Appendix D
Traffic Impact Analysis

ESA

Broadway Block Project Addendum Traffic Impact Study

DRAFT Report

February 12, 2018

Submitted to:

CITY OF LONG BEACH

17J18-0990 | Prepared by **Iteris, Inc.**

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TABLE OF CONTENTS

1 Introduction 5
1.1 Project Description 5
1.2 Study Area 7
1.3 Study Periods 7
2 Environmental Setting 9
2.1 Roadway Configurations 9
2.2 Existing Public Transit 9
2.3 Existing Traffic Volumes 10
3 Traffic Operations Analysis Methodology 13
3.1 Thresholds of Significance 14
4 Existing Conditions 14
5 Proposed Project Traffic 14
5.1 Project Trip Generation 14
5.2 Project Trip Distribution 17
6 Existing Plus Project Conditions 20
6.1 Existing Plus Project Intersection Levels of Service 20
7 Opening Year 2021 Without Project Conditions 22
7.1 Ambient Growth 22
7.2 Cumulative Project Growth 22
7.3 Opening Year 2021 Without Project Intersection Levels of Service 25
8 Opening Year 2021 With Project Conditions 27
8.1 Opening Year 2021 With Project Intersection Levels of Service 27
9 Future Year 2035 Without Project Conditions 29
9.1 Future Year 2035 Volume Development 29
9.2 Future Year 2035 Without Project Intersection Levels of Service 29
10 Future Year 2035 With Project Conditions 31
10.1 Future Year 2035 With Project Intersection Levels of Service 31
11 Congestion Management Program (CMP) Analysis 33
11.1 CMP Intersection Analysis 33
11.2 CMP Freeway Analysis 33
12 VMT Analysis 34

13 Construction Impact Analysis 36
13.1 Construction Traffic 36
13.2 Construction Traffic Impact Analysis 38
14 Conclusions 39
Appendix A – Existing Traffic Volumes 40
Appendix B – LOS Calculation Sheets 41
Appendix C – Cumulative Projects Trip GEneration 49

TABLES

Table 1: Proposed Project 5
Table 2: Study Area Roadways 9
Table 3: Bus Routes in Study Area 10
Table 4: Intersection Level of Service Definitions – ICU Methodology 13
Table 5: Existing Intersection Peak Hour Level of Service 14
Table 6: Proposed Project Trip Generation 16
Table 7: Existing Plus Project Intersection Peak Hour Level of Service 20
Table 8: Cumulative Projects 22
Table 9: Opening Year 2021 Without Project Intersection Peak Hour Level of Service 25
Table 10: Opening Year 2021 With Project Intersection Peak Hour LOS 27
Table 11: Future Year 2035 Without Project Intersection Peak Hour Level of Service 29
Table 12: Future Year 2035 With Project Intersection Peak Hour LOS 31
Table 13: Year 2040 VMT Comparison 34
Table 14: Export/Import Quantities 36
Table 15: Opening Year 2021 Plus Construction Hauling Intersection Peak Hour LOS 38

FIGURES

Figure 1 – Project Site Plan 6
Figure 2 – Project Location and Study Intersections 8
Figure 3 – Existing Intersection Lane Configurations 11
Figure 4 – Existing Peak Hour Intersection Volumes 12
Figure 5 – Project Trip Distribution 18
Figure 6 – Project Trip Assignment 19
Figure 7 – Existing Plus Project Peak Hour Intersection Volumes 21
Figure 8 – Location of Cumulative Projects 23

Figure 9 – Cumulative Projects Peak Hour Trip Assignment 24
Figure 10 – Opening Year 2021 Without Project Peak Hour Intersection Volumes 26
Figure 11 – Opening Year 2021 With Project Peak Hour Intersection Volumes 28
Figure 12 – Future Year 2035 Without Project Peak Hour Intersection Volumes 30
Figure 13 – Future Year 2035 With Project Peak Hour Intersection Volumes 32
Figure 14 – SCAG TAZ Network 35
Figure 15 – Construction Truck Haul Route 37

1 INTRODUCTION

This report summarizes the results of a traffic analysis for the proposed Broadway Block project, referred to as the "project", located at 240 Long Beach Boulevard in the City of Long Beach. The proposed project is located within the Downtown Community Plan area that was the subject of a Program Environmental Impact Report (PEIR) certified in November 2011. A traffic study, prepared by Iteris in February 2010, was included as part of the 2011 PEIR. This study updates the 2010 traffic study and it will be included in the Addendum to the certified Downtown Plan EIR, which was initiated to determine whether the changes in the project description would result in new significant environmental impacts.

A total of four intersections in the vicinity of the project site were analyzed. The traffic analysis evaluates project trips on existing traffic conditions and on future traffic conditions, taking into account growth in traffic due to other known development projects in the surrounding area as well as overall ambient growth in background traffic.

1.1 Project Description

The 2010 traffic study for the Downtown Plan was divided into 28 Traffic Analysis Zones (TAZ). The proposed Broadway Block is located within TAZ #18. This traffic study compares the trip generation of the 2010 study within TAZ #18 as a result of changes in the proposed project land uses.

The project site is located on the western side of a block bounded by 3rd Street to the north, Elm Avenue to the east, East Broadway to the south, and Long Beach Boulevard to the west. The project site is currently occupied by two surface parking lots and the Acres of Books bookstore building. **Table 1** shows a description of the proposed project, and the project site plan is also illustrated in **Figure 1**.

Table 1: Proposed Project

Land Use	Size
North Tower	
Residential	197 du
Commercial	10,579 sf
South Tower	
Residential	203 du
Retail	12,628 sf
Acres of Books Building	
Restaurant	3,400 sf
Market/Brewery/Entertainment	6,200 sf

Source: Ratkovich Properties, 2017.

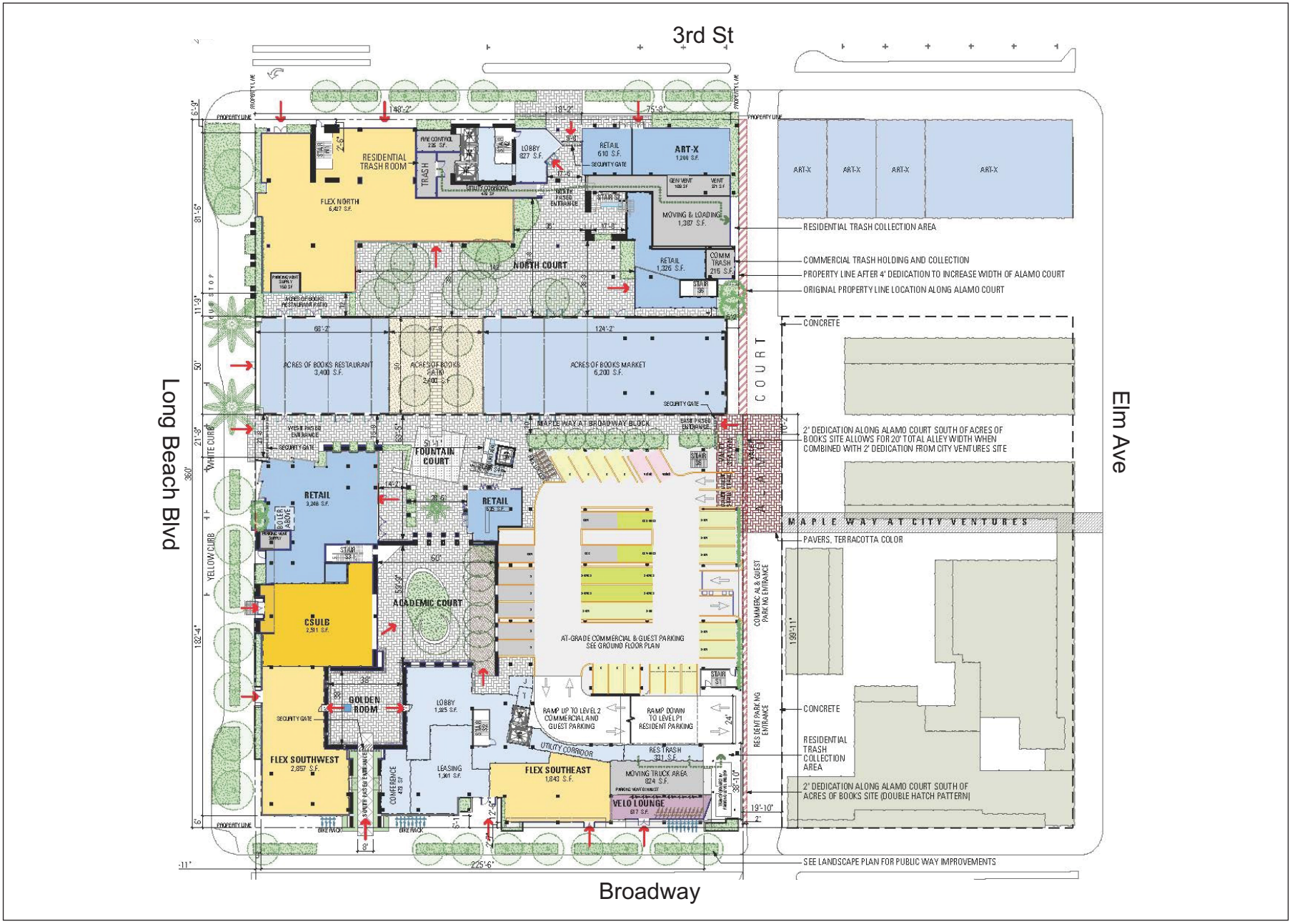

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Figure 1
Project Site Plan

1.2 Study Area

The proposed study area for analysis includes the following four (4) intersections in the vicinity of the project site:

1. Long Beach Boulevard/3rd Street;
2. Long Beach Boulevard/Broadway;
3. Elm Avenue/3rd Street; and
4. Elm Avenue/Broadway.

The project site location and proposed study intersections are shown in **Figure 2**.

1.3 Study Periods

Traffic operations were evaluated for each of the following scenarios during the weekday a.m. (7:00 – 9:00) and p.m. (4:00 – 6:00) peak hours during typical weekday conditions (during the school year):

- Existing Conditions;
- Existing Plus Project Conditions;
- Opening Year 2021 Without Project Conditions;
- Opening Year 2021 With Project Conditions;
- Future Year 2035 Without Project Conditions; and
- Future Year 2035 With Project Conditions.

Based on information provided by the project applicant, the projected opening year for the proposed project is 2021. The study area and study periods were confirmed with City staff.

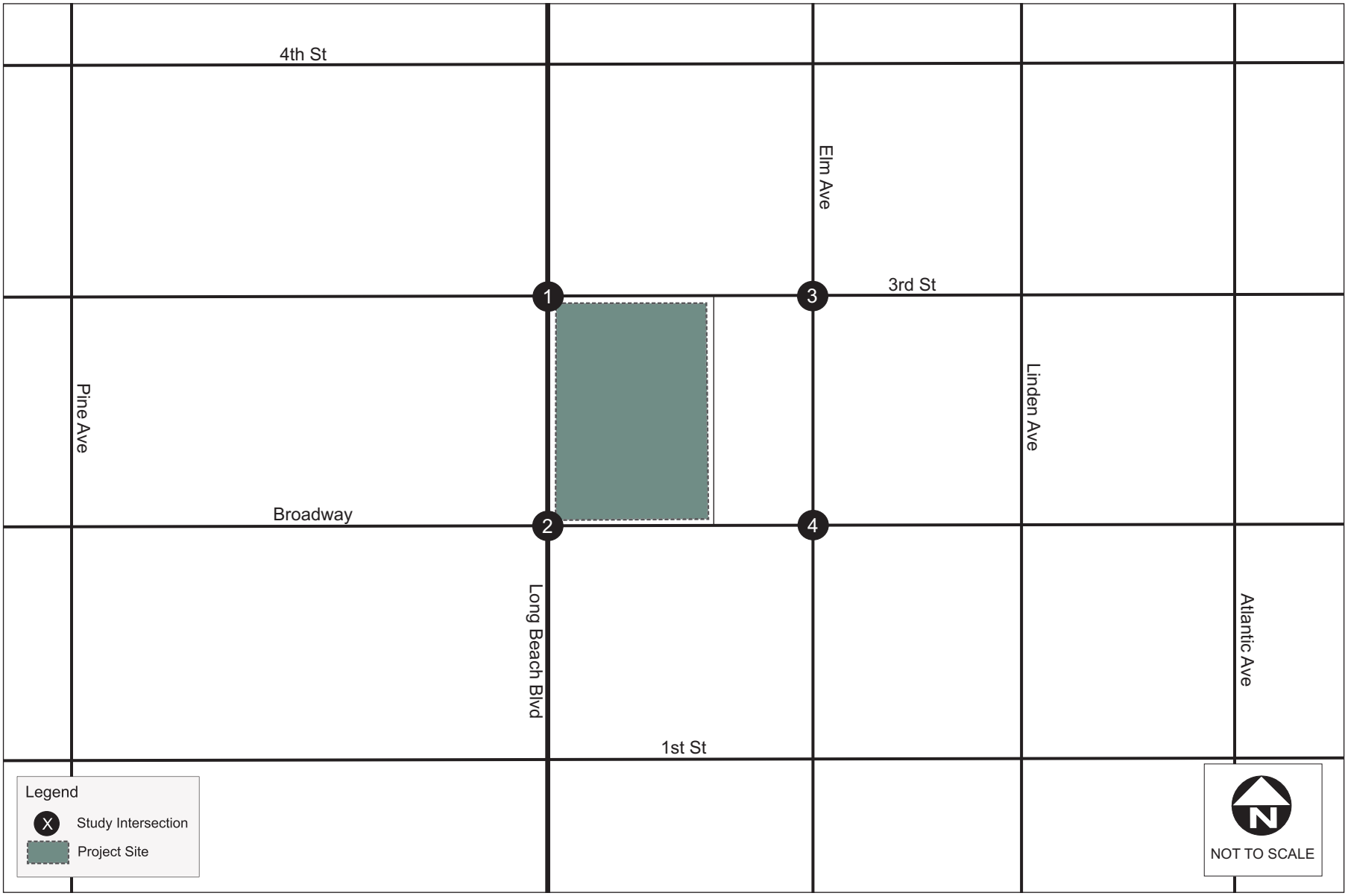

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Figure 2
Project Location and Study Intersections

2 ENVIRONMENTAL SETTING

This section presents an overview of the existing roadway and transit system within the study area, and the methodology used to determine existing traffic volumes.

2.1 Roadway Configurations

The existing configurations of the roadways within the study area are shown in **Table 2**.

Table 2: Study Area Roadways

Roadway	Classification	Direction	Lanes		On-Street Parking	Bike Facility	Median
			NB/EB	SB/WB			
Long Beach Boulevard	Boulevard	North/South	2	2	Northbound only	-	Yes
Elm Avenue	Local Street	North/South	1	1	Both sides of street	-	Yes
3rd Street	Major Avenue	East/West	-	2	Both sides of street	Class I	No
Broadway	Major Avenue	East/West	2	-	Both sides of street	Class I	No

Note: Roadway classification based on City of Long Beach General Plan Mobility Element 2013

2.2 Existing Public Transit

The transit system serving the study area is comprised of bus services provided by the Metropolitan Transportation Authority (Metro), Long Beach Transit (LBT), and Torrance Transit. Transit routes serving each study area corridor listed in **Table 3**.

Table 3: Bus Routes in Study Area

Service Agency/ Type	Route Name	From/To	To/From	Peak Hour Frequency (minutes)	
				AM	PM
Metro Local	232	LAX City Bus Center	Downtown Long Beach	12-13	18-20
Metro Rail	Blue Line	Downtown Los Angeles	Downtown Long Beach	6	6
Long Beach Transit	1	Downtown Long Beach	California State University Dominguez Hills	30	30
Long Beach Transit	46	Anaheim Street	Downtown Long Beach	20	20
Long Beach Transit	51	Long Beach Boulevard	Artesia Station	30	30
Long Beach Transit	52	Long Beach Boulevard	Artesia Station	30	30
Long Beach Transit	81	10th Street	California State University Long Beach	50	50
Long Beach Transit	91	7th Street	Bellflower Boulevard	50-52	43-45
Long Beach Transit	92	7th Street	Woodruff Avenue	12-18	30
Long Beach Transit	93	7th Street	Clark Avenue	12-18	30
Long Beach Transit	94	7th Street	Los Altos Only	Night service	
Long Beach Transit	151	Golden Avenue/ 4th Street	Ximeno Avenue/ 4th Street	20	20
Long Beach Transit	172	Pacific Coast Highway	Palo Verde	20	30
Long Beach Transit	173	Pacific Coast Highway	Studebaker	20	30
Long Beach Transit	174	Pacific Coast Highway	Ximeno Only	Night service	
Passport		Downtown Long Beach	Queen Mary	30	15
Torrance Transit	3	Redondo Beach Pier	Downtown Long Beach	20-24	24-26
Torrance Transit	R3	South Bay Galleria	Downtown Long Beach	6-57	20-27

2.3 Existing Traffic Volumes

Existing traffic counts at all ten intersections were conducted on December 6, 2017. All counts were conducted during the a.m. peak period (7:00 – 9:00) and p.m. peak period (4:00 – 6:00). The traffic impact analysis is based on the highest single hour of traffic during each time period at each location. Traffic counts were collected while schools were still in session, avoiding any holiday-related shifts in traffic patterns. Detailed vehicle turning movement data are included in **Appendix A**. **Figure 3** shows the existing intersection configurations and **Figure 4** shows the existing peak hour volumes at the study intersections.

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Figure 3
Existing Intersection Lane Configurations

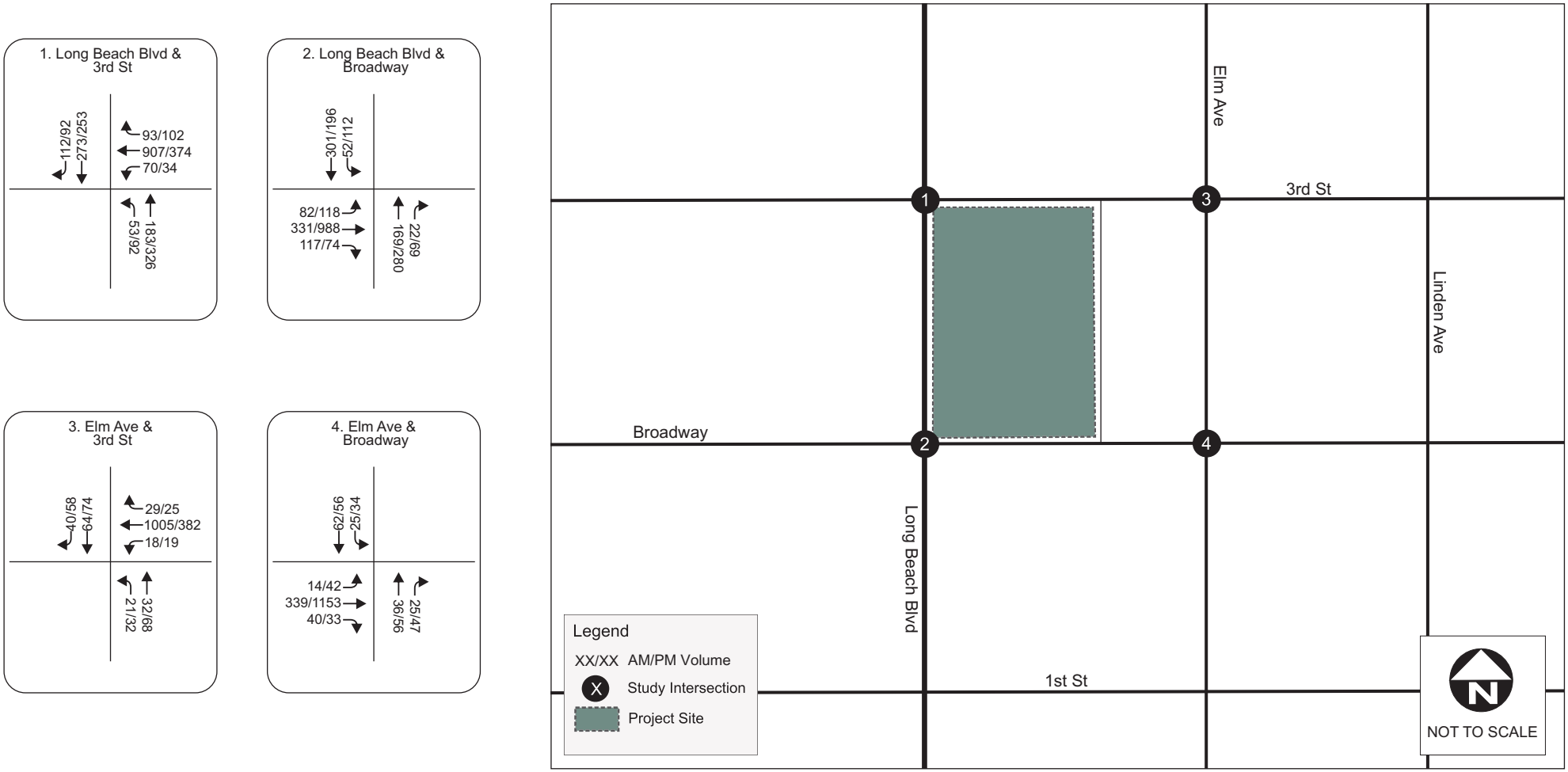

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Figure 4
Existing Peak Hour Intersection Volumes

3 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

The quality of traffic operations is characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). At intersections, LOS "A" represents relatively free flow operating conditions with little or no delay. LOS "F" is characterized by extremely unstable flow conditions, severe congestion and delays with traffic volumes at or near the intersection's design capacity. This typically results in long vehicular queues extending from all approaches to intersection.

In this report, analysis of traffic operations was conducted according to the traffic impact analysis guidelines used by the City of Long Beach. Intersection operating conditions were quantified using the Intersection Capacity Utilization (ICU) method per the City's guidelines. Volume-to-capacity (V/C) ratios and corresponding level of service (LOS) were calculated at study intersections during the weekday a.m. and p.m. peak hours. **Table 4** presents a brief description of each level of service letter grade, as well as the range of V/C ratios associated with each grade for signalized intersections.

Table 4: Intersection Level of Service Definitions – ICU Methodology

Level Of Service	Description	Intersection Volume to Capacity (V/C) Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000-0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>0.600-0.700
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>0.700-0.800
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>0.800-0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>0.900-1.000
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 1.000

Source: Highway Capacity Manual 2000, Transportation Research Board, Washington, D.C., 2000.

3.1 Thresholds of Significance

The City of Long Beach Traffic Impact Guidelines considers LOS D as the limit for acceptable intersection operations. Furthermore, an impact is considered significant when the resulting level-of service with the project traffic is E or F and project related traffic contributes a V/C of 0.02 or more to the critical movements.

4 EXISTING CONDITIONS

A level of service analysis was conducted to evaluate existing intersection operations during the a.m. and p.m. peak hours at the four (4) study intersections. **Table 5** summarizes the existing LOS at the study intersections. LOS calculation sheets are provided in **Appendix B**.

Table 5: Existing Intersection Peak Hour Level of Service

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	Long Beach Blvd/3rd St	signalized	0.538	A	0.395	A
2	Long Beach Blvd/Broadway	signalized	0.362	A	0.603	B
3	Elm Ave/3rd St	signalized	0.503	A	0.295	A
4	Elm Ave/Broadway	signalized	0.286	A	0.594	A

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 5**, all study intersections are currently operating at satisfactory levels of service (LOS D or better) during the a.m. and p.m. peak hour.

