1.89	F	0.02
	San Fernando Mission	Laurel Canyon	Truman	7310	731	4	640	2560	0.29	A	33	764	4	640	2560	0.30	A	0.01
	San Fernando Rd	Polk	Hubbard	76050	7605	4	875	3500	2.17	F	282	7887	4	875	3500	2.25	F	0.08
	San Fernando Rd	Hubbard	Maclay	48320	4832	4	875	3500	1.38	F	104	4936	4	875	3500	1.41	F	0.03
	Truman	Hubbard	Maclay	19490	1949	4	875	3500	0.56	A	13	1962	4	875	3500	0.56	A	0.00
	I-5 *	I-405	SF Mission	145100	14510	12	2100	25200	0.58	A	0	14510	12	2100	25200	0.58	A	0.00
	I-405 *	(South of I-5)		174800	17480	10	2100	21000	0.83	D	0	17480	10	2100	21000	0.83	D	0.00

Agg V/C = 1.24

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 WITH STATION IMPACTS							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Burbank Airport	Glenoaks	Sunland	N Hollywood	47710	4771	4	930	3720	1.28	F	0	4771	4	930	3720	1.28	F	0.00
	Glenoaks	N Hollywood	Buena Vista	45780	4578	4	930	3720	1.23	F	15	4593	4	930	3720	1.23	F	0.00
	San Fernando	Vineland	N Hollywood	39220	3922	4	875	3500	1.12	F	732	4654	4	875	3500	1.33	F	0.21
	San Fernando	N Hollywood	Buena Vista	81570	8157	4	875	3500	2.33	F	110	8267	4	875	3500	2.36	F	0.03
	Vanowen	Vineland	N Hollywood	50900	5090	4	640	2560	1.99	F	0	5090	4	640	2560	1.99	F	0.00
	Vineland	San Fernando	Sherman	54410	5441	4	875	3500	1.55	F	110	5551	4	875	3500	1.59	F	0.03
	Vineland	Sherman	Vanowen	63170	6317	4	875	3500	1.80	F	99	6416	4	875	3500	1.83	F	0.03
	N Hollywood	Glenoaks	San Fernando	67840	6784	4	930	3720	1.82	F	146	6930	4	930	3720	1.86	F	0.04
	N Hollywood	San Fernando	Vanowen	61180	6118	6	975	5850	1.05	F	110	6228	6	975	5850	1.06	F	0.02
	I-5 *	Sunland	N Hollywood	212700	21270	8	2100	16800	1.27	F	0	21270	8	2100	16800	1.27	F	0.00
	I-5 *	N Hollywood	Buena Vista	211000	21100	8	2100	16800	1.26	F	131	21231	8	2100	16800	1.26	F	0.01

Agg V/C = 1.55

* 1999 Caltrans Volume Growth Factored 2% per year for 25 years

Appendix U
High Speed Train Alternative
Level of Service (LOS) Analysis

LOCATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 WITH STATION IMPACTS							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Burbank Airport	San Fernando	Vineland	N Hollywood	39220	3922	4	875	3500	1.12	F	732	4654	4	875	3500	1.33	F	0.21
(Non-Station)	San Fernando	N Hollywood	Buena Vista	81570	8157	4	875	3500	2.33	F	110	8267	4	875	3500	2.36	F	0.03
	Vanowen	Vineland	N Hollywood	50900	5090	4	640	2560	1.99	F	0	5090	4	640	2560	1.99	F	0.00
	Vineland	Sherman	Vanowen	63170	6317	4	875	3500	1.80	F	99	6416	4	875	3500	1.83	F	0.03
	N Hollywood	Glenoaks	San Fernando	67840	6784	4	930	3720	1.82	F	146	6930	4	930	3720	1.86	F	0.04
	N Hollywood	San Fernando	Vanowen	61180	6118	6	975	5850	1.05	F	110	6228	6	975	5850	1.06	F	0.02
	N Hollywood	Vanowen	Victory	45800	4580	6	975	5850	0.78	C	0	4580	6	975	5850	0.78	C	0.00
	Victory	N Hollywood	Buena Vista	28410	2841	4	875	3500	0.81	D	0	2841	4	875	3500	0.81	D	0.00
	Victory	Vineland	N Hollywood	32260	3226	4	875	3500	0.92	E	0	3226	4	875	3500	0.92	E	0.00
	Buena Vista	Vanowen	Victory	42340	4234	4	875	3500	1.21	F	36	4270	4	875	3500	1.22	F	0.01
	Buena Vista	Vanowen	San Fernando	25060	2506	4	875	3500	0.72	C	36	2542	4	875	3500	0.73	C	0.01
	I-5 *	N Hollywood	Buena Vista	211000	21100	8	1940	15520	1.36	F	131	21231	8	1940	15520	1.37	F	0.01