5 PROPOSED PROJECT TRAFFIC

The first step in analyzing the traffic conditions with the project is to estimate the number of new trips expected to be generated by the proposed project. As shown in **Table 1**, the proposed project consists of residential, commercial and restaurant uses. The project site is currently occupied by two surface parking lots and the vacant Acres of Books Building generating a negligible amount of traffic. Access to the project site is provided along Alamo Court. This section describes the methodology used to determine project trip generation and the distribution of project traffic within the study area.

The “With Project” conditions were analyzed based on an estimate of the number of new trips generated by the project. Trip generation rates for the proposed project were calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

5.1 Project Trip Generation

The trip generation analysis was completed in a two-step process. First, the number of trips generated by the

proposed development was calculated by multiplying the trip generation rate by the proposed number of units or square footage in the project. In coordination with City Staff, the next step was to apply the same trip reduction adjustments from the 2010 traffic study to the proposed project. The following adjustments are made to the trip generation to reflect the unique characteristics of Downtown Long Beach:

- Pass-by trip generation rate adjustments – these are trips that are not unique new trips but are part of another trip that is already on the roadway system. Pass-by trip adjustments were applied to commercial and restaurant uses.
- Transit service trip generation rate adjustment – Downtown Long Beach has significant transit services as detailed in **Section 2.2**. For consistency purposes, the same rates used in the 2010 traffic study from the US Census Journey to Work data was applied to the project.
- Other mode trip generation rate adjustments – a conservative walk/bike mixed use adjustment is applied to work trips for restaurant uses.

The result of this calculation is shown in **Table 6**.

Table 6: Proposed Project Trip Generation

	Broadway Block Project				Land Use Types	ITE Rate Code	ITE Trip Generation Rate/Development Generated Trips										Total Trips						
							AM Total Rate				Total AM Trips	PM Total Rate				Total PM Trips	AM			PM			Daily
	Residential (DUs)	Acres of Books Market (KSF)	Shopping Center (KSF)	Restaurant (KSF)			Residential Condos	Acres of Books Market (KSF)	Retail	Restaurant		Residential Condos	Acres of Books Market (KSF)	Retail	Restaurant		Total Trips	In	Out	Total Trips	In	Out	Total Trips
Proposed Project	203				Mid-rise Residential	231	0.30				61	0.36				73	45	13	32	54	38	16	698
	197				High-rise Residential	232	0.31				61	0.21				41	45	13	33	31	21	9	678
			23.21		Shopping Center	820			0.94		22			3.81		88	22	14	8	44	21	23	876
				3.40	Books Building Retaurant	932				9.94	34				9.77	33	27	15	12	23	14	9	383
		6.20			Books Building Market/Brewery	925		0.00			-		11.36			70	0	0	0	49	32	17	559
	Proposed Broadway Block Total Trips																**139**	**54**	**85**	**201**	**127**	**74**	**3,195**

As shown in **Table 6**, the project is expected to generate a total of 139 a.m. peak hour trips, 201 p.m. peak hour trips, and 3,195 daily trips.

5.2 Project Trip Distribution

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. The 2016 Southern California Association of Governments (SCAG) RTP/SCS model was used as a basis for developing regional trip distributions for the Broadway Block project. In order to isolate trips to/from the model traffic analysis zone (TAZ), a “select zone” model run was performed.

The new trips generated by the project, as shown in **Table 6**, are then assigned to the surrounding roadway system based on the distribution patterns, shown in **Figure 5**, to estimate the project-related peak-hour traffic at each of the study intersections. **Figure 6** illustrates the proposed project trip assignment onto the roadway network during the a.m. and p.m. peak hours.

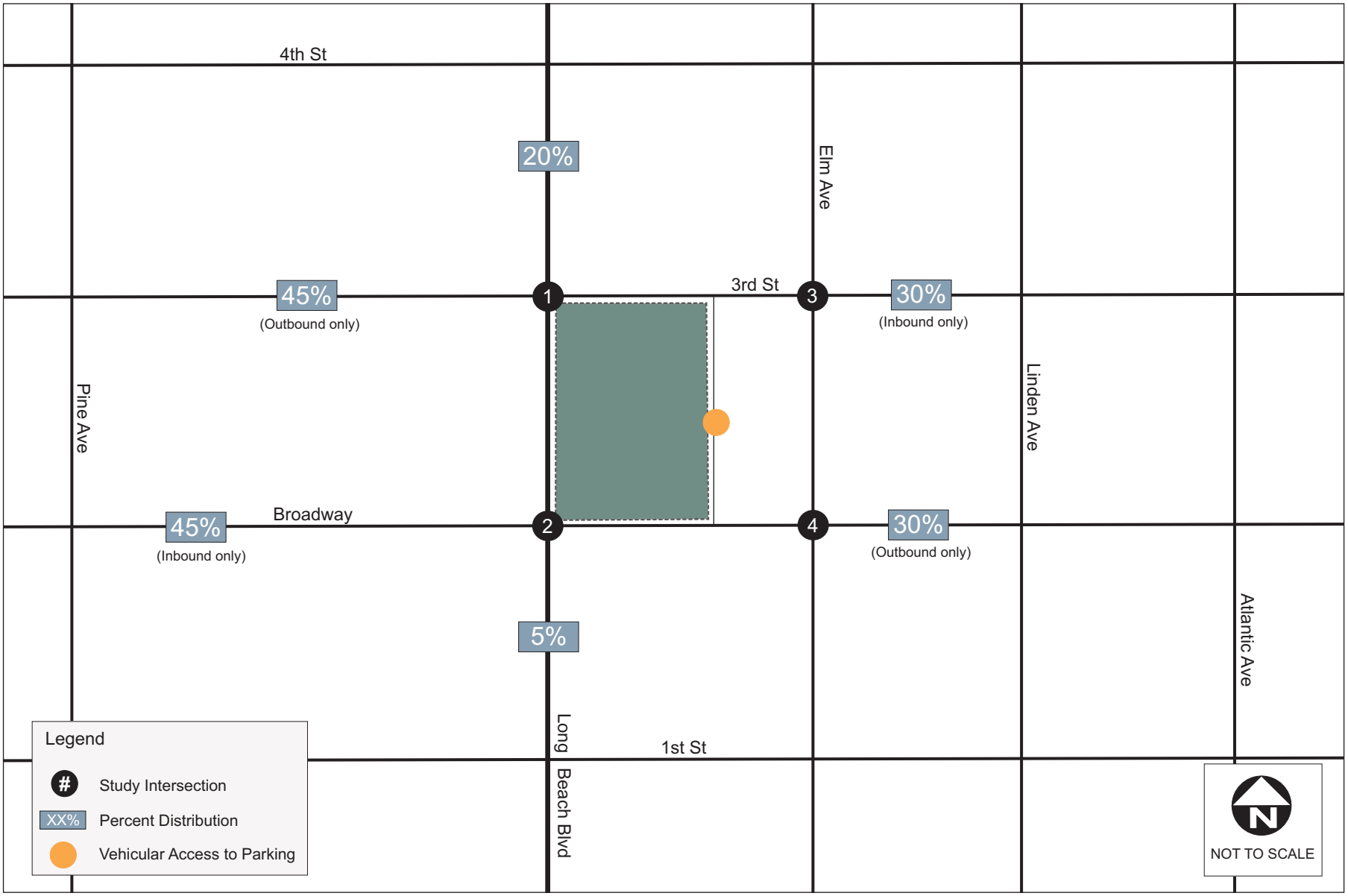

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Figure 5
Project Trip Distribution

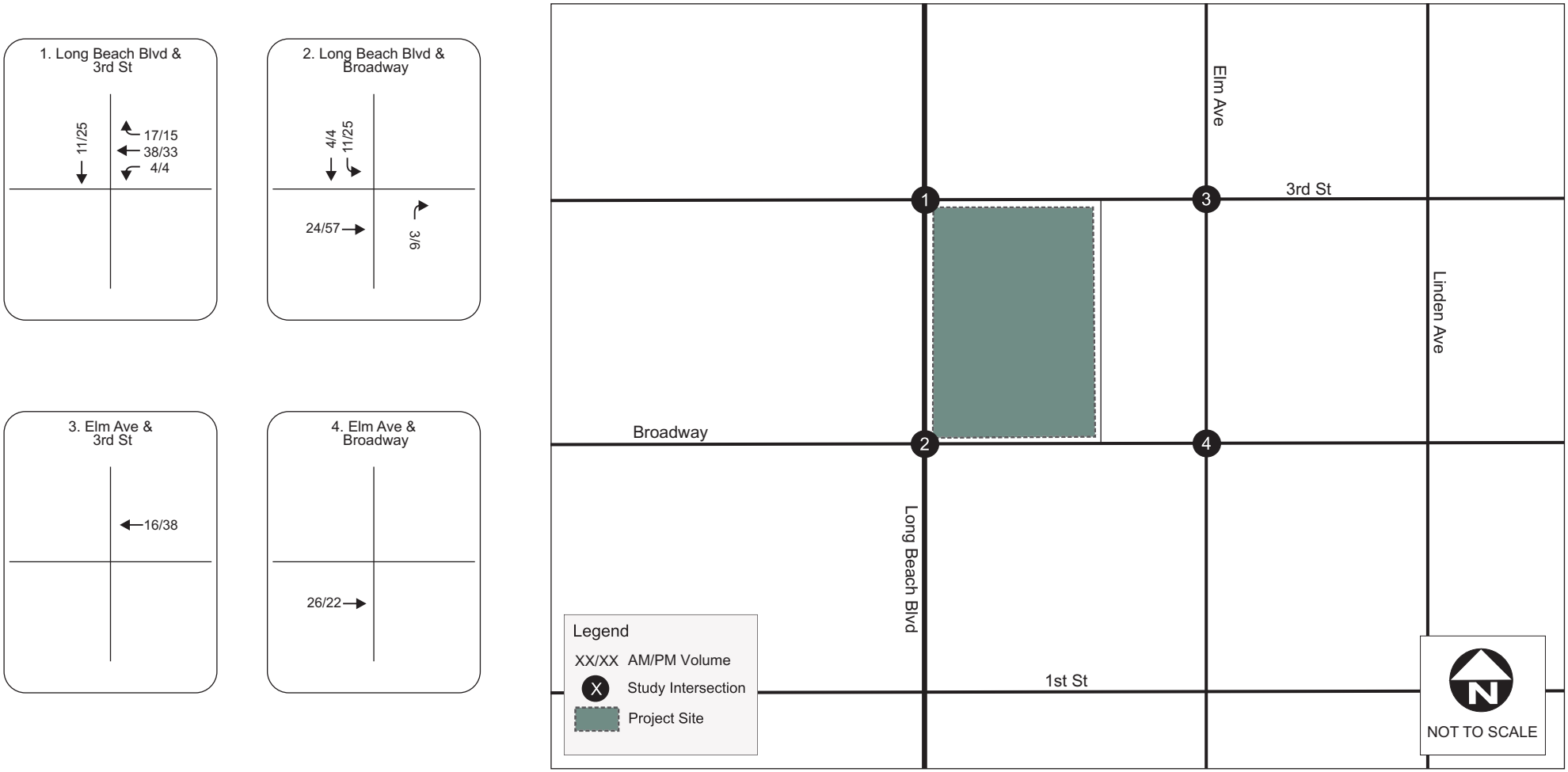

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Figure 6
Project Trip Assignment

6 EXISTING PLUS PROJECT CONDITIONS

Existing plus project conditions were developed by adding trips forecast to be generated by the proposed project, as described in **Section 5**, to existing volumes, as described in **Section 4**. **Figure 7** illustrates the existing plus project traffic volumes at the study intersections.

6.1 Existing Plus Project Intersection Levels of Service

A level of service analysis was conducted to evaluate existing plus project intersection operations during the a.m. and p.m. peak hours at the ten study intersections. **Table 7** summarizes the existing plus project level of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.

Table 7: Existing Plus Project Intersection Peak Hour Level of Service

Intersection		Existing Conditions				Existing Plus Project Conditions				Change in V/C		Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Long Beach Blvd/3rd St	0.538	A	0.395	A	0.559	A	0.419	A	0.021	0.024	No
2	Long Beach Blvd/Broadway	0.362	A	0.603	B	0.372	A	0.632	B	0.010	0.029	No
3	Elm Ave/3rd St	0.503	A	0.295	A	0.509	A	0.307	A	0.006	0.012	No
4	Elm Ave/Broadway	0.286	A	0.594	A	0.295	A	0.602	B	0.009	0.008	No

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 7**, no significant traffic impacts are forecast to occur with implementation of the proposed project.

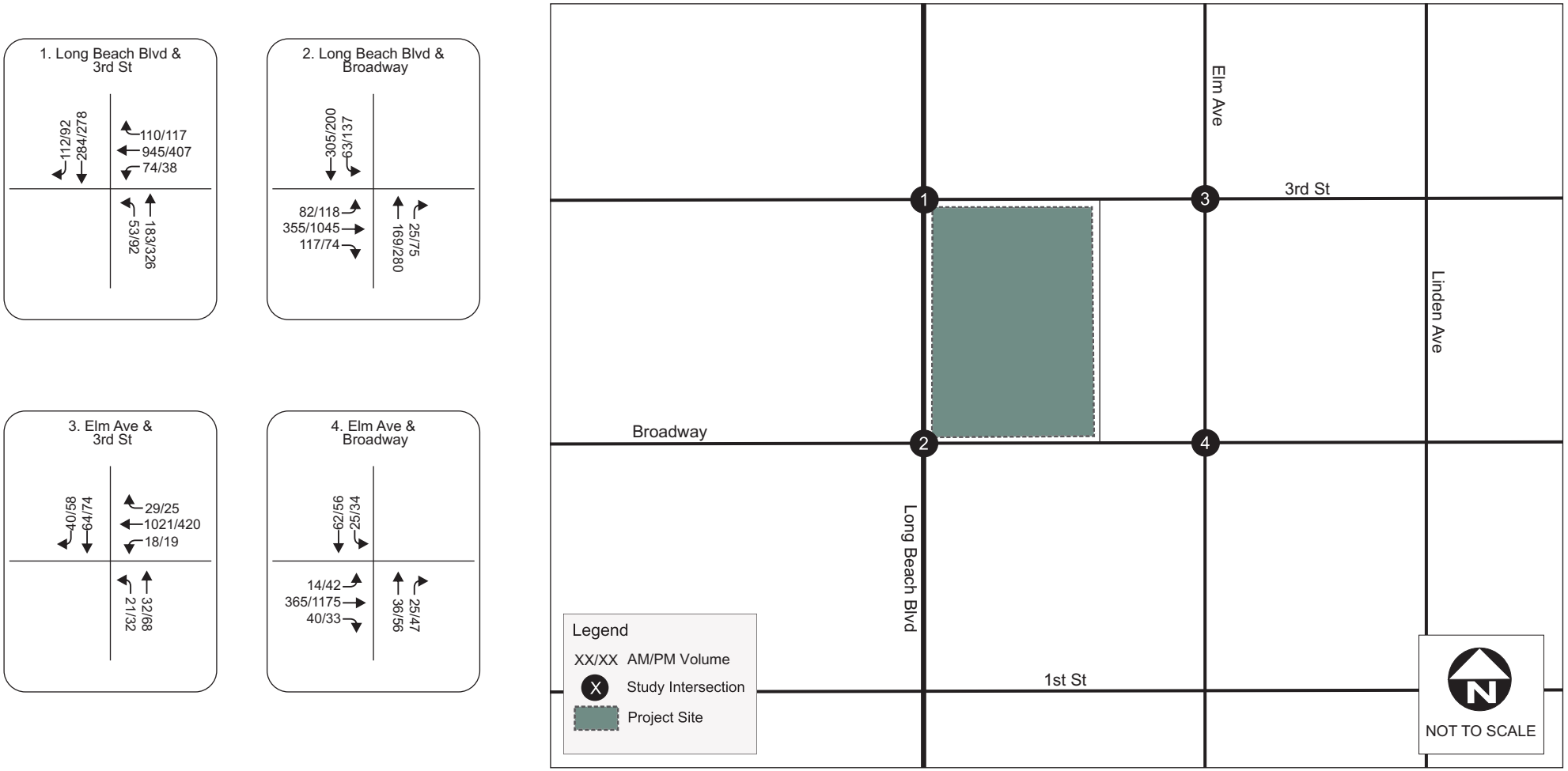

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Figure 7
Existing Plus Project Peak Hour Intersection Volumes

7 OPENING YEAR 2021 WITHOUT PROJECT CONDITIONS

The project opening year is 2021. Therefore, this section analyzes opening year 2021 traffic conditions without the proposed project. Opening year 2021 without project traffic volumes were developed by considering traffic increases due to ambient growth and specific, planned or approved development projects in the study area, without consideration of the proposed project.

7.1 Ambient Growth

Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth and growth in regional through trips in Southern California. An ambient growth rate of one percent (1%) per year in the study area was assumed.

7.2 Cumulative Project Growth

Cumulative project traffic growth is growth due to specific, known development projects in the area surrounding the study locations that may affect traffic circulation. A list of cumulative projects within the region was provided by the City of Long Beach, as shown in **Table 8**. Out of this list, it was determined that traffic from four (4) of these projects would affect traffic circulation within the project study area, and are therefore included in this analysis. Detailed trip generation data for these four (4) cumulative projects within the vicinity of the project site is provided in **Appendix C**. The general location of each of the pertinent cumulative projects is shown in **Figure 8**. The peak hour vehicle trips expected to be generated by these developments are shown in **Figure 9**. Trip distribution for the cumulative projects were assigned depending on the type of development, residential or non-residential, and location with respect to freeways and major arterials.

Table 8: Cumulative Projects

Location		Land Use	Size/Description
1	107 Long Beach Boulevard Long Beach Hotel	Hotel	34 rooms
2	245 W Broadway	Mid-rise residential Retail	222 du 8.5 tsf
3	227 Elm	Mid-rise residential	40 du
4	125 Linden Ave	Mid-rise residential Retail	44 du 2.69 tsf

Note: du = dwelling unit, tsf = thousand square feet

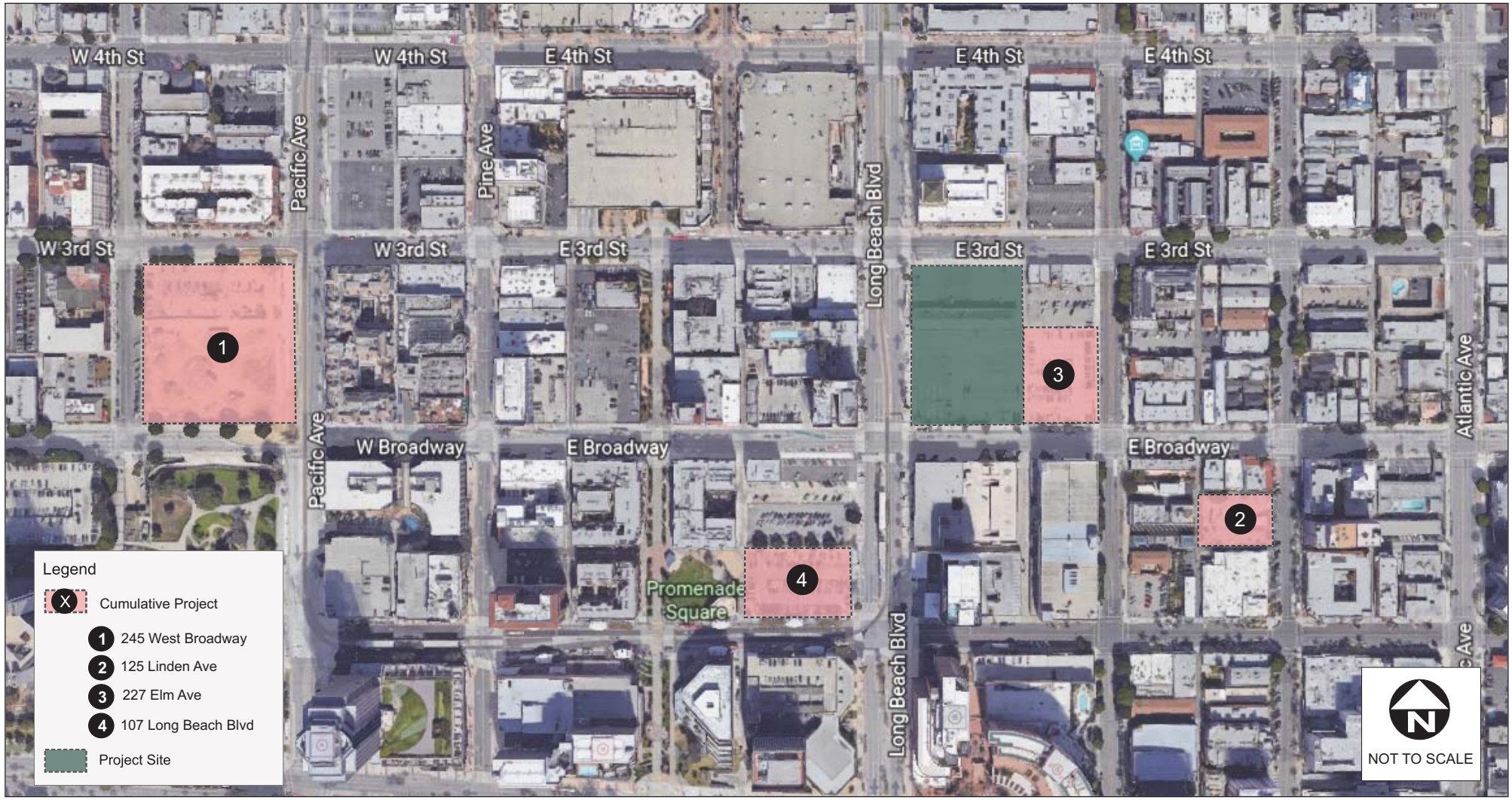

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Figure 8
Location of Cumulative Projects

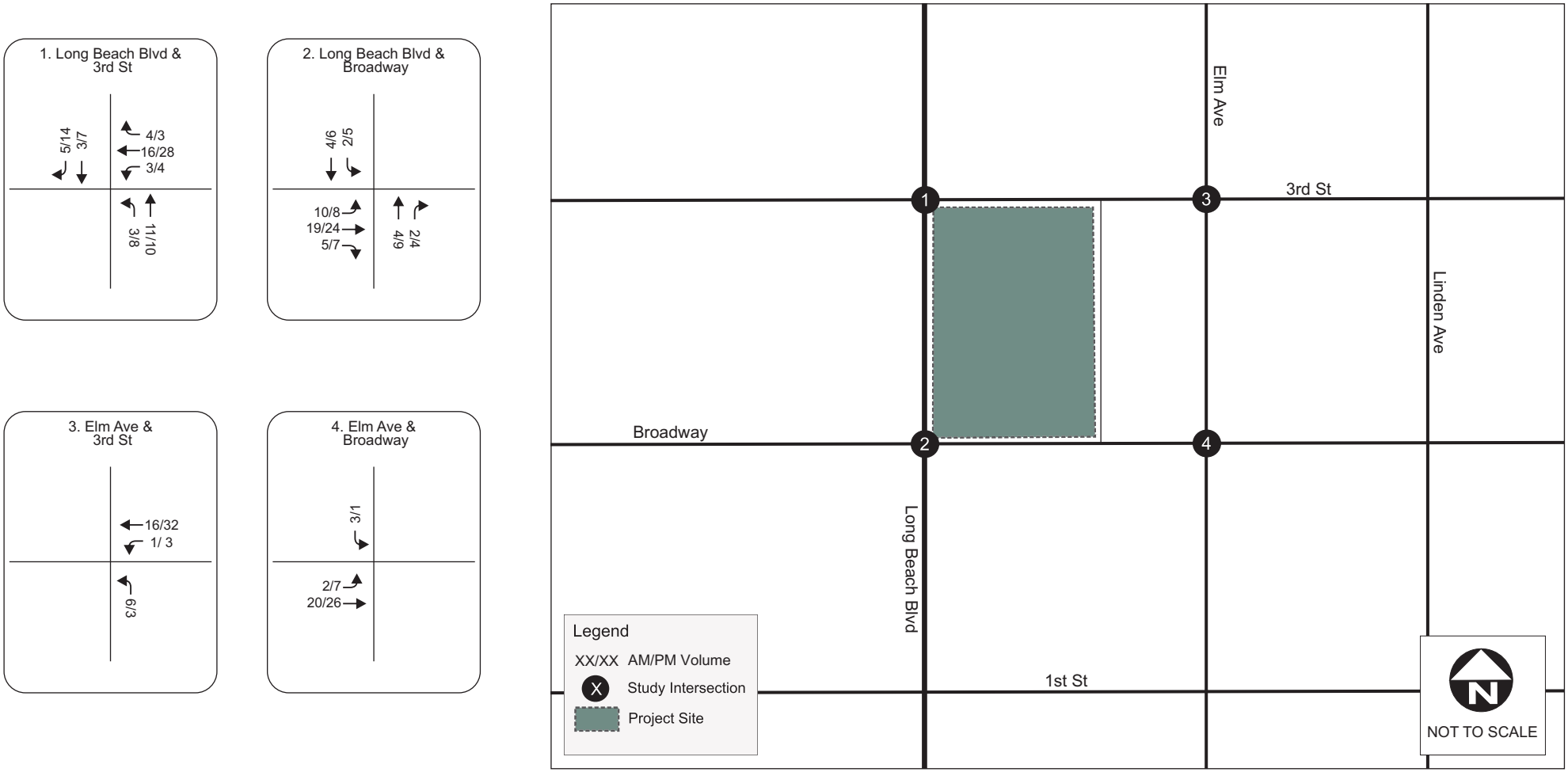

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Figure 9
Cumulative Projects Peak Hour Trip Assignment

7.3 Opening Year 2021 Without Project Intersection Levels of Service

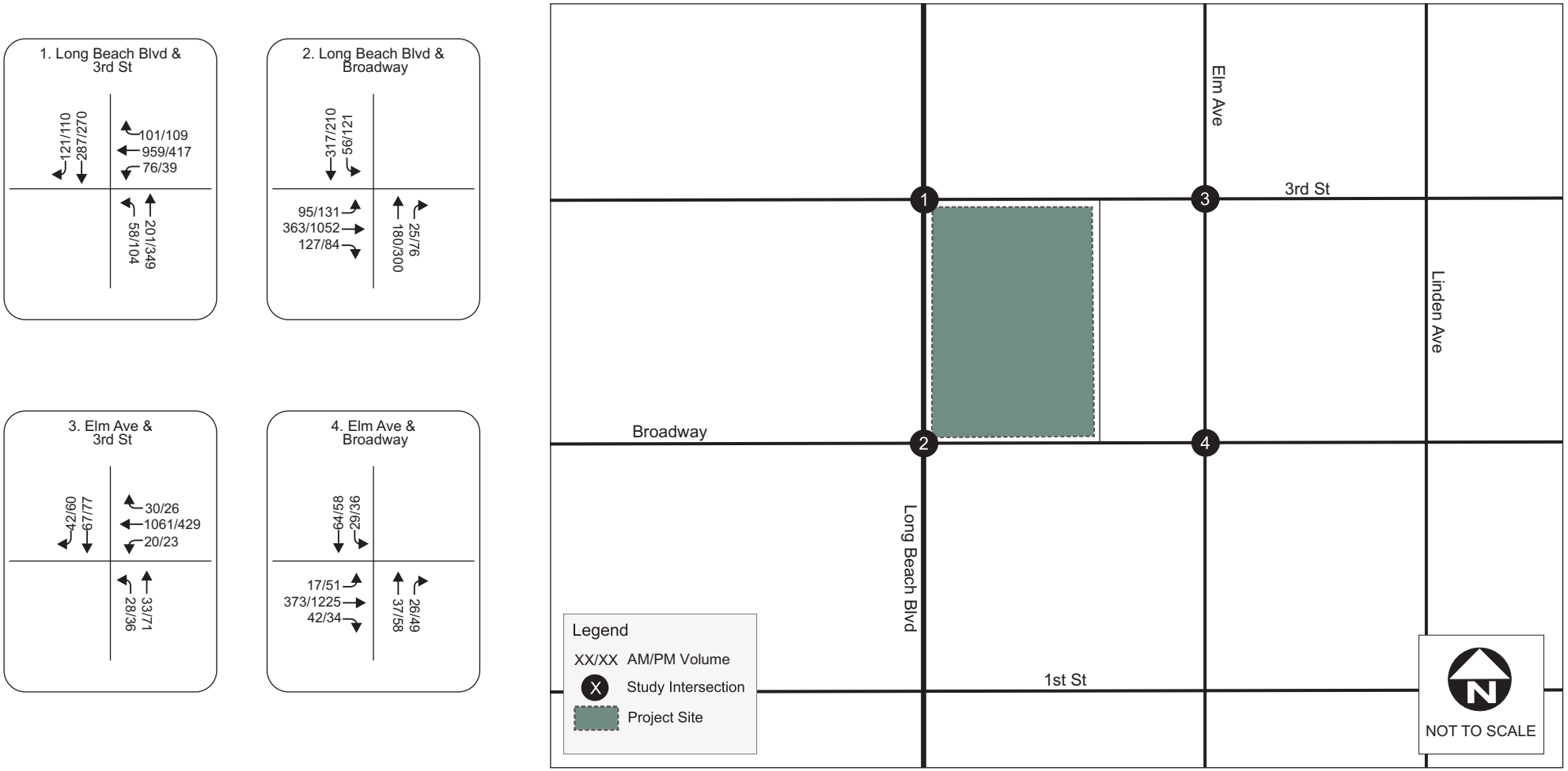
A level of service analysis was conducted to evaluate opening year 2021 without project intersection operations during the a.m. and p.m. peak hours. **Figure 10** shows the opening year 2021 without project peak hour volumes at the study intersections. **Table 9** summarizes the opening year 2021 without project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.

Table 9: Opening Year 2021 Without Project Intersection Peak Hour Level of Service

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	Long Beach Blvd/3rd St	signalized	0.565	A	0.424	A
2	Long Beach Blvd/Broadway	signalized	0.383	A	0.639	B
3	Elm Ave/3rd St	signalized	0.529	A	0.315	A
4	Elm Ave/Broadway	signalized	0.302	A	0.624	B

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 9**, all study intersections are forecast to operate at satisfactory levels of service (LOS D or better) during the a.m. and p.m. peak hour in the opening year without project conditions.



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Traffic Impact Study

Figure 10
Opening Year 2021 Without Project Peak Hour Intersection Volumes

8 OPENING YEAR 2021 WITH PROJECT CONDITIONS

Opening year 2021 with project conditions were developed by adding trips forecast to be generated by the proposed project, as described in **Section 5**, to opening year 2021 without project volumes, as described in **Section 7**. **Figure 11** illustrates the opening year 2021 with project traffic volumes at the study intersections.

8.1 Opening Year 2021 With Project Intersection Levels of Service

A level of service analysis was conducted to evaluate year 2021 with project intersection operations during the a.m. and p.m. peak hours. **Table 11** summarizes the forecast year 2021 with project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.

Table 10: Opening Year 2021 With Project Intersection Peak Hour LOS

Intersection		Opening Year 2021 Without Project Conditions				Opening Year 2021 With Project Conditions				Change in V/C		Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Long Beach Blvd/3rd St	0.565	A	0.424	A	0.586	A	0.448	A	0.021	0.024	No
2	Long Beach Blvd/Broadway	0.383	A	0.639	B	0.393	A	0.668	B	0.010	0.029	No
3	Elm Ave/3rd St	0.529	A	0.315	A	0.534	A	0.327	A	0.005	0.012	No
4	Elm Ave/Broadway	0.302	A	0.624	B	0.311	A	0.631	B	0.009	0.007	No

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 10**, based on the significant impact threshold criteria described in **Section 3.1**, no significant traffic impacts are forecast to occur in the opening year with implementation of the proposed project.

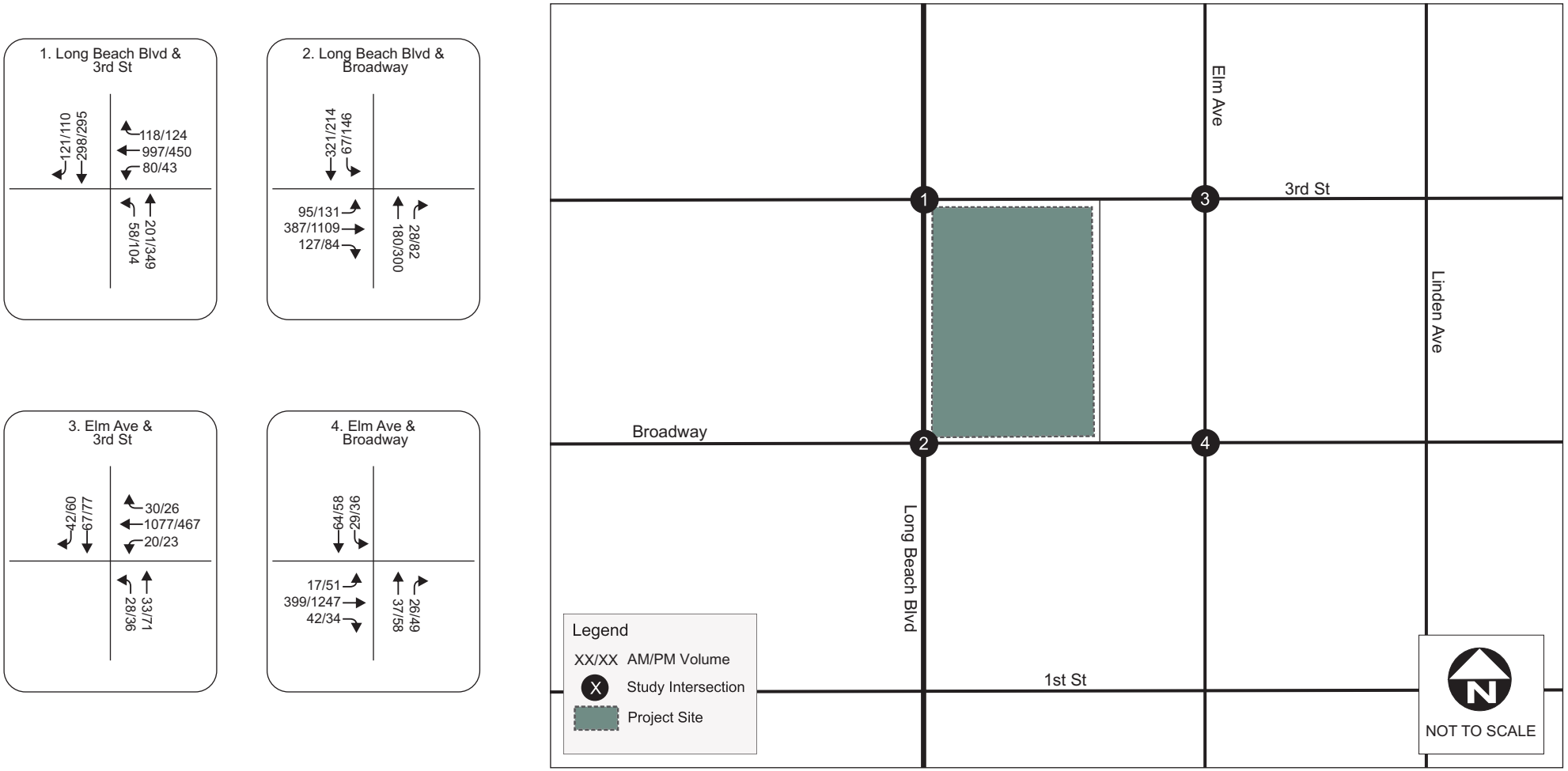

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Figure 11
Opening Year 2021 With Project Peak Hour Intersection Volumes

9 FUTURE YEAR 2035 WITHOUT PROJECT CONDITIONS

This section details the traffic volume development and analysis for future year 2035 without the proposed project. Year 2035 is selected as the long-range analysis year in order to remain consistent with the Downtown Community Plan.

9.1 Future Year 2035 Volume Development

The 2016 SCAG RTP/SCS model was used as a basis for developing travel demand forecasts for the Broadway Block project. The base year (2016) and forecast year (2040 baseline) SCAG travel model roadway network were modified within the study area to include all four (4) study intersections needed for the traffic analysis. Land use inputs were adjusted in the "with project" scenarios using the project description (as discussed in **Section 1.0** of this report). Four model runs were completed:

- Existing Base Year (2016),
- Existing Base Year (2016) Plus Project,
- Forecast Year (2040) Without Project, and
- Forecast Year (2040) With Project.

Raw (unprocessed) turning movements were obtained from the four model runs, and summarized for use in intersection analysis. An NCHRP-255 delta process was used for post-processing raw turning volumes to produce the refined and adjusted project turning movements. The delta process took existing count information, and applied the annual growth calculated for each turning movement between the existing year travel model and the model scenario being evaluated. The model growth was applied to the existing intersection turning movement count data collected as part of the project.

9.2 Future Year 2035 Without Project Intersection Levels of Service

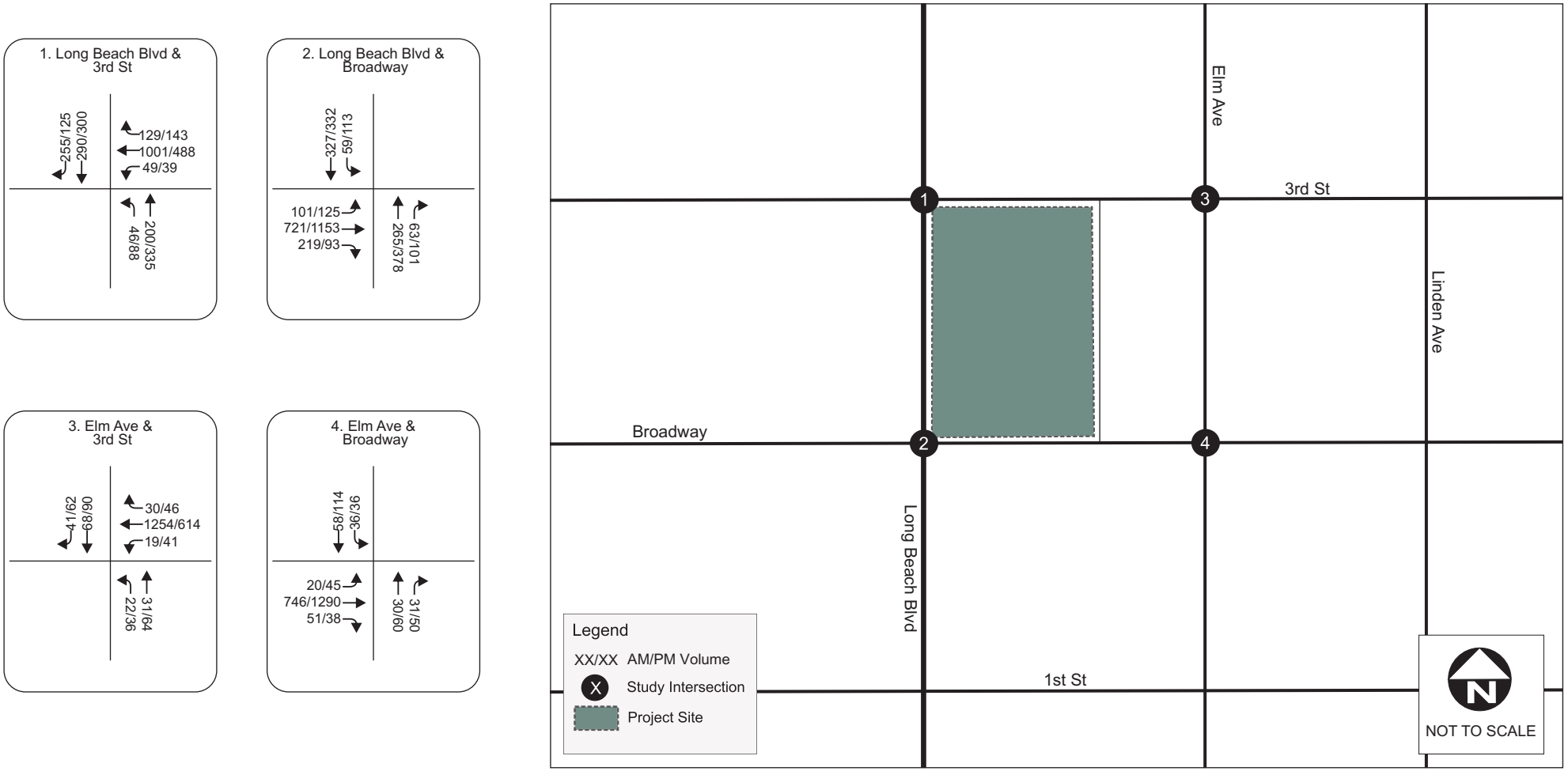
A level of service analysis was conducted to evaluate opening year 2035 without project intersection operations during the a.m. and p.m. peak hours. **Figure 12** shows the future year 2035 without project peak hour volumes at the study intersections. **Table 11** summarizes the future year 2035 without project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.

Table 11: Future Year 2035 Without Project Intersection Peak Hour Level of Service

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	Long Beach Blvd/3rd St	signalized	0.651	B	0.446	A
2	Long Beach Blvd/Broadway	signalized	0.565	A	0.674	B
3	Elm Ave/3rd St	signalized	0.590	A	0.385	A
4	Elm Ave/Broadway	signalized	0.434	A	0.606	B

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 11**, all study intersections are forecast to operate at satisfactory levels of service (LOS D or better) during the a.m. and p.m. peak hour in the future year 2035 without project conditions.



City of Long Beach
Broadway Block Addendum
Traffic Impact Study

Figure 12
Future Year 2035 Without Project Peak Hour Intersection Volumes

10 FUTURE YEAR 2035 WITH PROJECT CONDITIONS

Future year 2035 with project conditions were developed by adding trips forecast to be generated by the proposed project, as described in **Section 5**, to future year 2035 without project volumes, as described in **Section 9**. **Figure 13** illustrates the future year 2035 with project traffic volumes at the study intersections.

10.1 Future Year 2035 With Project Intersection Levels of Service

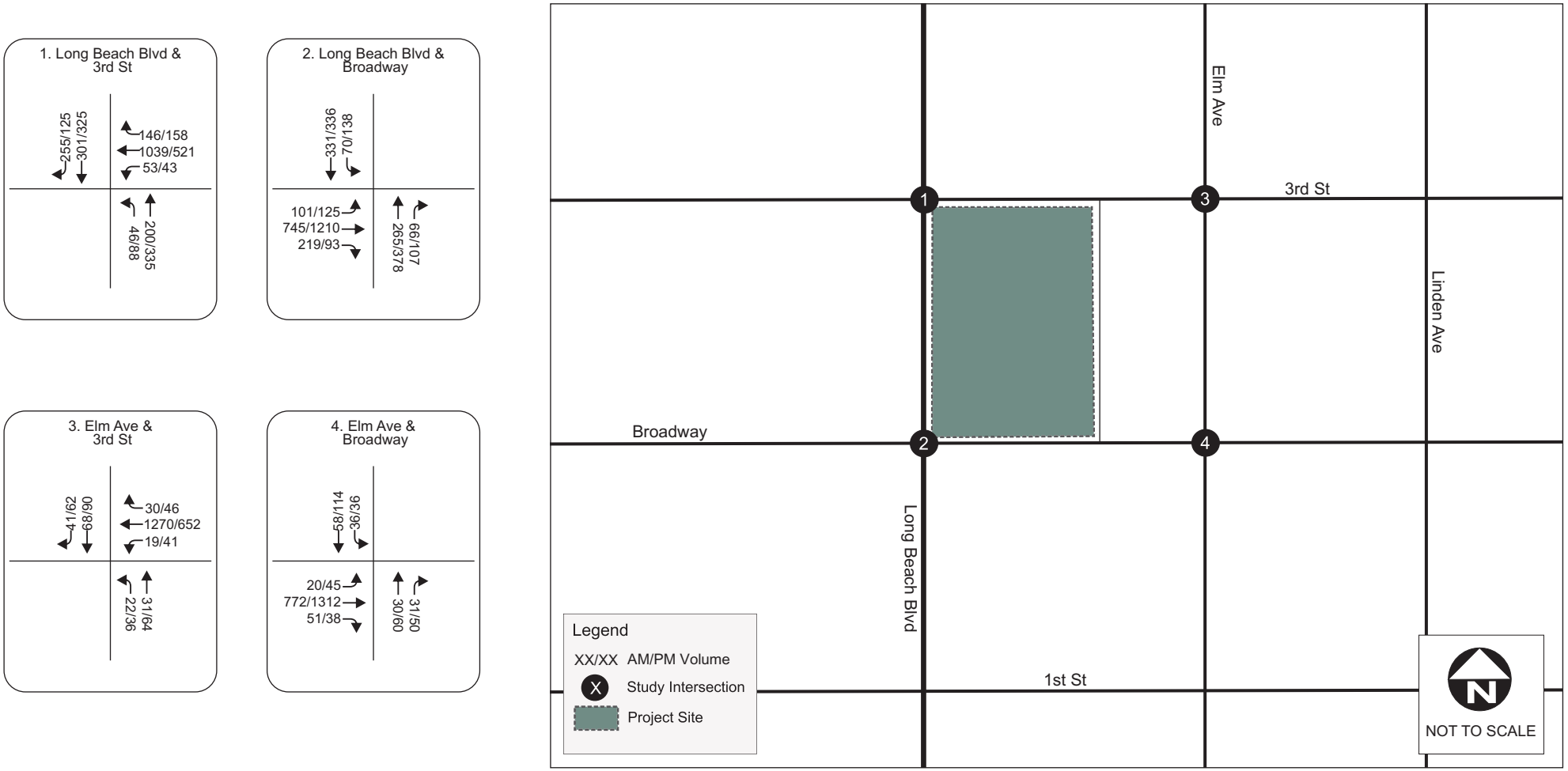
A level of service analysis was conducted to evaluate future year 2035 with project intersection operations during the a.m. and p.m. peak hours. **Table 12** summarizes the forecast year 2035 with project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.

Table 12: Future Year 2035 With Project Intersection Peak Hour LOS

Intersection		Future Year 2035 Without Project Conditions				Future Year 2035 With Project Conditions				Change in V/C		Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Long Beach Blvd/3rd St	0.651	B	0.446	A	0.668	B	0.469	A	0.017	0.023	No
2	Long Beach Blvd/Broadway	0.565	A	0.674	B	0.578	A	0.702	C	0.013	0.028	No
3	Elm Ave/3rd St	0.590	A	0.385	A	0.596	A	0.397	A	0.006	0.012	No
4	Elm Ave/Broadway	0.434	A	0.606	B	0.443	A	0.613	B	0.009	0.007	No

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 12**, based on the significant impact threshold criteria described in **Section 3.1**, no significant traffic impacts are forecast to occur in the future year 2035 with implementation of the proposed project.



City of Long Beach
Broadway Block Addendum
Traffic Impact Study

Figure 13
Future Year 2035 With Project Peak Hour Intersection Volumes

11 CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County. This section describes the analysis of project-related impacts on the CMP system. The analysis has been conducted according to the guidelines set forth in the 2010 Congestion Management Program for Los Angeles County.