Agg V/C = 1.36

* 1999 Caltrans Volume Growth Factored 2% per year for 25 years

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 WITH STATION IMPACTS							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
Burbank Downtown	Glenoaks	Magnolia	Olive	34280	3428	4	875	3500	0.98	E	0	3428	4	875	3500	0.98	E	0.00
	Glenoaks	Olive	Verdugo	43260	4326	4	875	3500	1.24	F	0	4326	4	875	3500	1.24	F	0.00
	Glenoaks	Verdugo	Alameda	43260	4326	6	975	5850	0.74	C	68	4394	6	975	5850	0.75	C	0.01
	San Fernando	Burbank	Olive	48080	4808	4	875	3500	1.37	F	34	4842	4	875	3500	1.38	F	0.01
	San Fernando	Olive	Alameda	24290	2429	4	875	3500	0.69	B	34	2463	4	875	3500	0.70	C	0.01
	Front	Magnolia	Verdugo	12400	1240	2	580	1160	1.07	F	677	1917	2	580	1160	1.65	F	0.58
	Magnolia	N Victory	Front	28700	2870	4	930	3720	0.77	C	68	2938	4	930	3720	0.79	C	0.02
	Magnolia	Front	Glenoaks	40640	4064	4	875	3500	1.16	F	102	4166	4	875	3500	1.19	F	0.03
	Olive	N Victory	Glenoaks	71470	7147	4	875	3500	2.04	F	34	7181	4	875	3500	2.05	F	0.01
	Verdugo	Front	Glenoaks	41420	4142	2	580	1160	3.57	F	102	4244	2	580	1160	3.66	F	0.09
	Alameda	S Victory	Glenoaks	48700	4870	4	875	3500	1.39	F	0	4870	4	875	3500	1.39	F	0.00
	I-5 *	Burbank	Olive	249000	24900	8	2100	16800	1.48	F	162	25062	8	2100	16800	1.49	F	0.01
	I-5 *	Olive	Alameda	272000	27200	8	2100	16800	1.62	F	177	27377	8	2100	16800	1.63	F	0.01

Agg V/C = 1.45

STATION	STREETS	Location 1	Location 2	2025 BASELINE							2025 WITH STATION IMPACTS							Δ
				ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	AM Station Traffic	Total AM Peak	# Lanes	C/Lane	Capacity	V/C	LOS	V/C
LA Union Station	S Broadway	1st	Temple	33670	3367	4	875	3500	0.96	E	0	3367	4	875	3500	0.96	E	0.00
	S Broadway	Temple	Cesar Chavez	24170	2417	4	875	3500	0.69	B	0	2417	4	875	3500	0.69	B	0.00
	Alameda	4th	1st	20500	2050	4	875	3500	0.59	A	234	2284	4	875	3500	0.65	B	0.07
	Alameda	1st	Cesar Chavez	74530	7453	4	875	3500	2.13	F	1121	8574	4	875	3500	2.45	F	0.32
	Alameda	Cesar Chavez	N Main	74530	7453	6	975	5850	1.27	F	397	7850	6	975	5850	1.34	F	0.07
	Cesar Chavez	Figueroa	Mission	59480	5948	4	875	3500	1.70	F	467	6415	4	875	3500	1.83	F	0.13
	US 101 *	Broadway	Alameda	222400	22240	10	2100	21000	1.06	F	204	22444	10	2100	21000	1.07	F	0.01
	US 101 *	Alameda	Mission	230800	23080	10	2100	21000	1.10	F	613	23693	10	2100	21000	1.13	F	0.03
	US 101 *	Mission	1st	138500	13850	10	2100	21000	0.66	B	123	13973	10	2100	21000	0.67	B	0.01
	I-5 *	Mission	I-10	278600	27860	10	2100	21000	1.33	F	245	28105	10	2100	21000	1.34	F	0.01
	I-10 *	I-5	US 101	339600	33960	10	2100	21000	1.62	F	245	34205	10	2100	21000	1.63	F	0.01

Agg V/C = 1.25

* 1999 Caltrans Volume Growth Factored 2% per year for 25 years