According to the CMP Traffic Impact Analysis (TIA) Guidelines developed by Metro, a CMP traffic impact analysis is required given the following conditions:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours.
- CMP freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

Based on the CMP guidelines, a significant impact occurs when a proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02 for arterial locations or D/C ≥ 0.02 for freeway locations), causing LOS F (V.C > 1.00 for arterial locations or D/C > 1.00 for freeway locations).

11.1 CMP Intersection Analysis

A review of the 2010 CMP showed the following stations located approximately two miles away from the proposed project, and where CMP impacts could potentially occur with the implementation of the proposed project:

- Alamitos Boulevard and Ocean Boulevard;
- Pacific Coast Highway and Orange Avenue; and
- 7th Street and Alamitos Boulevard.

It is important to note that these three intersections are not study intersections. **Section 5** calculated the number of a.m. and p.m. peak hour trips generated by the project at higher than 50. However, according to the proposed project trip distribution, the dispersal of project traffic onto multiple routes would result in the actual number of trips expected to pass through these intersections at less than the 50 trip threshold.

11.2 CMP Freeway Analysis

The proposed project is in close proximity to Interstate 710 (I-710) and Interstate 405 (I-405). Based on incremental project trip generation estimates, the proposed project would not add more than 150 peak hour trips; therefore, a CMP mainline freeway segment analysis was not conducted.

12 VMT ANALYSIS

This section presents the analysis of Vehicle Miles Traveled (VMT) related to the proposed project. VMT estimates were developed using the 2016 SCAG RTP/SCS model as described earlier. Two model runs were completed for this analysis:

- Future year without project (includes buildout of the approved Downtown Community Plan)
- Future year with project (including proposed project in zone #18 and buildout of the approved Downtown Community Plan in all other zones)

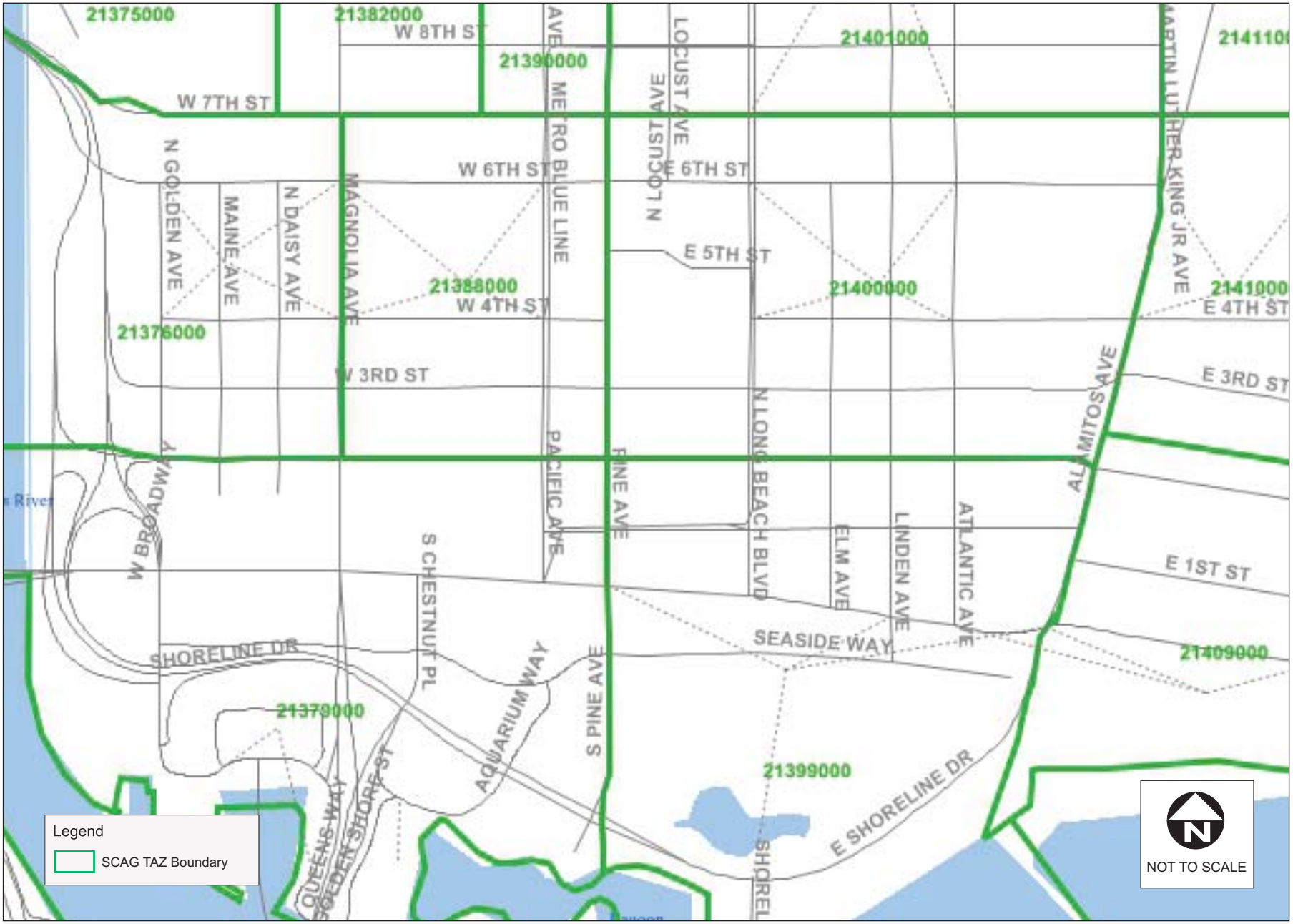
Within the SCAG model, the proposed project site is part of a larger TAZ, zone 2114000 as shown in **Figure 14**.

Table 13 summarizes the total VMT of vehicle trips associated with this TAZ, for the without project and with project scenarios. The VMT estimates are broken down in terms of origins, destinations, and intrazonal trips.

Table 13: Year 2040 VMT Comparison

Trip Type	Year 2040 Without Project VMT			Year 2040 With Project VMT		
	AM Peak Period	PM Peak Period	Daily	AM Peak Period	PM Peak Period	Daily
Origins	22,248	42,203	137,270	22,361	41,728	136,425
Destinations	28,575	35,885	134,942	28,281	35,909	134,329
Intrazonal	16	30	116	16	29	112
Total	**50,808**	**78,057**	**272,097**	**50,627**	**77,607**	**270,642**
With Project minus Without Project				*-181*	*-450*	*-1,455*

As shown in **Table 13**, inclusion of the proposed project in the model TAZ is anticipated to result in a small reduction of VMT when compared to the VMT of the model TAZ in the approved Downtown Community Plan buildout scenario.



City of Long Beach
Broadway Block Addendum
Traffic Impact Study

Figure 14
SCAG TAZ Network

13 CONSTRUCTION IMPACT ANALYSIS

This section evaluates the potential temporary traffic impacts of truck hauling activities related to the Broadway Block project. Construction is expected to start in 2019 and continue until 2021. The proposed hours of construction are Monday thru Friday from 7:00 a.m. to 7:00 p.m.

13.1 Construction Traffic

This section summarizes the total truck traffic forecast to be generated by construction activities in each phase of construction. Trucks would export dirt from the project site, deliver to an undisclosed location in Long Beach, and then return to the project site. The same process would occur for importing dirt from an off-site location. Based on information provided by the applicant, approximate number of trucks per day for each phase are shown in **Table 14**.

Table 14: Export/Import Quantities

Phase	Number of Trucks/Day
Demolition	40 trucks/day
Grading and Excavation	120 trucks/day
Foundation/Concrete Pour	1,400 daily cubic yards of concrete No off-site truck activity expected

As shown in **Table 14**, 120 trucks per day is the maximum number of trucks anticipated to travel to or from the project. For the purposes of this analysis, the following assumptions were used:

- The capacity of a 40’ truck, to be used for hauling, is 10-20 cubic yards
- Truck hauling activities would occur for a total of 12 hours a day, between 7:00 a.m. and 7:00 p.m.
- A maximum of 10 trucks per hour will enter and exit the site
- Based on the 40’ truck size, a Passenger Car Equivalent (PCE) factor of 2.5 passenger vehicles per truck is assumed, resulting in approximately 25 PCE trips per hour
- 10 truck trips x 2.5 vehicles per truck = 25 PCE-adjusted trips.

Due to the location of the project, driveway access entering/exiting the site will vary. Trucks are expected to travel eastbound on Broadway and enter the project site through Alamo Court. Trucks are expected to exit the project using the driveway on 3rd Street. **Figure 15** shows the proposed routes to enter and exit the project site.

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Figure 15
Construction Truck Haul Route

13.2 Construction Traffic Impact Analysis

This section summarizes the peak hour traffic impact analysis of the study intersections during construction activities. As described, a maximum rate of 10 trucks exiting and 10 trucks entering the project site during a weekday hour is assumed, utilizing the recommended truck haul route. The analysis evaluates the traffic impact at the study intersections for the two access conditions: 1) Broadway driveway, and 2) 3rd Street driveway.

It is anticipated that truck haul activities would occur during weekdays. For the purposes of environmental analysis, construction traffic impacts are evaluated during the a.m. and p.m. peak hours for the opening year 2021 conditions.

Table 15 summarizes the opening year 2021 intersection LOS assuming construction trucks access the project site utilizing the inbound and outbound routes shown in **Figure 15**. Detailed LOS calculation sheets are provided in **Appendix B**.

Table 15: Opening Year 2021 Plus Construction Hauling Intersection Peak Hour LOS

Intersection		Opening Year 2021 Without Project Conditions				Opening Year 2021 Plus Construction Hauling Conditions				Change in V/C		Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Long Beach Blvd/3rd St	0.565	A	0.424	A	0.573	A	0.433	A	0.008	0.009	No
2	Long Beach Blvd/Broadway	0.383	A	0.639	B	0.391	A	0.647	B	0.008	0.008	No
3	Elm Ave/3rd St	0.529	A	0.315	A	0.529	A	0.315	A	0.000	0.000	No
4	Elm Ave/Broadway	0.302	A	0.624	B	0.302	A	0.623	B	0.000	-0.001	No

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 15**, construction activities are not forecast to result significant impacts during the a.m. and p.m. peak hour.

14 CONCLUSIONS

The proposed Broadway Block project consists of a 400 dwelling units and 32,807 square feet mix of retail and restaurant, as detailed in **Table 1**. The project is located at 240 Long Beach Boulevard in the City of Long Beach. The proposed project is within the Downtown Community Plan area that was the subject of a Program Environmental Impact Report (PEIR) certified in November 2011. This study updates the 2010 traffic study and it will be included in the Addendum to the certified Downtown Plan EIR, which was initiated to determine whether the changes in the project description would result in new significant environmental impacts. The following are findings of the traffic study done for the project:

- The proposed project is expected to generate a total of 139 new a.m. peak hour trips, 201 new p.m. peak hour trips, and 3,195 new daily trips.
- The 2011 PEIR for the Downtown Community Plan divided the study area into 28 Traffic Analysis Zones (TAZ). The proposed Broadway Block is located within TAZ #18 bounded by Long Beach Boulevard, 3rd Street, Atlantic Boulevard and Broadway. This traffic study compared the trip generation of the 2011 PEIR within TAZ #18 as a result of changes in the proposed project land uses.
    - Based on the 2011 PEIR, a total of 199 new a.m. peak hour trips, 273 new p.m. peak hour trips, and 5,465 new daily trips were forecasted for TAZ #18.
    - Based on the proposed project land uses presented in this report and other cumulative projects within TAZ #18, the traffic zone is forecast to generate a total of 167 new a.m. peak hour trips, 241 new p.m. peak hour trips, and 3,585 new daily trips.
    - The proposed land uses for TAZ #18 presented in this report are expected to generate less trips compared to the 2011 PEIR for the Downtown Community Plan.
- Currently, all intersections are operating at an acceptable LOS. With the implementation of the project, no significant traffic impacts are forecast to occur in the existing plus project scenario.
- In the opening year 2021 without project scenario, all intersections are forecast to operate at satisfactory LOS. In the opening year 2021 with project scenario, no significant traffic impacts are forecast to occur with implementation of the proposed project at any of the study intersections.
- In the future year 2035 without project scenario, all intersections are forecast to operate at satisfactory LOS. In the future year 2035 with project scenario, no significant traffic impacts are forecast to occur with implementation of the proposed project at any of the study intersections.
- Iteris also performed a CMP analysis for intersections and freeway using the guidelines specified in the 2010 CMP. Based on CMP thresholds of significance criteria, there would be no significant CMP intersection or freeway impacts.
- Based on the VMT analysis, inclusion of the proposed project in the model is anticipated to result in a reduction of VMT when compared to the VMT with the approved Downtown Community Plan buildout scenario.
- The construction impact analysis evaluated traffic conditions for truck hauling activities related to the Broadway Block project. Construction is expected to start in 2019 and continue until 2021. Based on the data provided by the applicant, a maximum of 10 trucks per hour will enter and exit the site. A PCE factor of 2.5 passenger vehicles per truck was assumed, resulting in approximately 25 PCE trips per hour generated. The analysis showed that construction activities are not forecast to result significant impacts during the a.m. and p.m. peak hour.

APPENDIX A – EXISTING TRAFFIC VOLUMES

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Long Beach
N/S: Long Beach Boulevard
E/W: East 3rd Street
Weather: Clear

File Name : 03_LBC_LB_3rd AM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 1

Groups Printed- Total Volume

	Long Beach Boulevard Southbound				East 3rd Street Westbound				Long Beach Boulevard Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	37	20	57	17	245	9	271	18	50	0	68	0	0	0	0	396
07:15 AM	0	49	23	72	15	214	16	245	15	31	0	46	0	0	0	0	363
07:30 AM	0	60	26	86	6	237	22	265	16	41	0	57	0	0	0	0	408
07:45 AM	0	66	29	95	16	245	17	278	13	39	0	52	0	0	0	0	425
Total	0	212	98	310	54	941	64	1059	62	161	0	223	0	0	0	0	1592
08:00 AM	0	65	25	90	13	239	29	281	18	32	0	50	0	0	0	0	421
08:15 AM	0	78	36	114	20	210	27	257	12	47	0	59	0	0	0	0	430
08:30 AM	0	64	22	86	21	213	20	254	10	65	0	75	0	0	0	0	415
08:45 AM	0	82	20	102	18	188	20	226	11	49	0	60	0	0	0	0	388
Total	0	289	103	392	72	850	96	1018	51	193	0	244	0	0	0	0	1654
Grand Total	0	501	201	702	126	1791	160	2077	113	354	0	467	0	0	0	0	3246
Apprch %	0	71.4	28.6		6.1	86.2	7.7		24.2	75.8	0		0	0	0		
Total %	0	15.4	6.2	21.6	3.9	55.2	4.9	64	3.5	10.9	0	14.4	0	0	0	0	

	Long Beach Boulevard Southbound				East 3rd Street Westbound				Long Beach Boulevard Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	66	29	95	16	**245**	17	278	13	39	0	52	0	0	0	0	425
08:00 AM	0	65	25	90	13	239	**29**	**281**	**18**	32	0	50	0	0	0	0	421
08:15 AM	0	**78**	**36**	**114**	20	210	27	257	12	47	0	59	0	0	0	0	**430**
08:30 AM	0	64	22	86	**21**	213	20	254	10	**65**	0	**75**	0	0	0	0	415
Total Volume	0	273	112	385	70	907	93	1070	53	183	0	236	0	0	0	0	1691
% App. Total	0	70.9	29.1		6.5	84.8	8.7		22.5	77.5	0		0	0	0		
PHF	.000	.875	.778	.844	.833	.926	.802	.952	.736	.704	.000	.787	.000	.000	.000	.000	.983

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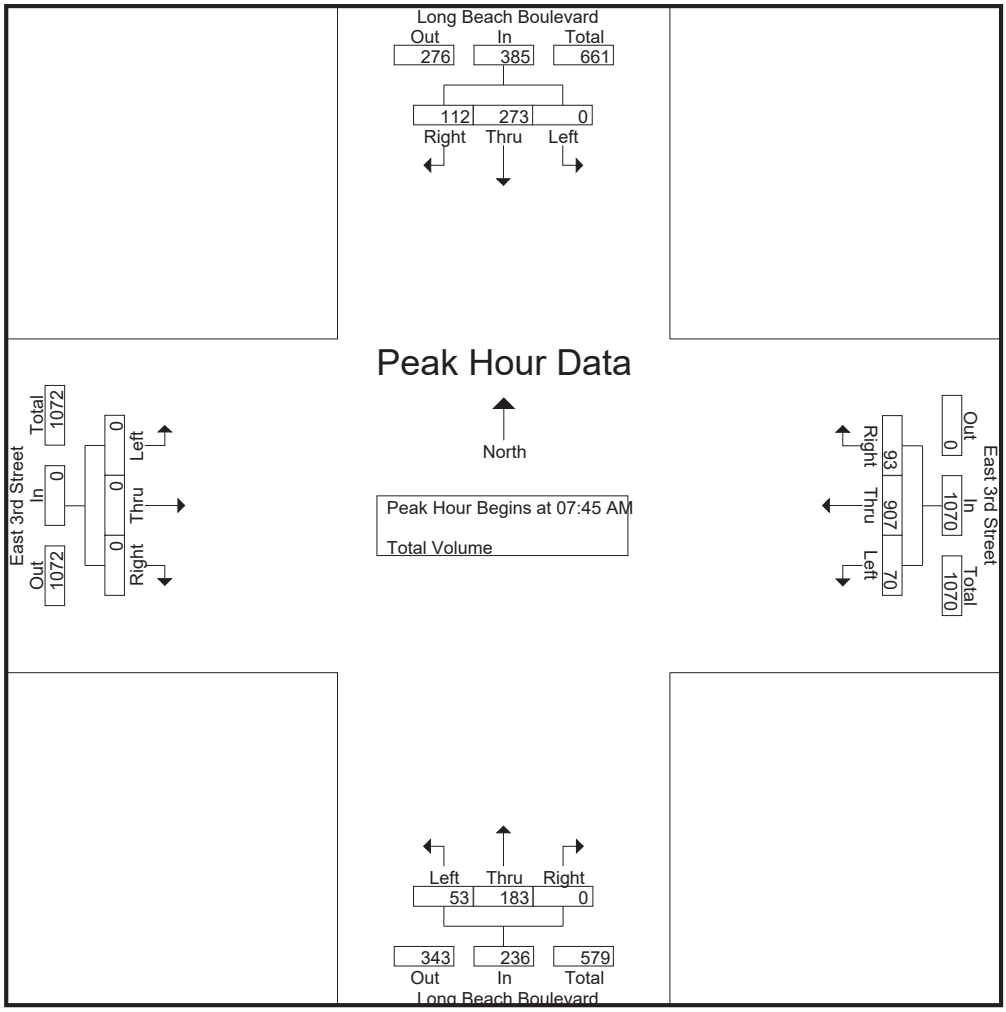

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				08:00 AM				07:00 AM			
+0 mins.	0	65	25	90	6	237	22	265	**18**	32	0	50	0	0	0	0
+15 mins.	0	78	**36**	**114**	16	**245**	17	278	12	47	0	59	0	0	0	0
+30 mins.	0	64	22	86	13	239	**29**	**281**	10	**65**	0	**75**	0	0	0	0
+45 mins.	0	**82**	20	102	**20**	210	27	257	11	49	0	60	0	0	0	0
Total Volume	0	289	103	392	55	931	95	1081	51	193	0	244	0	0	0	0
% App. Total	0	73.7	26.3		5.1	86.1	8.8		20.9	79.1	0		0	0	0	
PHF	.000	.881	.715	.860	.688	.950	.819	.962	.708	.742	.000	.813	.000	.000	.000	.000

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City of Long Beach
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Groups Printed- Total Volume

	Long Beach Boulevard Southbound				East 3rd Street Westbound				Long Beach Boulevard Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	65	17	82	10	74	20	104	26	56	0	82	0	0	0	0	268
04:15 PM	0	70	16	86	2	89	27	118	20	77	0	97	0	0	0	0	301
04:30 PM	0	65	16	81	5	86	32	123	25	78	0	103	0	0	0	0	307
04:45 PM	0	75	29	104	10	102	18	130	21	72	0	93	0	0	0	0	327
Total	0	275	78	353	27	351	97	475	92	283	0	375	0	0	0	0	1203
05:00 PM	0	50	27	77	14	88	30	132	23	97	0	120	0	0	0	0	329
05:15 PM	0	63	20	83	5	98	22	125	23	79	0	102	0	0	0	0	310
05:30 PM	0	68	27	95	5	82	16	103	27	67	0	94	0	0	0	0	292
05:45 PM	0	76	27	103	10	107	12	129	24	59	0	83	0	0	0	0	315
Total	0	257	101	358	34	375	80	489	97	302	0	399	0	0	0	0	1246
Grand Total	0	532	179	711	61	726	177	964	189	585	0	774	0	0	0	0	2449
Apprch %	0	74.8	25.2		6.3	75.3	18.4		24.4	75.6	0		0	0	0		
Total %	0	21.7	7.3	29	2.5	29.6	7.2	39.4	7.7	23.9	0	31.6	0	0	0	0	

	Long Beach Boulevard Southbound				East 3rd Street Westbound				Long Beach Boulevard Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	65	16	81	5	86	**32**	123	**25**	78	0	103	0	0	0	0	307
04:45 PM	0	**75**	**29**	**104**	10	**102**	18	130	21	72	0	93	0	0	0	0	327
05:00 PM	0	50	27	77	**14**	88	30	**132**	23	**97**	0	**120**	0	0	0	0	**329**
05:15 PM	0	63	20	83	5	98	22	125	23	79	0	102	0	0	0	0	310
Total Volume	0	253	92	345	34	374	102	510	92	326	0	418	0	0	0	0	1273
% App. Total	0	73.3	26.7		6.7	73.3	20		22	78	0		0	0	0		
PHF	.000	.843	.793	.829	.607	.917	.797	.966	.920	.840	.000	.871	.000	.000	.000	.000	.967

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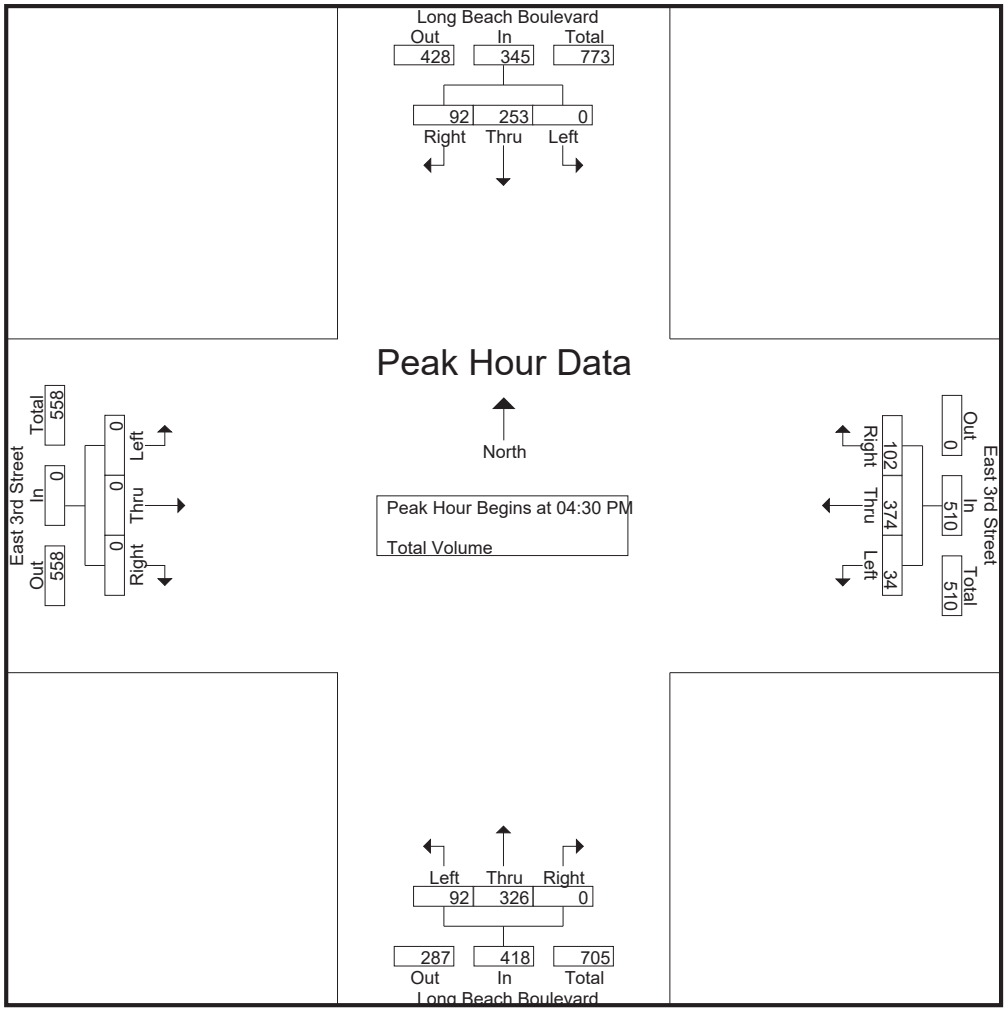

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	0	**75**	**29**	**104**	5	86	**32**	123	**25**	78	0	103	0	0	0	0
+15 mins.	0	50	27	77	10	**102**	18	130	21	72	0	93	0	0	0	0
+30 mins.	0	63	20	83	**14**	88	30	**132**	23	**97**	0	**120**	0	0	0	0
+45 mins.	0	68	27	95	5	98	22	125	23	79	0	102	0	0	0	0
Total Volume	0	256	103	359	34	374	102	510	92	326	0	418	0	0	0	0
% App. Total	0	71.3	28.7		6.7	73.3	20		22	78	0		0	0	0	
PHF	.000	.853	.888	.863	.607	.917	.797	.966	.920	.840	.000	.871	.000	.000	.000	.000

Location: Long Beach
N/S: Long Beach Boulevard
E/W: East 3rd Street

Date: 12/6/2017
Day: Wednesday

PEDESTRIANS

	North Leg Long Beach Boulevard	East Leg East 3rd Street	South Leg Long Beach Boulevard	West Leg East 3rd Street	TOTAL
7:00 AM	2	5	10	5	22
7:15 AM	7	0	2	5	14
7:30 AM	3	4	6	5	18
7:45 AM	6	2	2	12	22
8:00 AM	4	7	4	8	23
8:15 AM	5	1	11	3	20
8:30 AM	10	2	18	16	46
8:45 AM	6	12	7	14	39
TOTAL VOLUMES:	43	33	60	68	204

	North Leg Long Beach Boulevard	East Leg East 3rd Street	South Leg Long Beach Boulevard	West Leg East 3rd Street	TOTAL
4:00 PM	18	18	11	31	78
4:15 PM	32	16	11	18	77
4:30 PM	20	22	13	23	78
4:45 PM	21	8	12	13	54
5:00 PM	32	7	12	15	66
5:15 PM	12	7	9	17	45
5:30 PM	15	8	14	20	57
5:45 PM	12	6	18	21	57
TOTAL VOLUMES:	162	92	100	158	512

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Location: Long Beach
N/S: Long Beach Boulevard
E/W: East 3rd Street

Date: 12/6/2017
Day: Wednesday

BICYCLES

	North Leg Long Beach Boulevard	East Leg East 3rd Street	South Leg Long Beach Boulevard	West Leg East 3rd Street	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	2	2
7:30 AM	1	0	0	1	2
7:45 AM	1	2	0	0	3
8:00 AM	1	0	0	3	4
8:15 AM	0	2	1	0	3
8:30 AM	0	0	0	0	0
8:45 AM	0	1	1	1	3
TOTAL VOLUMES:	3	6	2	7	18

	North Leg Long Beach Boulevard	East Leg East 3rd Street	South Leg Long Beach Boulevard	West Leg East 3rd Street	TOTAL
4:00 PM	0	2	1	1	4
4:15 PM	4	0	0	5	9
4:30 PM	0	1	2	3	6
4:45 PM	2	3	0	3	8
5:00 PM	2	1	0	1	4
5:15 PM	2	2	1	1	6
5:30 PM	0	1	0	0	1
5:45 PM	1	1	1	0	3
TOTAL VOLUMES:	11	11	5	14	41

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City of Long Beach
N/S: Long Beach Boulevard
E/W: East Broadway
Weather: Clear

File Name : 01_LBC_LB_BR AM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 1

Groups Printed- Total Volume

	Long Beach Boulevard Southbound				East Broadway Westbound				Long Beach Boulevard Northbound				East Broadway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	54	0	61	0	0	0	0	0	48	7	55	19	51	21	91	207
07:15 AM	15	50	0	65	0	0	0	0	0	30	8	38	14	53	21	88	191
07:30 AM	4	61	0	65	0	0	0	0	0	36	8	44	21	63	19	103	212
07:45 AM	16	69	0	85	0	0	0	0	0	39	9	48	15	88	21	124	257
Total	42	234	0	276	0	0	0	0	0	153	32	185	69	255	82	406	867
08:00 AM	9	62	0	71	0	0	0	0	0	29	3	32	25	76	28	129	232
08:15 AM	17	87	0	104	0	0	0	0	0	42	6	48	19	95	35	149	301
08:30 AM	15	65	0	80	0	0	0	0	0	52	10	62	24	73	26	123	265
08:45 AM	11	87	0	98	0	0	0	0	0	46	3	49	14	87	28	129	276
Total	52	301	0	353	0	0	0	0	0	169	22	191	82	331	117	530	1074
Grand Total	94	535	0	629	0	0	0	0	0	322	54	376	151	586	199	936	1941
Apprch %	14.9	85.1	0		0	0	0		0	85.6	14.4		16.1	62.6	21.3		
Total %	4.8	27.6	0	32.4	0	0	0	0	0	16.6	2.8	19.4	7.8	30.2	10.3	48.2	

	Long Beach Boulevard Southbound				East Broadway Westbound				Long Beach Boulevard Northbound				East Broadway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	9	62	0	71	0	0	0	0	0	29	3	32	**25**	76	28	129	232
08:15 AM	**17**	**87**	0	**104**	0	0	0	0	0	42	6	48	19	**95**	**35**	**149**	**301**
08:30 AM	15	65	0	80	0	0	0	0	0	**52**	**10**	**62**	24	73	26	123	265
08:45 AM	11	87	0	98	0	0	0	0	0	46	3	49	14	87	28	129	276
Total Volume	52	301	0	353	0	0	0	0	0	169	22	191	82	331	117	530	1074
% App. Total	14.7	85.3	0		0	0	0		0	88.5	11.5		15.5	62.5	22.1		
PHF	.765	.865	.000	.849	.000	.000	.000	.000	.000	.813	.550	.770	.820	.871	.836	.889	.892

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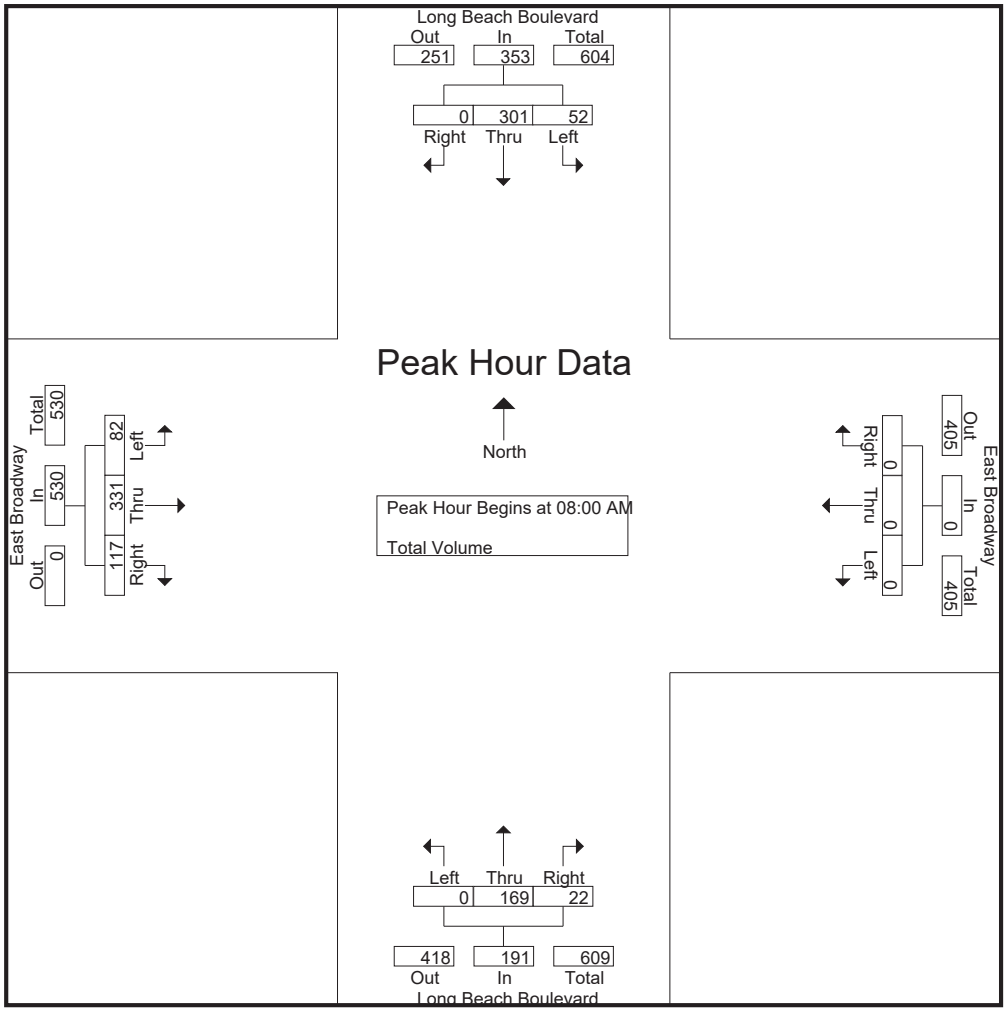
City of Long Beach
N/S: Long Beach Boulevard
E/W: East Broadway
Weather: Clear

File Name : 01_LBC_LB_BR AM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	9	62	0	71	0	0	0	0	0	29	3	32	**25**	76	28	129
+15 mins.	**17**	**87**	0	**104**	0	0	0	0	0	42	6	48	19	**95**	**35**	**149**
+30 mins.	15	65	0	80	0	0	0	0	0	**52**	**10**	**62**	24	73	26	123
+45 mins.	11	87	0	98	0	0	0	0	0	46	3	49	14	87	28	129
Total Volume	52	301	0	353	0	0	0	0	0	169	22	191	82	331	117	530
% App. Total	14.7	85.3	0		0	0	0		0	88.5	11.5		15.5	62.5	22.1	
PHF	.765	.865	.000	.849	.000	.000	.000	.000	.000	.813	.550	.770	.820	.871	.836	.889

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City of Long Beach
N/S: Long Beach Boulevard
E/W: East Broadway
Weather: Clear

File Name : 01_LBC_LB_BR PM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 1

Groups Printed- Total Volume

	Long Beach Boulevard Southbound				East Broadway Westbound				Long Beach Boulevard Northbound				East Broadway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	53	0	60	0	0	0	0	0	58	11	69	25	203	13	241	370
04:15 PM	15	49	0	64	0	0	0	0	0	74	12	86	31	236	21	288	438
04:30 PM	4	61	0	65	0	0	0	0	0	60	10	70	30	246	15	291	426
04:45 PM	15	70	0	85	0	0	0	0	0	71	16	87	21	267	21	309	481
Total	41	233	0	274	0	0	0	0	0	263	49	312	107	952	70	1129	1715
05:00 PM	31	38	0	69	0	0	0	0	0	74	21	95	40	220	18	278	442
05:15 PM	30	46	0	76	0	0	0	0	0	67	22	89	31	272	17	320	485
05:30 PM	36	42	0	78	0	0	0	0	0	68	10	78	26	229	18	273	429
05:45 PM	26	62	0	88	0	0	0	0	0	51	14	65	29	223	16	268	421
Total	123	188	0	311	0	0	0	0	0	260	67	327	126	944	69	1139	1777
Grand Total	164	421	0	585	0	0	0	0	0	523	116	639	233	1896	139	2268	3492
Apprch %	28	72	0		0	0	0		0	81.8	18.2		10.3	83.6	6.1		
Total %	4.7	12.1	0	16.8	0	0	0	0	0	15	3.3	18.3	6.7	54.3	4	64.9	

	Long Beach Boulevard Southbound				East Broadway Westbound				Long Beach Boulevard Northbound				East Broadway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	15	**70**	0	**85**	0	0	0	0	0	71	16	87	21	267	**21**	309	481
05:00 PM	31	38	0	69	0	0	0	0	0	**74**	21	**95**	**40**	220	18	278	442
05:15 PM	30	46	0	76	0	0	0	0	0	67	**22**	89	31	**272**	17	**320**	**485**
05:30 PM	**36**	42	0	78	0	0	0	0	0	68	10	78	26	229	18	273	429
Total Volume	112	196	0	308	0	0	0	0	0	280	69	349	118	988	74	1180	1837
% App. Total	36.4	63.6	0		0	0	0		0	80.2	19.8		10	83.7	6.3		
PHF	.778	.700	.000	.906	.000	.000	.000	.000	.000	.946	.784	.918	.738	.908	.881	.922	.947

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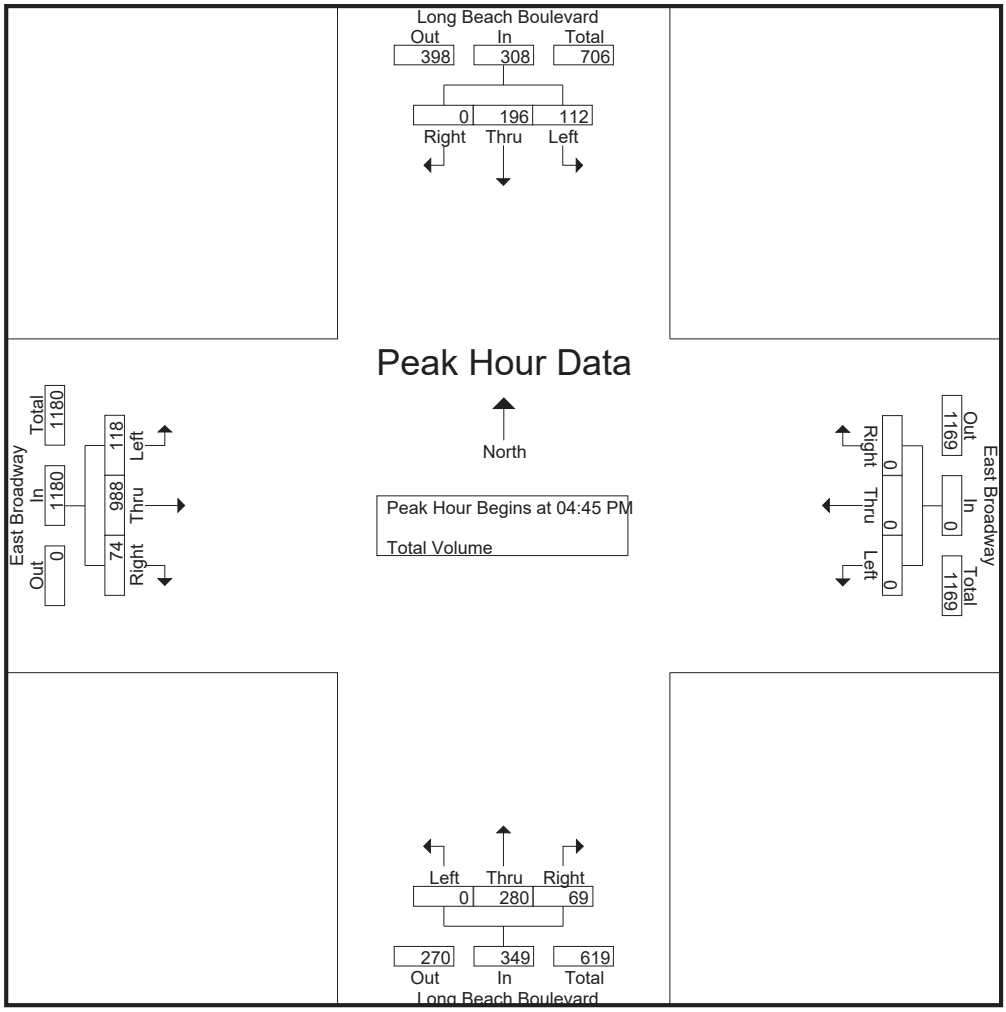
City of Long Beach
N/S: Long Beach Boulevard
E/W: East Broadway
Weather: Clear

File Name : 01_LBC_LB_BR PM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:45 PM				04:30 PM			
+0 mins.	31	38	0	69	0	0	0	0	0	71	16	87	30	246	15	291
+15 mins.	30	46	0	76	0	0	0	0	0	**74**	21	**95**	21	267	**21**	309
+30 mins.	**36**	42	0	78	0	0	0	0	0	67	**22**	89	**40**	220	18	278
+45 mins.	26	**62**	0	**88**	0	0	0	0	0	68	10	78	31	**272**	17	**320**
Total Volume	123	188	0	311	0	0	0	0	0	280	69	349	122	1005	71	1198
% App. Total	39.5	60.5	0		0	0	0		0	80.2	19.8		10.2	83.9	5.9	
PHF	.854	.758	.000	.884	.000	.000	.000	.000	.000	.946	.784	.918	.763	.924	.845	.936

Location: Long Beach
N/S: Long Beach Boulevard
E/W: East Broadway

Date: 12/6/2017
Day: Wednesday

PEDESTRIANS

	North Leg Long Beach Boulevard	East Leg East Broadway	South Leg Long Beach Boulevard	West Leg East Broadway	TOTAL
7:00 AM	8	14	2	4	28
7:15 AM	15	9	4	9	37
7:30 AM	10	11	6	13	40
7:45 AM	25	11	10	13	59
8:00 AM	20	11	11	15	57
8:15 AM	26	15	7	7	55
8:30 AM	16	9	3	9	37
8:45 AM	36	21	3	23	83
TOTAL VOLUMES:	156	101	46	93	396

	North Leg Long Beach Boulevard	East Leg East Broadway	South Leg Long Beach Boulevard	West Leg East Broadway	TOTAL
4:00 PM	33	25	9	25	92
4:15 PM	24	16	17	21	78
4:30 PM	35	29	12	32	108
4:45 PM	38	17	15	19	89
5:00 PM	27	17	15	21	80
5:15 PM	24	24	17	20	85
5:30 PM	35	19	9	27	90
5:45 PM	56	12	29	32	129
TOTAL VOLUMES:	272	159	123	197	751

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Location: Long Beach
N/S: Long Beach Boulevard
E/W: East Broadway

Date: 12/6/2017
Day: Wednesday

BICYCLES

	North Leg Long Beach Boulevard	East Leg East Broadway	South Leg Long Beach Boulevard	West Leg East Broadway	TOTAL
7:00 AM	0	1	2	1	4
7:15 AM	0	0	0	2	2
7:30 AM	0	0	0	1	1
7:45 AM	0	3	0	0	3
8:00 AM	0	1	1	1	3
8:15 AM	1	3	0	0	4
8:30 AM	2	0	1	1	4
8:45 AM	0	1	2	2	5
TOTAL VOLUMES:	3	9	6	8	26

	North Leg Long Beach Boulevard	East Leg East Broadway	South Leg Long Beach Boulevard	West Leg East Broadway	TOTAL
4:00 PM	2	3	1	2	8
4:15 PM	1	0	2	4	7
4:30 PM	1	1	1	4	7
4:45 PM	0	2	1	1	4
5:00 PM	8	2	1	5	16
5:15 PM	1	0	1	0	2
5:30 PM	3	4	1	2	10
5:45 PM	1	0	2	1	4
TOTAL VOLUMES:	17	12	10	19	58

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City of Long Beach
N/S: Elm Avenue
E/W: East 3rd Street
Weather: Clear

File Name : 04_LBC_Elm_3rd AM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 1

Groups Printed- Total Volume

	Elm Avenue Southbound				East 3rd Street Westbound				Elm Avenue Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	11	23	2	242	5	249	5	7	0	12	0	0	0	0	284
07:15 AM	0	10	8	18	4	250	3	257	4	10	0	14	0	0	0	0	289
07:30 AM	0	9	9	18	1	233	7	241	5	7	0	12	0	0	0	0	271
07:45 AM	0	22	7	29	8	253	8	269	5	11	0	16	0	0	0	0	314
Total	0	53	35	88	15	978	23	1016	19	35	0	54	0	0	0	0	1158
08:00 AM	0	20	12	32	5	268	5	278	5	9	0	14	0	0	0	0	324
08:15 AM	0	13	12	25	4	251	9	264	6	5	0	11	0	0	0	0	300
08:30 AM	0	12	4	16	3	214	8	225	8	10	0	18	0	0	0	0	259
08:45 AM	0	17	9	26	6	217	5	228	2	13	0	15	0	0	0	0	269
Total	0	62	37	99	18	950	27	995	21	37	0	58	0	0	0	0	1152
Grand Total	0	115	72	187	33	1928	50	2011	40	72	0	112	0	0	0	0	2310
Apprch %	0	61.5	38.5		1.6	95.9	2.5		35.7	64.3	0		0	0	0		
Total %	0	5	3.1	8.1	1.4	83.5	2.2	87.1	1.7	3.1	0	4.8	0	0	0	0	

	Elm Avenue Southbound				East 3rd Street Westbound				Elm Avenue Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	9	9	18	1	233	7	241	5	7	0	12	0	0	0	0	271
07:45 AM	0	**22**	7	29	**8**	253	8	269	5	**11**	0	**16**	0	0	0	0	314
08:00 AM	0	20	**12**	**32**	5	**268**	5	**278**	5	9	0	14	0	0	0	0	**324**
08:15 AM	0	13	12	25	4	251	**9**	264	**6**	5	0	11	0	0	0	0	300
Total Volume	0	64	40	104	18	1005	29	1052	21	32	0	53	0	0	0	0	1209
% App. Total	0	61.5	38.5		1.7	95.5	2.8		39.6	60.4	0		0	0	0		
PHF	.000	.727	.833	.813	.563	.938	.806	.946	.875	.727	.000	.828	.000	.000	.000	.000	.933

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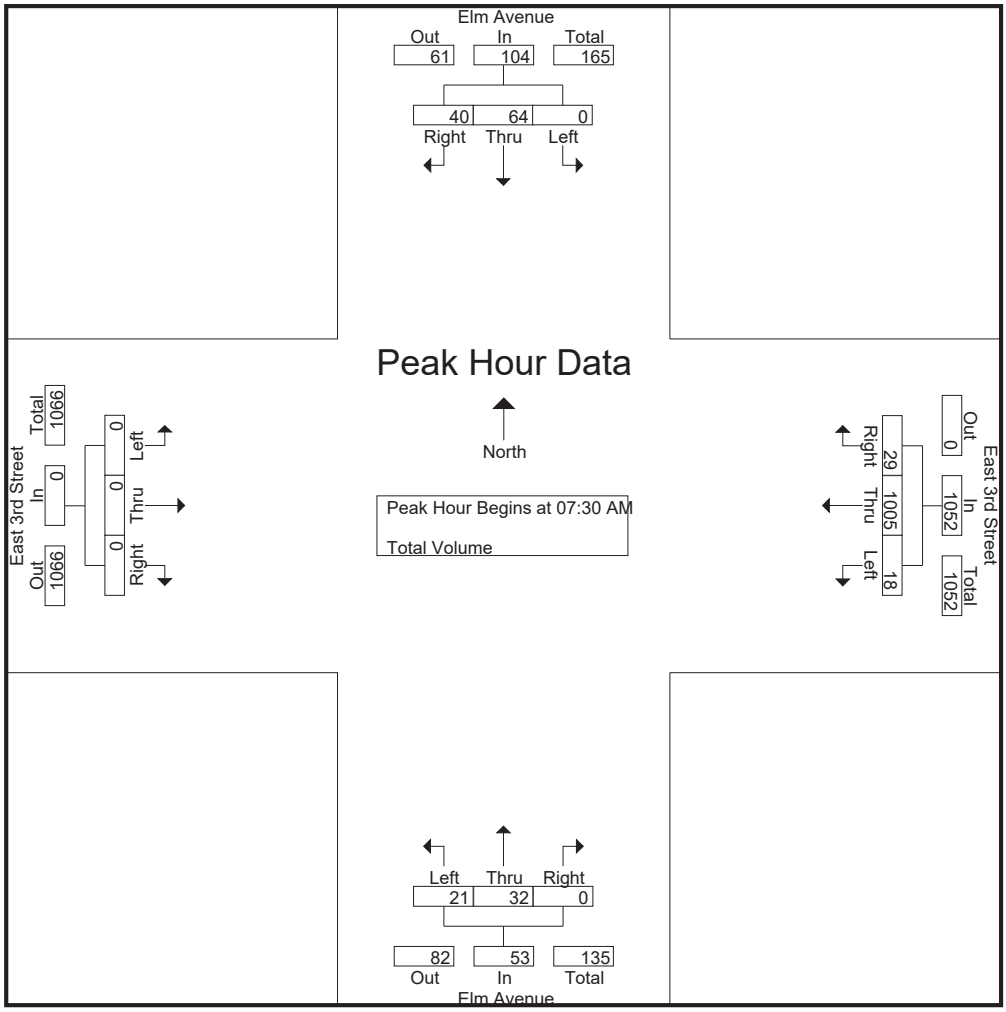
City of Long Beach
N/S: Elm Avenue
E/W: East 3rd Street
Weather: Clear

File Name : 04_LBC_Elm_3rd AM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:00 AM			
+0 mins.	0	9	9	18	1	233	7	241	5	**11**	0	16	0	0	0	0
+15 mins.	0	**22**	7	29	**8**	253	8	269	5	9	0	14	0	0	0	0
+30 mins.	0	20	**12**	**32**	5	**268**	5	**278**	6	5	0	11	0	0	0	0
+45 mins.	0	13	12	25	4	251	**9**	264	**8**	10	0	**18**	0	0	0	0
Total Volume	0	64	40	104	18	1005	29	1052	24	35	0	59	0	0	0	0
% App. Total	0	61.5	38.5		1.7	95.5	2.8		40.7	59.3	0		0	0	0	
PHF	.000	.727	.833	.813	.563	.938	.806	.946	.750	.795	.000	.819	.000	.000	.000	.000

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City of Long Beach
N/S: Elm Avenue
E/W: East 3rd Street
Weather: Clear

File Name : 04_LBC_Elm_3rd PM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 1

Groups Printed- Total Volume

	Elm Avenue Southbound				East 3rd Street Westbound				Elm Avenue Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	18	11	29	7	83	3	93	9	19	0	28	0	0	0	0	150
04:15 PM	0	13	6	19	2	96	2	100	10	20	0	30	0	0	0	0	149
04:30 PM	0	16	20	36	5	87	3	95	13	19	0	32	0	0	0	0	163
04:45 PM	0	19	8	27	3	105	11	119	4	16	0	20	0	0	0	0	166
Total	0	66	45	111	17	371	19	407	36	74	0	110	0	0	0	0	628
05:00 PM	0	16	14	30	3	101	6	110	7	16	0	23	0	0	0	0	163
05:15 PM	0	23	16	39	8	89	5	102	8	17	0	25	0	0	0	0	166
05:30 PM	0	19	6	25	6	86	3	95	10	20	0	30	0	0	0	0	150
05:45 PM	0	15	8	23	7	109	6	122	9	17	0	26	0	0	0	0	171
Total	0	73	44	117	24	385	20	429	34	70	0	104	0	0	0	0	650
Grand Total	0	139	89	228	41	756	39	836	70	144	0	214	0	0	0	0	1278
Apprch %	0	61	39		4.9	90.4	4.7		32.7	67.3	0		0	0	0		
Total %	0	10.9	7	17.8	3.2	59.2	3.1	65.4	5.5	11.3	0	16.7	0	0	0	0	

	Elm Avenue Southbound				East 3rd Street Westbound				Elm Avenue Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	16	**20**	36	5	87	3	95	**13**	**19**	0	**32**	0	0	0	0	163
04:45 PM	0	19	8	27	3	**105**	**11**	**119**	4	16	0	20	0	0	0	0	**166**
05:00 PM	0	16	14	30	3	101	6	110	7	16	0	23	0	0	0	0	163
05:15 PM	0	**23**	16	**39**	**8**	89	5	102	8	17	0	25	0	0	0	0	166
Total Volume	0	74	58	132	19	382	25	426	32	68	0	100	0	0	0	0	658
% App. Total	0	56.1	43.9		4.5	89.7	5.9		32	68	0		0	0	0		
PHF	.000	.804	.725	.846	.594	.910	.568	.895	.615	.895	.000	.781	.000	.000	.000	.000	.991

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City of Long Beach
N/S: Elm Avenue
E/W: East 3rd Street
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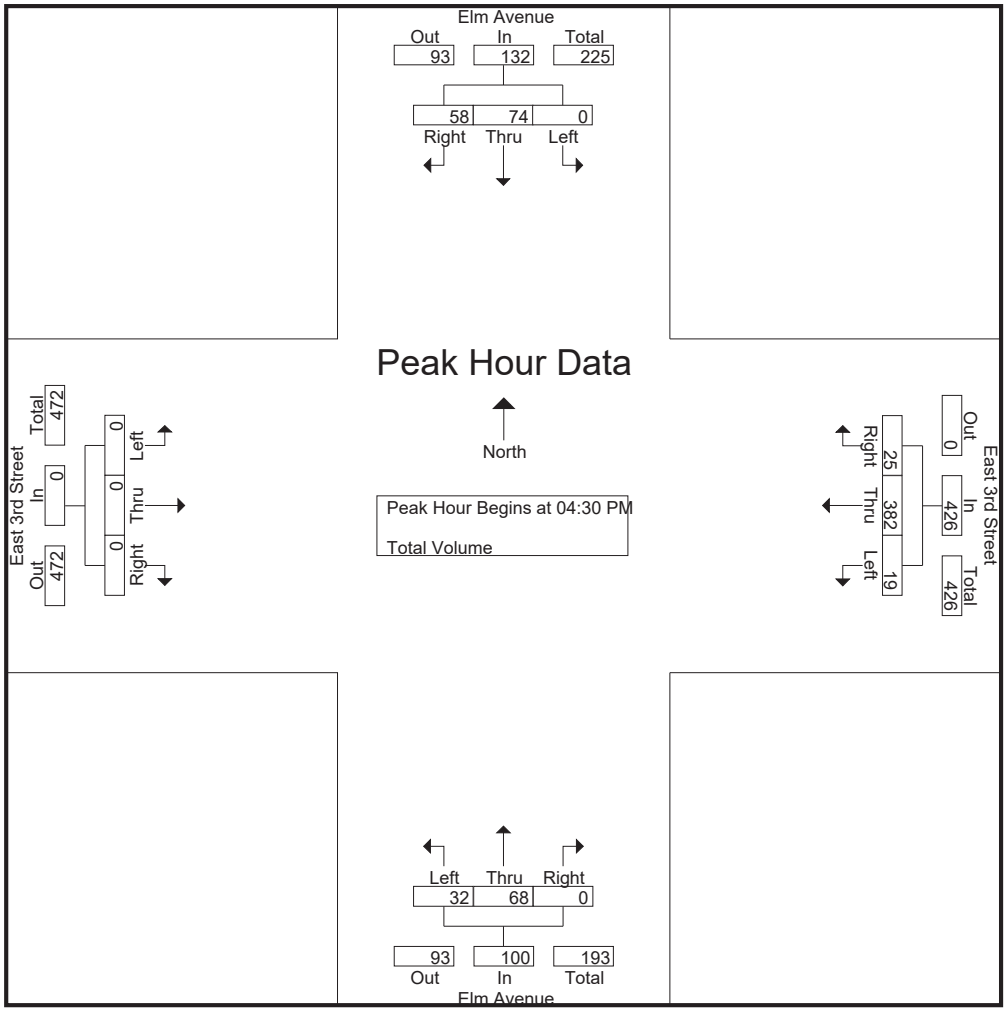
File Name : 04_LBC_Elm_3rd PM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	16	**20**	36	3	101	**6**	110	9	19	0	28	0	0	0	0
+15 mins.	0	19	8	27	**8**	89	5	102	10	**20**	0	30	0	0	0	0
+30 mins.	0	16	14	30	6	86	3	95	**13**	19	0	**32**	0	0	0	0
+45 mins.	0	**23**	16	**39**	7	**109**	6	**122**	4	16	0	20	0	0	0	0
Total Volume	0	74	58	132	24	385	20	429	36	74	0	110	0	0	0	0
% App. Total	0	56.1	43.9		5.6	89.7	4.7		32.7	67.3	0		0	0	0	
PHF	.000	.804	.725	.846	.750	.883	.833	.879	.692	.925	.000	.859	.000	.000	.000	.000

Location: Long Beach
N/S: Elm Avenue
E/W: East 3rd Street

Date: 12/6/2017
Day: Wednesday

PEDESTRIANS

	North Leg Elm Avenue	East Leg East 3rd Street	South Leg Elm Avenue	West Leg East 3rd Street	TOTAL
7:00 AM	2	3	9	2	16
7:15 AM	5	0	8	11	24
7:30 AM	6	1	6	12	25
7:45 AM	6	4	7	7	24
8:00 AM	3	4	7	10	24
8:15 AM	5	3	13	13	34
8:30 AM	9	3	5	10	27
8:45 AM	7	5	3	10	25
TOTAL VOLUMES:	43	23	58	75	199

	North Leg Elm Avenue	East Leg East 3rd Street	South Leg Elm Avenue	West Leg East 3rd Street	TOTAL
4:00 PM	10	13	10	16	49
4:15 PM	10	13	16	5	44
4:30 PM	17	24	13	8	62
4:45 PM	18	8	9	13	48
5:00 PM	19	3	11	7	40
5:15 PM	8	4	15	10	37
5:30 PM	9	3	7	19	38
5:45 PM	24	0	12	9	45
TOTAL VOLUMES:	115	68	93	87	363

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Location: Long Beach
N/S: Elm Avenue
E/W: East 3rd Street

Date: 12/6/2017
Day: Wednesday

BICYCLES

	North Leg Elm Avenue	East Leg East 3rd Street	South Leg Elm Avenue	West Leg East 3rd Street	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	1	1	0	0	2
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	1	3	0	6

	North Leg Elm Avenue	East Leg East 3rd Street	South Leg Elm Avenue	West Leg East 3rd Street	TOTAL
4:00 PM	1	0	2	0	3
4:15 PM	0	0	4	2	6
4:30 PM	1	1	0	1	3
4:45 PM	1	1	1	1	4
5:00 PM	2	0	0	0	2
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	1	0	1	1	3
TOTAL VOLUMES:	6	2	9	5	22

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City of Long Beach
N/S: Elm Avenue
E/W: East Broadway
Weather: Clear

File Name : 02_LBC_Elm_BR AM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 1

Groups Printed- Total Volume

	Elm Avenue Southbound				East Broadway Westbound				Elm Avenue Northbound				East Broadway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	13	0	17	0	0	0	0	0	7	1	8	0	54	6	60	85
07:15 AM	3	10	0	13	0	0	0	0	0	7	5	12	3	68	3	74	99
07:30 AM	3	6	0	9	0	0	0	0	0	7	2	9	3	65	6	74	92
07:45 AM	10	20	0	30	0	0	0	0	0	7	7	14	3	88	6	97	141
Total	20	49	0	69	0	0	0	0	0	28	15	43	9	275	21	305	417
08:00 AM	8	18	0	26	0	0	0	0	0	8	4	12	3	72	12	87	125
08:15 AM	3	13	0	16	0	0	0	0	0	8	8	16	6	101	7	114	146
08:30 AM	4	11	0	15	0	0	0	0	0	13	6	19	2	78	15	95	129
08:45 AM	4	18	0	22	0	0	0	0	0	12	6	18	1	81	10	92	132
Total	19	60	0	79	0	0	0	0	0	41	24	65	12	332	44	388	532
Grand Total	39	109	0	148	0	0	0	0	0	69	39	108	21	607	65	693	949
Apprch %	26.4	73.6	0		0	0	0		0	63.9	36.1		3	87.6	9.4		
Total %	4.1	11.5	0	15.6	0	0	0	0	0	7.3	4.1	11.4	2.2	64	6.8	73	

	Elm Avenue Southbound				East Broadway Westbound				Elm Avenue Northbound				East Broadway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**10**	**20**	0	**30**	0	0	0	0	0	7	7	14	3	88	6	97	141
08:00 AM	8	18	0	26	0	0	0	0	0	8	4	12	3	72	12	87	125
08:15 AM	3	13	0	16	0	0	0	0	0	8	**8**	16	**6**	**101**	7	**114**	**146**
08:30 AM	4	11	0	15	0	0	0	0	0	**13**	6	**19**	2	78	**15**	95	129
Total Volume	25	62	0	87	0	0	0	0	0	36	25	61	14	339	40	393	541
% App. Total	28.7	71.3	0		0	0	0		0	59	41		3.6	86.3	10.2		
PHF	.625	.775	.000	.725	.000	.000	.000	.000	.000	.692	.781	.803	.583	.839	.667	.862	.926

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City of Long Beach
N/S: Elm Avenue
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File Name : 02_LBC_Elm_BR AM
Site Code : 04217843
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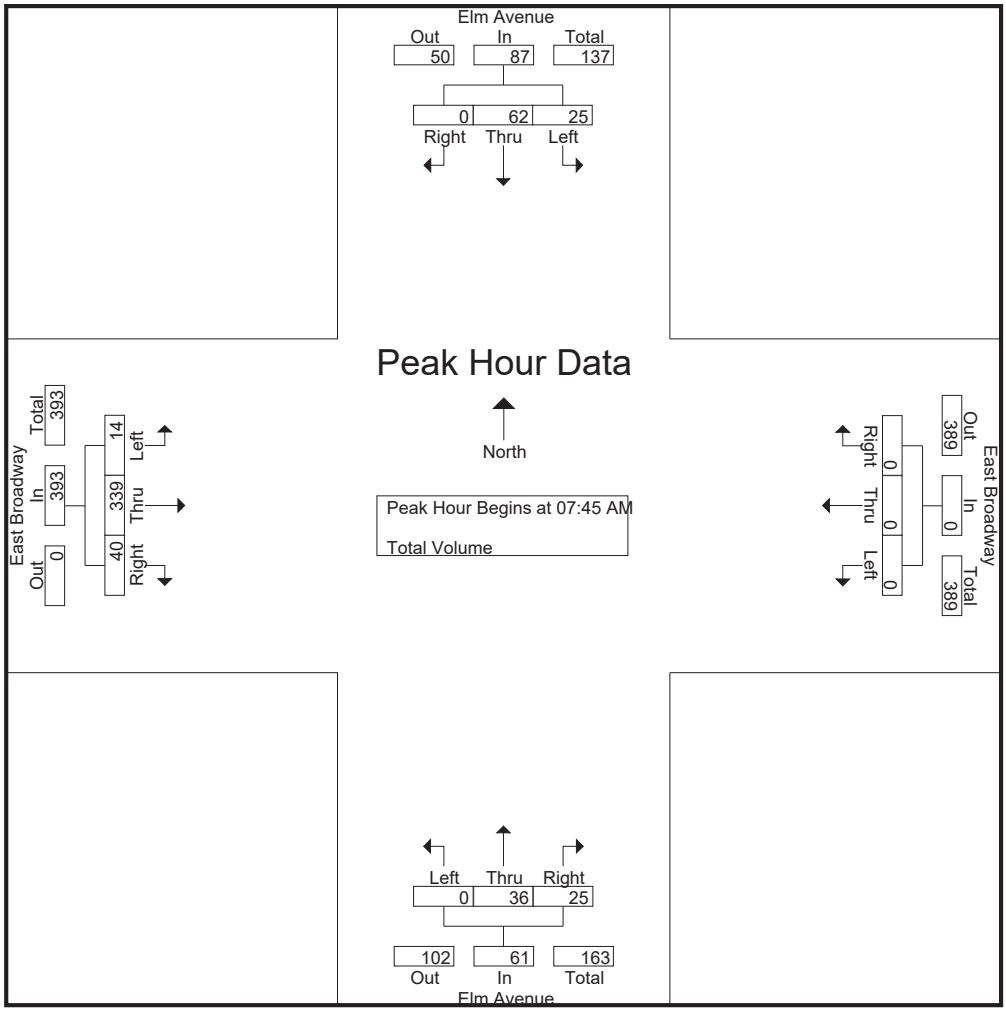
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:00 AM				07:45 AM			
+0 mins.	**10**	**20**	0	**30**	0	0	0	0	0	8	4	12	3	88	6	97
+15 mins.	8	18	0	26	0	0	0	0	0	8	**8**	16	3	72	12	87
+30 mins.	3	13	0	16	0	0	0	0	0	**13**	6	**19**	**6**	**101**	7	**114**
+45 mins.	4	11	0	15	0	0	0	0	0	12	6	18	2	78	**15**	95
Total Volume	25	62	0	87	0	0	0	0	0	41	24	65	14	339	40	393
% App. Total	28.7	71.3	0		0	0	0		0	63.1	36.9		3.6	86.3	10.2	
PHF	.625	.775	.000	.725	.000	.000	.000	.000	.000	.788	.750	.855	.583	.839	.667	.862

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City of Long Beach
N/S: Elm Avenue
E/W: East Broadway
Weather: Clear

File Name : 02_LBC_Elm_BR PM
Site Code : 04217843
Start Date : 12/6/2017
Page No : 1

Groups Printed- Total Volume

	Elm Avenue Southbound				East Broadway Westbound				Elm Avenue Northbound				East Broadway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	14	0	21	0	0	0	0	0	16	11	27	12	227	12	251	299
04:15 PM	4	8	0	12	0	0	0	0	0	19	8	27	9	260	6	275	314
04:30 PM	6	16	0	22	0	0	0	0	0	16	17	33	10	273	9	292	347
04:45 PM	9	14	0	23	0	0	0	0	0	15	11	26	9	291	8	308	357
Total	26	52	0	78	0	0	0	0	0	66	47	113	40	1051	35	1126	1317
05:00 PM	6	12	0	18	0	0	0	0	0	12	10	22	11	272	9	292	332
05:15 PM	13	14	0	27	0	0	0	0	0	13	9	22	12	317	7	336	385
05:30 PM	9	9	0	18	0	0	0	0	0	19	9	28	8	263	13	284	330
05:45 PM	3	14	0	17	0	0	0	0	0	17	9	26	7	256	6	269	312
Total	31	49	0	80	0	0	0	0	0	61	37	98	38	1108	35	1181	1359
Grand Total	57	101	0	158	0	0	0	0	0	127	84	211	78	2159	70	2307	2676
Apprch %	36.1	63.9	0		0	0	0		0	60.2	39.8		3.4	93.6	3		
Total %	2.1	3.8	0	5.9	0	0	0	0	0	4.7	3.1	7.9	2.9	80.7	2.6	86.2	

	Elm Avenue Southbound				East Broadway Westbound				Elm Avenue Northbound				East Broadway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	**16**	0	22	0	0	0	0	0	**16**	**17**	**33**	10	273	**9**	292	347
04:45 PM	9	14	0	23	0	0	0	0	0	15	11	26	9	291	8	308	357
05:00 PM	6	12	0	18	0	0	0	0	0	12	10	22	11	272	9	292	332
05:15 PM	**13**	14	0	**27**	0	0	0	0	0	13	9	22	**12**	**317**	7	**336**	**385**
Total Volume	34	56	0	90	0	0	0	0	0	56	47	103	42	1153	33	1228	1421
% App. Total	37.8	62.2	0		0	0	0		0	54.4	45.6		3.4	93.9	2.7		
PHF	.654	.875	.000	.833	.000	.000	.000	.000	.000	.875	.691	.780	.875	.909	.917	.914	.923

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Site Code : 04217843
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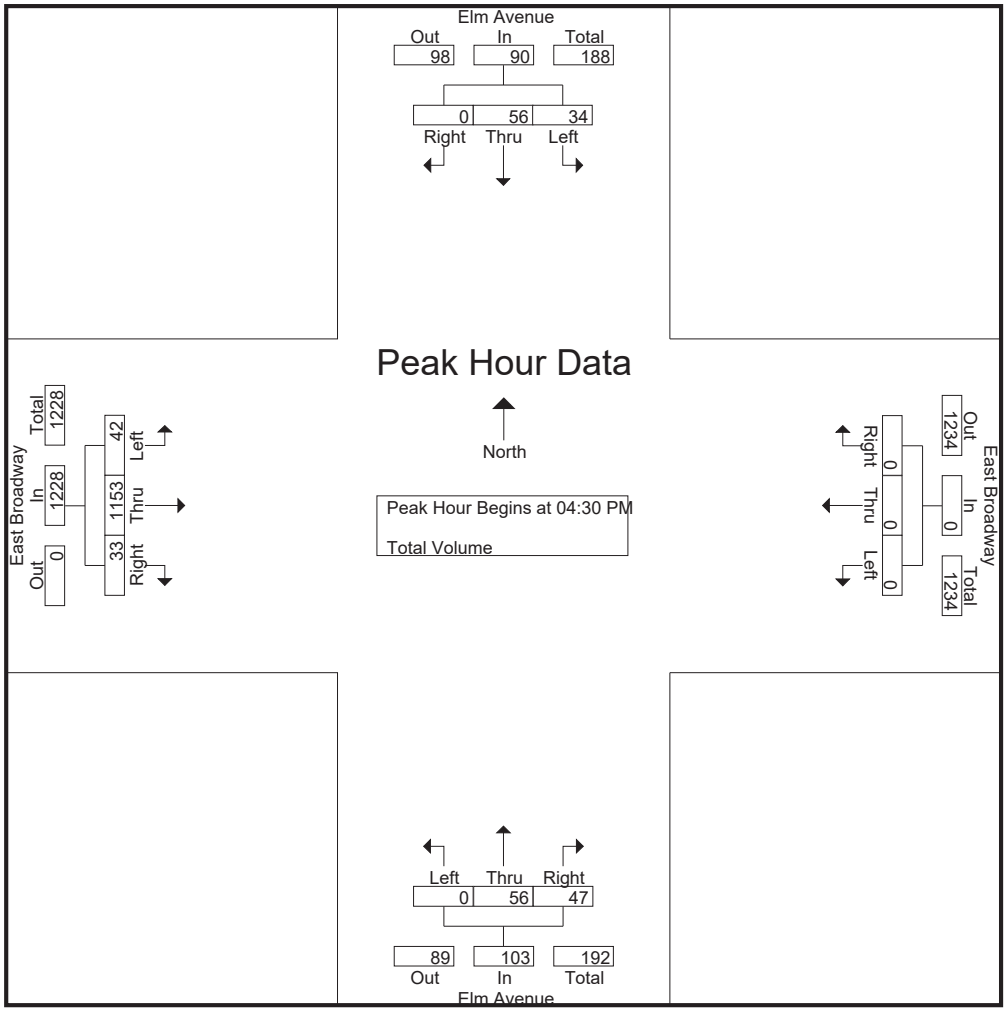
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	6	**16**	0	22	0	0	0	0	0	16	11	27	10	273	**9**	292
+15 mins.	9	14	0	23	0	0	0	0	0	**19**	8	27	9	291	8	308
+30 mins.	6	12	0	18	0	0	0	0	0	16	**17**	**33**	11	272	9	292
+45 mins.	**13**	14	0	**27**	0	0	0	0	0	15	11	26	**12**	**317**	7	**336**
Total Volume	34	56	0	90	0	0	0	0	0	66	47	113	42	1153	33	1228
% App. Total	37.8	62.2	0		0	0	0		0	58.4	41.6		3.4	93.9	2.7	
PHF	.654	.875	.000	.833	.000	.000	.000	.000	.000	.868	.691	.856	.875	.909	.917	.914

Location: Long Beach
N/S: Elm Avenue
E/W: East Broadway

Date: 12/6/2017
Day: Wednesday

PEDESTRIANS

	North Leg Elm Avenue	East Leg East Broadway	South Leg Elm Avenue	West Leg East Broadway	TOTAL
7:00 AM	12	6	8	5	31
7:15 AM	9	1	5	5	20
7:30 AM	10	3	9	8	30
7:45 AM	10	5	7	13	35
8:00 AM	18	11	9	6	44
8:15 AM	18	8	1	13	40
8:30 AM	20	5	7	10	42
8:45 AM	20	7	9	12	48
TOTAL VOLUMES:	117	46	55	72	290

	North Leg Elm Avenue	East Leg East Broadway	South Leg Elm Avenue	West Leg East Broadway	TOTAL
4:00 PM	22	6	10	13	51
4:15 PM	36	12	8	16	72
4:30 PM	20	11	10	7	48
4:45 PM	16	9	16	4	45
5:00 PM	16	8	12	5	41
5:15 PM	17	5	13	4	39
5:30 PM	20	8	9	5	42
5:45 PM	26	12	31	7	76
TOTAL VOLUMES:	173	71	109	61	414

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Location: Long Beach
N/S: Elm Avenue
E/W: East Broadway

Date: 12/6/2017
Day: Wednesday

BICYCLES

	North Leg Elm Avenue	East Leg East Broadway	South Leg Elm Avenue	West Leg East Broadway	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2
7:45 AM	1	2	0	0	3
8:00 AM	0	0	1	0	1
8:15 AM	1	1	0	0	2
8:30 AM	1	0	0	1	2
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	3	4	4	1	12

	North Leg Elm Avenue	East Leg East Broadway	South Leg Elm Avenue	West Leg East Broadway	TOTAL
4:00 PM	4	0	0	0	4
4:15 PM	3	0	1	1	5
4:30 PM	0	1	0	1	2
4:45 PM	1	0	0	1	2
5:00 PM	6	1	0	1	8
5:15 PM	1	0	0	0	1
5:30 PM	2	0	0	1	3
5:45 PM	2	3	4	0	9
TOTAL VOLUMES:	19	5	5	5	34

APPENDIX B – LOS CALCULATION SHEETS

Existing Conditions

Broadway Block Addendum
Existing Conditions
AM Peak Hour

Scenario Report

Scenario:	EX-AM
Command:	EX-AM
Volume:	EX-AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	EX-AM

Broadway Block Addendum
Existing Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000
# 2 Long Beach Blvd/Broadway	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000
# 3 Elm Ave/3rd St	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000
# 4 Elm Ave/Broadway	A	xxxxx	0.286	A	xxxxx	0.286	+ 0.000

Broadway Block Addendum
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	53	183	0	0	273	112	0	0	0	70	907	93				
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:	53	183	0	0	273	112	0	0	0	70	907	93				
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:	53	183	0	0	273	112	0	0	0	70	907	93				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	54	186	0	0	278	114	0	0	0	71	923	95				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	54	186	0	0	278	114	0	0	0	71	923	95				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	54	186	0	0	278	114	0	0	0	71	923	95				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	0.00	0.00	0.00	1.00	1.81	0.19				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2902	298				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.00	0.00	0.09	0.07	0.00	0.00	0.00	0.04	0.32	0.32				
Crit Moves:	****				****						****					

Broadway Block Addendum
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	10	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:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	0	0	0
Volume Module:																
Base Vol:	0	169	22	52	301	0	82	331	117	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	169	22	52	301	0	82	331	117	0	0	0				
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:	0	169	22	52	301	0	82	331	117	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				
PHF Volume:	0	189	25	58	337	0	92	371	131	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	189	25	58	337	0	92	371	131	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				
FinalVolume:	0	189	25	58	337	0	92	371	131	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	1.77	0.23	2.00	2.00	0.00	1.00	1.48	0.52	0.00	0.00	0.00				
Final Sat.:	0	2831	369	3200	3200	0	1600	2364	836	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.11	0.00	0.06	0.16	0.16	0.00	0.00	0.00				
Crit Moves:	****				****				****							

Broadway Block Addendum
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	21	32	0	0	64	40	0	0	0	0	18	1005	29			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	21	32	0	0	64	40	0	0	0	0	18	1005	29			
Added Vol:	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			
Initial Fut:	21	32	0	0	64	40	0	0	0	0	18	1005	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	23	34	0	0	69	43	0	0	0	0	19	1077	31			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	23	34	0	0	69	43	0	0	0	0	19	1077	31			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	23	34	0	0	69	43	0	0	0	0	19	1077	31			
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.40	0.60	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.94	0.06				
Final Sat.:	634	966	0	0	1600	1600	0	0	0	1600	3110	90				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.01	0.35	0.35				
Crit Moves:	****				****						****					

Broadway Block Addendum
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 10 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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	36	25	25	62	0	14	339	40	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	36	25	25	62	0	14	339	40	0	0	0				
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:	0	36	25	25	62	0	14	339	40	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	0	39	27	27	67	0	15	366	43	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	39	27	27	67	0	15	366	43	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				
FinalVolume:	0	39	27	27	67	0	15	366	43	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.59	0.41	0.29	0.71	0.00	1.00	1.79	0.21	0.00	0.00	0.00				
Final Sat.:	0	944	656	460	1140	0	1600	2862	338	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04	0.02	0.06	0.00	0.01	0.13	0.13	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Existing Conditions
PM Peak Hour

Scenario Report

Scenario:	EX-PM
Command:	EX-PM
Volume:	EX-PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	EX-PM

Broadway Block Addendum
Existing Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000
# 2 Long Beach Blvd/Broadway	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000
# 3 Elm Ave/3rd St	A	xxxxx	0.295	A	xxxxx	0.295	+ 0.000
# 4 Elm Ave/Broadway	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000

Broadway Block Addendum
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	92	326	0	0	253	92	0	0	0	34	374	102				
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:	92	326	0	0	253	92	0	0	0	34	374	102				
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:	92	326	0	0	253	92	0	0	0	34	374	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	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	95	337	0	0	262	95	0	0	0	35	387	105				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	95	337	0	0	262	95	0	0	0	35	387	105				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	95	337	0	0	262	95	0	0	0	35	387	105				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	0.00	0.00	0.00	1.00	1.57	0.43				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2514	686				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.11	0.00	0.00	0.08	0.06	0.00	0.00	0.00	0.02	0.15	0.15				
Crit Moves:	****				****						****					

Broadway Block Addendum
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	0	0	0
Volume Module:																
Base Vol:	0	280	69	112	196	0	118	988	74	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	280	69	112	196	0	118	988	74	0	0	0				
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:	0	280	69	112	196	0	118	988	74	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	296	73	118	207	0	125	1043	78	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	296	73	118	207	0	125	1043	78	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				
FinalVolume:	0	296	73	118	207	0	125	1043	78	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	1.60	0.40	2.00	2.00	0.00	1.00	1.86	0.14	0.00	0.00	0.00				
Final Sat.:	0	2567	633	3200	3200	0	1600	2977	223	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12	0.04	0.06	0.00	0.08	0.35	0.35	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	32	68	0	0	74	58	0	0	0	19	382	25				
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:	32	68	0	0	74	58	0	0	0	19	382	25				
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:	32	68	0	0	74	58	0	0	0	19	382	25				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	32	69	0	0	75	59	0	0	0	19	385	25				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	32	69	0	0	75	59	0	0	0	19	385	25				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	32	69	0	0	75	59	0	0	0	19	385	25				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.32	0.68	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.88	0.12				
Final Sat.:	512	1088	0	0	1600	1600	0	0	0	1600	3003	197				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.01	0.13	0.13				
Crit Moves:	****				****						****					

Broadway Block Addendum
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	56	47	34	56	0	42	1153	33	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	56	47	34	56	0	42	1153	33	0	0	0				
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:	0	56	47	34	56	0	42	1153	33	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	61	51	37	61	0	46	1249	36	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	61	51	37	61	0	46	1249	36	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				
FinalVolume:	0	61	51	37	61	0	46	1249	36	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.54	0.46	0.38	0.62	0.00	1.00	1.94	0.06	0.00	0.00	0.00				
Final Sat.:	0	870	730	604	996	0	1600	3111	89	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.06	0.00	0.03	0.40	0.40	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Existing Plus Project

Broadway Block Addendum
Existing Plus Project Conditions
AM Peak Hour

Scenario Report

Scenario:	EXplusProj-AM
Command:	EXplusProj-AM
Volume:	EX-AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	EXplusProj-AM

Broadway Block Addendum
Existing Plus Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.538	A	xxxxx	0.559	+ 0.021
# 2 Long Beach Blvd/Broadway	A	xxxxx	0.362	A	xxxxx	0.372	+ 0.010
# 3 Elm Ave/3rd St	A	xxxxx	0.503	A	xxxxx	0.509	+ 0.005
# 4 Elm Ave/Broadway	A	xxxxx	0.286	A	xxxxx	0.295	+ 0.009

Broadway Block Addendum
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	53	183	0	0	273	112	0	0	0	70	907	93				
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:	53	183	0	0	273	112	0	0	0	70	907	93				
Added Vol:	0	0	0	0	11	0	0	0	0	4	38	17				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	53	183	0	0	284	112	0	0	0	74	945	110				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	54	186	0	0	289	114	0	0	0	75	961	112				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	54	186	0	0	289	114	0	0	0	75	961	112				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	54	186	0	0	289	114	0	0	0	75	961	112				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	0.00	0.00	0.00	1.00	1.79	0.21				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2866	334				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.00	0.00	0.09	0.07	0.00	0.00	0.00	0.05	0.34	0.34				
Crit Moves:	****				****						****					

Broadway Block Addendum
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	10	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:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	169	22	52	301	0	82	331	117	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	169	22	52	301	0	82	331	117	0	0	0				
Added Vol:	0	0	3	11	4	0	0	24	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	169	25	63	305	0	82	355	117	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				
PHF Volume:	0	189	28	71	342	0	92	398	131	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	189	28	71	342	0	92	398	131	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				
FinalVolume:	0	189	28	71	342	0	92	398	131	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	1.74	0.26	2.00	2.00	0.00	1.00	1.50	0.50	0.00	0.00	0.00				
Final Sat.:	0	2788	412	3200	3200	0	1600	2407	793	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.11	0.00	0.06	0.17	0.17	0.00	0.00	0.00				
Crit Moves:	****				****				****							

Broadway Block Addendum
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	21	32	0	0	64	40	0	0	0	0	0	0	18	1005	29	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	32	0	0	64	40	0	0	0	0	0	0	18	1005	29	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	32	0	0	64	40	0	0	0	0	0	0	18	1021	29	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	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	23	34	0	0	69	43	0	0	0	0	0	0	19	1094	31	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	34	0	0	69	43	0	0	0	0	0	0	19	1094	31	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
FinalVolume:	23	34	0	0	69	43	0	0	0	0	0	0	19	1094	31	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	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:	0.40	0.60	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.94	0.06	0.00
Final Sat.:	634	966	0	0	1600	1600	0	0	0	0	1600	1600	3112	88	0	0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.00	0.01	0.01	0.35	0.35	0.00	0.00
Crit Moves:	****				****								****			

Broadway Block Addendum
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 10 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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	36	25	25	62	0	14	339	40	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	25	25	62	0	14	339	40	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	26	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
Initial Fut:	0	36	25	25	62	0	14	365	40	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	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	39	27	27	67	0	15	394	43	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	39	27	27	67	0	15	394	43	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
FinalVolume:	0	39	27	27	67	0	15	394	43	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	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:	0.00	0.59	0.41	0.29	0.71	0.00	1.00	1.80	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	944	656	460	1140	0	1600	2884	316	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04	0.02	0.06	0.00	0.01	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****								

Broadway Block Addendum
Existing Plus Project Conditions
PM Peak Hour

Scenario Report

Scenario:	EXplusProj-PM
Command:	EXplusProj-PM
Volume:	EX-PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	EXplusProj-PM

Broadway Block Addendum
Existing Plus Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.395	A	xxxxx	0.419	+ 0.024
# 2 Long Beach Blvd/Broadway	B	xxxxx	0.603	B	xxxxx	0.632	+ 0.029
# 3 Elm Ave/3rd St	A	xxxxx	0.295	A	xxxxx	0.307	+ 0.012
# 4 Elm Ave/Broadway	A	xxxxx	0.594	B	xxxxx	0.602	+ 0.007

Broadway Block Addendum
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	92	326	0	0	253	92	0	0	0	0	34	374	102			
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:	92	326	0	0	253	92	0	0	0	0	34	374	102			
Added Vol:	0	0	0	0	25	0	0	0	0	0	4	33	15			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	92	326	0	0	278	92	0	0	0	0	38	407	117			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	95	337	0	0	287	95	0	0	0	0	39	421	121			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	95	337	0	0	287	95	0	0	0	0	39	421	121			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	95	337	0	0	287	95	0	0	0	0	39	421	121			
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	0.00	0.00	0.00	1.00	1.55	0.45				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2485	715				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.11	0.00	0.00	0.09	0.06	0.00	0.00	0.00	0.02	0.17	0.17				
Crit Moves:	****				****						****					

Broadway Block Addendum
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	280	69	112	196	0	118	988	74	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	280	69	112	196	0	118	988	74	0	0	0				
Added Vol:	0	0	6	25	4	0	0	57	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	280	75	137	200	0	118	1045	74	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	296	79	145	211	0	125	1103	78	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	296	79	145	211	0	125	1103	78	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				
FinalVolume:	0	296	79	145	211	0	125	1103	78	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	1.58	0.42	2.00	2.00	0.00	1.00	1.87	0.13	0.00	0.00	0.00				
Final Sat.:	0	2524	676	3200	3200	0	1600	2988	212	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12	0.05	0.07	0.00	0.08	0.37	0.37	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.307
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	32	68	0	0	74	58	0	0	0	19	382	25				
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:	32	68	0	0	74	58	0	0	0	19	382	25				
Added Vol:	0	0	0	0	0	0	0	0	0	0	38	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	32	68	0	0	74	58	0	0	0	19	420	25				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	32	69	0	0	75	59	0	0	0	19	424	25				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	32	69	0	0	75	59	0	0	0	19	424	25				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	32	69	0	0	75	59	0	0	0	19	424	25				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.32	0.68	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.89	0.11				
Final Sat.:	512	1088	0	0	1600	1600	0	0	0	1600	3020	180				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.01	0.14	0.14				
Crit Moves:	****				****						****					

Broadway Block Addendum
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	56	47	34	56	0	42	1153	33	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	56	47	34	56	0	42	1153	33	0	0	0				
Added Vol:	0	0	0	0	0	0	0	22	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	56	47	34	56	0	42	1175	33	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	61	51	37	61	0	46	1273	36	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	61	51	37	61	0	46	1273	36	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				
FinalVolume:	0	61	51	37	61	0	46	1273	36	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.54	0.46	0.38	0.62	0.00	1.00	1.95	0.05	0.00	0.00	0.00				
Final Sat.:	0	870	730	604	996	0	1600	3113	87	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.06	0.00	0.03	0.41	0.41	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Opening Year Without Project

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
AM Peak Hour

Scenario Report

Scenario:	OY_NP-AM
Command:	OY_NP-AM
Volume:	EX-AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	OY_NP-AM

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.556	A	xxxxx	0.565	+ 0.009
# 2 Long Beach Blvd/Broadway	A	xxxxx	0.373	A	xxxxx	0.383	+ 0.010
# 3 Elm Ave/3rd St	A	xxxxx	0.519	A	xxxxx	0.529	+ 0.009
# 4 Elm Ave/Broadway	A	xxxxx	0.293	A	xxxxx	0.302	+ 0.009

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	53	183	0	0	273	112	0	0	0	0	70	907	93			
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:	55	190	0	0	284	116	0	0	0	0	73	943	97			
Added Vol:	3	11	0	0	3	5	0	0	0	0	3	16	4			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	58	201	0	0	287	121	0	0	0	0	76	959	101			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	59	205	0	0	292	124	0	0	0	0	77	976	102			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	59	205	0	0	292	124	0	0	0	0	77	976	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	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	59	205	0	0	292	124	0	0	0	0	77	976	102			
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	0.00	0.00	0.00	1.00	1.81	0.19				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2896	304				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.00	0.00	0.09	0.08	0.00	0.00	0.00	0.05	0.34	0.34				
Crit Moves:	****				****						****					

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	0	0	0
Volume Module:																
Base Vol:	0	169	22	52	301	0	82	331	117	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:	0	176	23	54	313	0	85	344	122	0	0	0				
Added Vol:	0	4	2	2	4	0	10	19	5	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	180	25	56	317	0	95	363	127	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				
PHF Volume:	0	202	28	63	355	0	107	407	142	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	202	28	63	355	0	107	407	142	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				
FinalVolume:	0	202	28	63	355	0	107	407	142	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	1.76	0.24	2.00	2.00	0.00	1.00	1.48	0.52	0.00	0.00	0.00				
Final Sat.:	0	2811	389	3200	3200	0	1600	2373	827	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.11	0.00	0.07	0.17	0.17	0.00	0.00	0.00				
Crit Moves:	****				****				****							

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	21	32	0	0	64	40	0	0	0	0	18	1005	29	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	1.04	1.04	1.04
Initial Bse:	22	33	0	0	67	42	0	0	0	0	19	1045	30	0	0	0
Added Vol:	6	0	0	0	0	0	0	0	0	0	1	16	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	33	0	0	67	42	0	0	0	0	20	1061	30	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	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	30	36	0	0	71	45	0	0	0	0	21	1137	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	36	0	0	71	45	0	0	0	0	21	1137	32	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
FinalVolume:	30	36	0	0	71	45	0	0	0	0	21	1137	32	0	0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	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:	0.46	0.54	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.94	0.06	0.00	0.00	0.00
Final Sat.:	729	871	0	0	1600	1600	0	0	0	0	1600	3112	88	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.01	0.37	0.37				
Crit Moves:	****				****						****					

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 10 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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	36	25	25	62	0	14	339	40	0	0	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	1.04	1.04	1.04
Initial Bse:	0	37	26	26	64	0	15	353	42	0	0	0	0	0	0	0
Added Vol:	0	0	0	3	0	0	2	20	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
Initial Fut:	0	37	26	29	64	0	17	373	42	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	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	40	28	31	70	0	18	402	45	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	28	31	70	0	18	402	45	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
FinalVolume:	0	40	28	31	70	0	18	402	45	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	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:	0.00	0.59	0.41	0.31	0.69	0.00	1.00	1.80	0.20	0.00	0.00	0.00				
Final Sat.:	0	944	656	496	1104	0	1600	2879	321	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04	0.02	0.06	0.00	0.01	0.14	0.14	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
PM Peak Hour

Scenario Report

Scenario:	OY_NP-PM
Command:	OY_NP-PM
Volume:	EX-PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	OY_NP-PM

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.407	A	xxxxx	0.424	+ 0.017
# 2 Long Beach Blvd/Broadway	B	xxxxx	0.623	B	xxxxx	0.639	+ 0.016
# 3 Elm Ave/3rd St	A	xxxxx	0.303	A	xxxxx	0.315	+ 0.012
# 4 Elm Ave/Broadway	B	xxxxx	0.614	B	xxxxx	0.624	+ 0.009

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	92	326	0	0	253	92	0	0	0	0	34	374	102			
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:	96	339	0	0	263	96	0	0	0	35	389	106				
Added Vol:	8	10	0	0	7	14	0	0	0	4	28	3				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	104	349	0	0	270	110	0	0	0	39	417	109				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	107	361	0	0	279	113	0	0	0	41	431	113				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	107	361	0	0	279	113	0	0	0	41	431	113				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	107	361	0	0	279	113	0	0	0	41	431	113				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	0.00	0.00	0.00	1.00	1.59	0.41				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2536	664				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.00	0.00	0.09	0.07	0.00	0.00	0.00	0.03	0.17	0.17				
Crit Moves:	****				****						****					

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	0	0	0
Volume Module:																
Base Vol:	0	280	69	112	196	0	118	988	74	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:	0	291	72	116	204	0	123	1028	77	0	0	0				
Added Vol:	0	9	4	5	6	0	8	24	7	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	300	76	121	210	0	131	1052	84	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	317	80	128	222	0	138	1110	89	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	317	80	128	222	0	138	1110	89	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				
FinalVolume:	0	317	80	128	222	0	138	1110	89	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	1.60	0.40	2.00	2.00	0.00	1.00	1.85	0.15	0.00	0.00	0.00				
Final Sat.:	0	2555	645	3200	3200	0	1600	2963	237	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12	0.04	0.07	0.00	0.09	0.37	0.37	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	32	68	0	0	74	58	0	0	0	19	382	25				
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:	33	71	0	0	77	60	0	0	0	20	397	26				
Added Vol:	3	0	0	0	0	0	0	0	0	3	32	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	36	71	0	0	77	60	0	0	0	23	429	26				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	37	71	0	0	78	61	0	0	0	23	433	26				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	37	71	0	0	78	61	0	0	0	23	433	26				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	37	71	0	0	78	61	0	0	0	23	433	26				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.34	0.66	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.89	0.11				
Final Sat.:	543	1057	0	0	1600	1600	0	0	0	1600	3017	183				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.01	0.14	0.14				
Crit Moves:	****				****						****					

Broadway Block Addendum
Opening Year 2021 Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	56	47	34	56	0	42	1153	33	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:	0	58	49	35	58	0	44	1199	34	0	0	0				
Added Vol:	0	0	0	1	0	0	7	26	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	58	49	36	58	0	51	1225	34	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	63	53	39	63	0	55	1327	37	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	63	53	39	63	0	55	1327	37	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				
FinalVolume:	0	63	53	39	63	0	55	1327	37	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.54	0.46	0.38	0.62	0.00	1.00	1.95	0.05	0.00	0.00	0.00				
Final Sat.:	0	870	730	615	985	0	1600	3113	87	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.06	0.00	0.03	0.43	0.43	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Opening Year With Project

Broadway Block Addendum
Opening Year 2021 With Project Conditions
AM Peak Hour

Scenario Report

Scenario:	OY_PlusProject-AM
Command:	OY_PlusProject-AM
Volume:	EX-AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	OY_PlusProject-AM

Broadway Block Addendum
Opening Year 2021 With Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.556	A	xxxxx	0.586	+ 0.030
# 2 Long Beach Blvd/Broadway	A	xxxxx	0.373	A	xxxxx	0.393	+ 0.020
# 3 Elm Ave/3rd St	A	xxxxx	0.519	A	xxxxx	0.534	+ 0.015
# 4 Elm Ave/Broadway	A	xxxxx	0.293	A	xxxxx	0.311	+ 0.018

Broadway Block Addendum
Opening Year 2021 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				Permitted				Permitted			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	1	0
Volume Module:																
Base Vol:	53	183	0		0	273	112		0	0	0		70	907	93	
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:	55	190	0		0	284	116		0	0	0		73	943	97	
Added Vol:	3	11	0		0	14	5		0	0	0		7	54	21	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	58	201	0		0	298	121		0	0	0		80	997	118	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	59	205	0		0	303	124		0	0	0		81	1015	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	59	205	0		0	303	124		0	0	0		81	1015	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	59	205	0		0	303	124		0	0	0		81	1015	120	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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		0.00	0.00	0.00		1.00	1.79	0.21	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	2862	338	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.00		0.00	0.09	0.08		0.00	0.00	0.00		0.05	0.35	0.35	
Crit Moves:	****					****								****		

Broadway Block Addendum
Opening Year 2021 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	169	22		52	301	0		82	331	117		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:	0	176	23		54	313	0		85	344	122		0	0	0	
Added Vol:	0	4	5		12	8	0		10	43	5		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	180	28		66	321	0		95	387	127		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:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	0	202	31		74	360	0		107	434	142		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	202	31		74	360	0		107	434	142		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	
FinalVolume:	0	202	31		74	360	0		107	434	142		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	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	1.73	0.27		2.00	2.00	0.00		1.00	1.51	0.49		0.00	0.00	0.00	
Final Sat.:	0	2770	430		3200	3200	0		1600	2411	789		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07		0.02	0.11	0.00		0.07	0.18	0.18		0.00	0.00	0.00	
Crit Moves:	****					****				****						

Broadway Block Addendum
Opening Year 2021 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	21	32	0	0	64	40	0	0	0	0	18	1005	29	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	1.04	1.04	1.04
Initial Bse:	22	33	0	0	67	42	0	0	0	0	19	1045	30	0	0	0
Added Vol:	6	0	0	0	0	0	0	0	0	0	1	32	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	33	0	0	67	42	0	0	0	0	20	1077	30	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	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	30	36	0	0	71	45	0	0	0	0	21	1155	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	36	0	0	71	45	0	0	0	0	21	1155	32	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
FinalVolume:	30	36	0	0	71	45	0	0	0	0	21	1155	32	0	0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	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:	0.46	0.54	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.95	0.05	0.00	0.00	0.00
Final Sat.:	729	871	0	0	1600	1600	0	0	0	0	1600	3113	87	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.01	0.37	0.37	0.00	0.00	0.00	0.00
Crit Moves:	****				****						****					

Broadway Block Addendum
Opening Year 2021 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 10 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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	36	25	25	62	0	14	339	40	0	0	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	1.04	1.04	1.04
Initial Bse:	0	37	26	26	64	0	15	353	42	0	0	0	0	0	0	0
Added Vol:	0	0	0	3	0	0	2	46	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
Initial Fut:	0	37	26	29	64	0	17	399	42	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	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	40	28	31	70	0	18	430	45	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	28	31	70	0	18	430	45	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
FinalVolume:	0	40	28	31	70	0	18	430	45	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	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:	0.00	0.59	0.41	0.31	0.69	0.00	1.00	1.81	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	944	656	496	1104	0	1600	2898	302	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04	0.02	0.06	0.00	0.01	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****								

Broadway Block Addendum
Opening Year 2021 With Project Conditions
PM Peak Hour

Scenario Report

Scenario:	OY_PlusProject-PM
Command:	OY_PlusProject-PM
Volume:	EX-PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	OY_PlusProject-PM

Broadway Block Addendum
Opening Year 2021 With Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.407	A	xxxxx	0.448	+ 0.041
# 2 Long Beach Blvd/Broadway	B	xxxxx	0.623	B	xxxxx	0.668	+ 0.046
# 3 Elm Ave/3rd St	A	xxxxx	0.303	A	xxxxx	0.327	+ 0.024
# 4 Elm Ave/Broadway	B	xxxxx	0.614	B	xxxxx	0.631	+ 0.017

Broadway Block Addendum
Opening Year 2021 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 10 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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	1
Volume Module:																
Base Vol:	92	326	0		0	253	92		0	0	0		34	374	102	
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:	96	339	0		0	263	96		0	0	0		35	389	106	
Added Vol:	8	10	0		0	33	14		0	0	0		8	61	18	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	104	349	0		0	296	110		0	0	0		43	450	124	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	107	361	0		0	306	113		0	0	0		45	465	128	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	361	0		0	306	113		0	0	0		45	465	128	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	107	361	0		0	306	113		0	0	0		45	465	128	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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		0.00	0.00	0.00		1.00	1.57	0.43	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	2508	692	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.00		0.00	0.10	0.07		0.00	0.00	0.00		0.03	0.19	0.19	
Crit Moves:	****					****								****		

Broadway Block Addendum
Opening Year 2021 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	280	69		112	196	0		118	988	74		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:	0	291	72		116	204	0		123	1028	77		0	0	0	
Added Vol:	0	9	10		31	10	0		8	81	7		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	300	82		147	214	0		131	1109	84		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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	317	86		156	226	0		138	1171	89		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	317	86		156	226	0		138	1171	89		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	
FinalVolume:	0	317	86		156	226	0		138	1171	89		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	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	1.57	0.43		2.00	2.00	0.00		1.00	1.86	0.14		0.00	0.00	0.00	
Final Sat.:	0	2515	685		3200	3200	0		1600	2975	225		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.13		0.05	0.07	0.00		0.09	0.39	0.39		0.00	0.00	0.00	
Crit Moves:		****			****					****						

Broadway Block Addendum
Opening Year 2021 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	32	68	0	0	74	58	0	0	0	19	382	25				
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:	33	71	0	0	77	60	0	0	0	20	397	26				
Added Vol:	3	0	0	0	0	0	0	0	0	3	70	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	36	71	0	0	77	60	0	0	0	23	467	26				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	37	71	0	0	78	61	0	0	0	23	472	26				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	37	71	0	0	78	61	0	0	0	23	472	26				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	37	71	0	0	78	61	0	0	0	23	472	26				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.34	0.66	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.89	0.11				
Final Sat.:	543	1057	0	0	1600	1600	0	0	0	1600	3031	169				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.01	0.16	0.16				
Crit Moves:	****				****						****					

Broadway Block Addendum
Opening Year 2021 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	56	47	34	56	0	42	1153	33	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:	0	58	49	35	58	0	44	1199	34	0	0	0				
Added Vol:	0	0	0	1	0	0	7	48	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	58	49	36	58	0	51	1247	34	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	63	53	39	63	0	55	1351	37	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	63	53	39	63	0	55	1351	37	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				
FinalVolume:	0	63	53	39	63	0	55	1351	37	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.54	0.46	0.38	0.62	0.00	1.00	1.95	0.05	0.00	0.00	0.00				
Final Sat.:	0	870	730	615	985	0	1600	3114	86	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.06	0.00	0.03	0.43	0.43	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Future Year Without Project

Broadway Block Addendum
Future Year 2035 No Project Conditions
AM Peak Hour

Scenario Report

Scenario:	Future_NP-AM
Command:	Future_NP-AM
Volume:	Future_AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Future_NP-AM

Broadway Block Addendum
Future Year 2035 No Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000
# 2 Long Beach Blvd/Broadway	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000
# 3 Elm Ave/3rd St	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000
# 4 Elm Ave/Broadway	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000

Broadway Block Addendum
Future Year 2035 No Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	46	200	0	0	290	255	0	0	0	49	1001	129				
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	200	0	0	290	255	0	0	0	49	1001	129				
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:	46	200	0	0	290	255	0	0	0	49	1001	129				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	47	203	0	0	295	259	0	0	0	50	1018	131				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	47	203	0	0	295	259	0	0	0	50	1018	131				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	47	203	0	0	295	259	0	0	0	50	1018	131				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	0.00	0.00	0.00	1.00	1.77	0.23				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2835	365				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.00	0.00	0.09	0.16	0.00	0.00	0.00	0.03	0.36	0.36				
Crit Moves:	****					****					****					

Broadway Block Addendum
Future Year 2035 No Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	0	0	0
Volume Module:																
Base Vol:	0	265	63	59	327	0	101	721	219	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	265	63	59	327	0	101	721	219	0	0	0				
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:	0	265	63	59	327	0	101	721	219	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				
PHF Volume:	0	297	71	66	367	0	113	808	246	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	297	71	66	367	0	113	808	246	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				
FinalVolume:	0	297	71	66	367	0	113	808	246	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	1.62	0.38	2.00	2.00	0.00	1.00	1.53	0.47	0.00	0.00	0.00				
Final Sat.:	0	2585	615	3200	3200	0	1600	2454	746	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11	0.02	0.11	0.00	0.07	0.33	0.33	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Future Year 2035 No Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	22	31	0	0	68	41	0	0	0	19	1254	30				
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:	22	31	0	0	68	41	0	0	0	19	1254	30				
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:	22	31	0	0	68	41	0	0	0	19	1254	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	24	33	0	0	73	44	0	0	0	20	1344	32				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	24	33	0	0	73	44	0	0	0	20	1344	32				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	24	33	0	0	73	44	0	0	0	20	1344	32				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.42	0.58	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.95	0.05				
Final Sat.:	664	936	0	0	1600	1600	0	0	0	1600	3125	75				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.00	0.00	0.05	0.03	0.00	0.00	0.00	0.01	0.43	0.43				
Crit Moves:	****				****						****					

Broadway Block Addendum
Future Year 2035 No Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	30	31	36	58	0	20	746	51	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	30	31	36	58	0	20	746	51	0	0	0				
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:	0	30	31	36	58	0	20	746	51	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	0	32	33	39	63	0	22	806	55	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	32	33	39	63	0	22	806	55	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				
FinalVolume:	0	32	33	39	63	0	22	806	55	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.49	0.51	0.38	0.62	0.00	1.00	1.87	0.13	0.00	0.00	0.00				
Final Sat.:	0	787	813	613	987	0	1600	2995	205	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04	0.02	0.06	0.00	0.01	0.27	0.27	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Future Year 2035 No Project Conditions
PM Peak Hour

Scenario Report

Scenario:	Future_NP-PM
Command:	Future_NP-PM
Volume:	Future_PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Future_NP-PM

Broadway Block Addendum
Future Year 2035 No Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 2 Long Beach Blvd/Broadway	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000
# 3 Elm Ave/3rd St	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000
# 4 Elm Ave/Broadway	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000

Broadway Block Addendum
Future Year 2035 No Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	88	335	0	0	300	125	0	0	0	0	39	488	143			
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:	88	335	0	0	300	125	0	0	0	0	39	488	143			
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:	88	335	0	0	300	125	0	0	0	0	39	488	143			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	88	335	0	0	300	125	0	0	0	0	39	488	143			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	88	335	0	0	300	125	0	0	0	0	39	488	143			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	88	335	0	0	300	125	0	0	0	0	39	488	143			
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	0.00	0.00	0.00	1.00	1.55	0.45				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2475	725				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.00	0.00	0.09	0.08	0.00	0.00	0.00	0.02	0.20	0.20				
Crit Moves:	****				****						****					

Broadway Block Addendum
Future Year 2035 No Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	0	0	0
Volume Module:																
Base Vol:	0	378	101	113	332	0	125	1153	93	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	378	101	113	332	0	125	1153	93	0	0	0				
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:	0	378	101	113	332	0	125	1153	93	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:	0	378	101	113	332	0	125	1153	93	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	378	101	113	332	0	125	1153	93	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				
FinalVolume:	0	378	101	113	332	0	125	1153	93	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	1.58	0.42	2.00	2.00	0.00	1.00	1.85	0.15	0.00	0.00	0.00				
Final Sat.:	0	2525	675	3200	3200	0	1600	2961	239	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.15	0.04	0.10	0.00	0.08	0.39	0.39	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Future Year 2035 No Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	36	64	0	0	90	62	0	0	0	0	0	0	41	614	46	
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	
Initial Bse:	36	64	0	0	90	62	0	0	0	0	0	0	41	614	46	
Added Vol:	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	
Initial Fut:	36	64	0	0	90	62	0	0	0	0	0	0	41	614	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	1.00	1.00	1.00	
PHF Adj:	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:	36	64	0	0	90	62	0	0	0	0	0	0	41	614	46	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	36	64	0	0	90	62	0	0	0	0	0	0	41	614	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	1.00	1.00	1.00	
MLF Adj:	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	
FinalVolume:	36	64	0	0	90	62	0	0	0	0	0	0	41	614	46	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.36	0.64	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.86	0.14				
Final Sat.:	576	1024	0	0	1600	1600	0	0	0	1600	2977	223				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.00	0.00	0.06	0.04	0.00	0.00	0.00	0.03	0.21	0.21				
Crit Moves:	****				****						****					

Broadway Block Addendum
Future Year 2035 No Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	60	50	36	114	0	45	1290	38	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	60	50	36	114	0	45	1290	38	0	0	0				
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:	0	60	50	36	114	0	45	1290	38	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:	0	60	50	36	114	0	45	1290	38	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	60	50	36	114	0	45	1290	38	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				
FinalVolume:	0	60	50	36	114	0	45	1290	38	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.55	0.45	0.24	0.76	0.00	1.00	1.94	0.06	0.00	0.00	0.00				
Final Sat.:	0	873	727	384	1216	0	1600	3108	92	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.09	0.00	0.03	0.42	0.41	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Future Year With Project

Broadway Block Addendum
Future Year 2035 With Project Conditions
AM Peak Hour

Scenario Report

Scenario:	Future_WP-AM
Command:	Future_WP-AM
Volume:	Future_AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Future_WP-AM

Broadway Block Addendum
Future Year 2035 With Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	B	xxxxx	0.651	B	xxxxx	0.668	+ 0.017
# 2 Long Beach Blvd/Broadway	A	xxxxx	0.565	A	xxxxx	0.578	+ 0.013
# 3 Elm Ave/3rd St	A	xxxxx	0.590	A	xxxxx	0.596	+ 0.005
# 4 Elm Ave/Broadway	A	xxxxx	0.434	A	xxxxx	0.443	+ 0.009

Broadway Block Addendum
Future Year 2035 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	46	200	0	0	290	255	0	0	0	49	1001	129				
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	200	0	0	290	255	0	0	0	49	1001	129				
Added Vol:	0	0	0	0	11	0	0	0	0	4	38	17				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	46	200	0	0	301	255	0	0	0	53	1039	146				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	47	203	0	0	306	259	0	0	0	54	1057	149				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	47	203	0	0	306	259	0	0	0	54	1057	149				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	47	203	0	0	306	259	0	0	0	54	1057	149				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	0.00	0.00	0.00	1.00	1.75	0.25				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2806	394				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.00	0.00	0.10	0.16	0.00	0.00	0.00	0.03	0.38	0.38				
Crit Moves:	****					****					****					

Broadway Block Addendum
Future Year 2035 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	0	0	0
Volume Module:																
Base Vol:	0	265	63	59	327	0	101	721	219	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	265	63	59	327	0	101	721	219	0	0	0				
Added Vol:	0	0	3	11	4	0	0	24	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	265	66	70	331	0	101	745	219	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				
PHF Volume:	0	297	74	78	371	0	113	835	246	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	297	74	78	371	0	113	835	246	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				
FinalVolume:	0	297	74	78	371	0	113	835	246	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	1.60	0.40	2.00	2.00	0.00	1.00	1.55	0.45	0.00	0.00	0.00				
Final Sat.:	0	2562	638	3200	3200	0	1600	2473	727	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12	0.02	0.12	0.00	0.07	0.34	0.34	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Future Year 2035 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	22	31	0	0	68	41	0	0	0	19	1254	30				
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:	22	31	0	0	68	41	0	0	0	19	1254	30				
Added Vol:	0	0	0	0	0	0	0	0	0	0	16	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	22	31	0	0	68	41	0	0	0	19	1270	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	24	33	0	0	73	44	0	0	0	20	1361	32				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	24	33	0	0	73	44	0	0	0	20	1361	32				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	24	33	0	0	73	44	0	0	0	20	1361	32				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.42	0.58	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.95	0.05				
Final Sat.:	664	936	0	0	1600	1600	0	0	0	1600	3126	74				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.00	0.00	0.05	0.03	0.00	0.00	0.00	0.01	0.44	0.44				
Crit Moves:	****				****						****					

Broadway Block Addendum
Future Year 2035 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	30	31	36	58	0	20	746	51	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	30	31	36	58	0	20	746	51	0	0	0				
Added Vol:	0	0	0	0	0	0	0	26	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	30	31	36	58	0	20	772	51	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	0	32	33	39	63	0	22	834	55	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	32	33	39	63	0	22	834	55	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				
FinalVolume:	0	32	33	39	63	0	22	834	55	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.49	0.51	0.38	0.62	0.00	1.00	1.88	0.12	0.00	0.00	0.00				
Final Sat.:	0	787	813	613	987	0	1600	3002	198	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04	0.02	0.06	0.00	0.01	0.28	0.28	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Future Year 2035 With Project Conditions
PM Peak Hour

Scenario Report

Scenario:	Future_WP-PM
Command:	Future_WP-PM
Volume:	Future_PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Future_WP-PM

Broadway Block Addendum
Future Year 2035 With Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.446	A	xxxxx	0.469	+ 0.023
# 2 Long Beach Blvd/Broadway	B	xxxxx	0.674	C	xxxxx	0.702	+ 0.028
# 3 Elm Ave/3rd St	A	xxxxx	0.385	A	xxxxx	0.397	+ 0.012
# 4 Elm Ave/Broadway	B	xxxxx	0.606	B	xxxxx	0.613	+ 0.007

Broadway Block Addendum
Future Year 2035 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	1
Volume Module:																
Base Vol:	88	335	0		0	300	125		0	0	0		39	488	143	
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:	88	335	0		0	300	125		0	0	0		39	488	143	
Added Vol:	0	0	0		0	25	0		0	0	0		4	33	15	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	88	335	0		0	325	125		0	0	0		43	521	158	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	88	335	0		0	325	125		0	0	0		43	521	158	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	335	0		0	325	125		0	0	0		43	521	158	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	88	335	0		0	325	125		0	0	0		43	521	158	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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		0.00	0.00	0.00		1.00	1.53	0.47	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	2455	745	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.00		0.00	0.10	0.08		0.00	0.00	0.00		0.03	0.21	0.21	
Crit Moves:	****					****								****		

Broadway Block Addendum
Future Year 2035 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	0	378	101		113	332	0		125	1153	93		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	378	101		113	332	0		125	1153	93		0	0	0	
Added Vol:	0	0	6		25	4	0		0	57	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	378	107		138	336	0		125	1210	93		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:	0	378	107		138	336	0		125	1210	93		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	378	107		138	336	0		125	1210	93		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	
FinalVolume:	0	378	107		138	336	0		125	1210	93		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	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	1.56	0.44		2.00	2.00	0.00		1.00	1.86	0.14		0.00	0.00	0.00	
Final Sat.:	0	2494	706		3200	3200	0		1600	2972	228		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.15		0.04	0.11	0.00		0.08	0.41	0.41		0.00	0.00	0.00	
Crit Moves:		****			****					****						

Broadway Block Addendum
Future Year 2035 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	36	64	0	0	90	62	0	0	0	0	0	0	41	614	46	
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:	36	64	0	0	90	62	0	0	0	0	0	0	41	614	46	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	36	64	0	0	90	62	0	0	0	0	0	0	41	652	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:	36	64	0	0	90	62	0	0	0	0	0	0	41	652	46	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	36	64	0	0	90	62	0	0	0	0	0	0	41	652	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				
FinalVolume:	36	64	0	0	90	62	0	0	0	0	0	0	41	652	46	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.36	0.64	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.87	0.13				
Final Sat.:	576	1024	0	0	1600	1600	0	0	0	1600	2989	211				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.00	0.00	0.06	0.04	0.00	0.00	0.00	0.03	0.22	0.22				
Crit Moves:	****				****						****					

Broadway Block Addendum
Future Year 2035 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	60	50	36	114	0	45	1290	38	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	60	50	36	114	0	45	1290	38	0	0	0				
Added Vol:	0	0	0	0	0	0	0	22	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	60	50	36	114	0	45	1312	38	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:	0	60	50	36	114	0	45	1312	38	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	60	50	36	114	0	45	1312	38	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				
FinalVolume:	0	60	50	36	114	0	45	1312	38	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.55	0.45	0.24	0.76	0.00	1.00	1.94	0.06	0.00	0.00	0.00				
Final Sat.:	0	873	727	384	1216	0	1600	3110	90	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.09	0.00	0.03	0.42	0.42	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Opening Year Plus Construction Hauling

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
AM Peak Hour

Scenario Report

Scenario:	OY_Constuction-AM
Command:	OY_Constuction-AM
Volume:	OY_Constuction-AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	OY_Constuction-AM

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.564	A	xxxxx	0.573	+ 0.009
# 2 Long Beach Blvd/Broadway	A	xxxxx	0.382	A	xxxxx	0.391	+ 0.010
# 3 Elm Ave/3rd St	A	xxxxx	0.520	A	xxxxx	0.529	+ 0.009
# 4 Elm Ave/Broadway	A	xxxxx	0.293	A	xxxxx	0.302	+ 0.009

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	55	190	0		0	284	116		0	0	0		73	968	97	
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:	55	190	0		0	284	116		0	0	0		73	968	97	
Added Vol:	3	11	0		0	3	5		0	0	0		3	16	4	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	58	201	0		0	287	121		0	0	0		76	984	101	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	59	204	0		0	292	123		0	0	0		77	1001	103	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	59	204	0		0	292	123		0	0	0		77	1001	103	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	59	204	0		0	292	123		0	0	0		77	1001	103	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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		0.00	0.00	0.00		1.00	1.81	0.19	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	2902	298	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.00		0.00	0.09	0.08		0.00	0.00	0.00		0.05	0.34	0.34	
Crit Moves:	****					****								****		

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	176	23		54	313	0		85	369	122		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	176	23		54	313	0		85	369	122		0	0	0	
Added Vol:	0	4	2		2	4	0		10	19	5		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	180	25		56	317	0		95	388	127		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:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	0	202	28		63	355	0		107	435	142		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	202	28		63	355	0		107	435	142		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	
FinalVolume:	0	202	28		63	355	0		107	435	142		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	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	1.76	0.24		2.00	2.00	0.00		1.00	1.51	0.49		0.00	0.00	0.00	
Final Sat.:	0	2810	390		3200	3200	0		1600	2411	789		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07		0.02	0.11	0.00		0.07	0.18	0.18		0.00	0.00	0.00	
Crit Moves:	****					****				****						

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	22	33	0	0	67	42	0	0	0	0	19	1045	30			
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:	22	33	0	0	67	42	0	0	0	0	19	1045	30			
Added Vol:	6	0	0	0	0	0	0	0	0	0	1	16	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	28	33	0	0	67	42	0	0	0	0	20	1061	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	30	35	0	0	72	45	0	0	0	0	21	1137	32			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	30	35	0	0	72	45	0	0	0	0	21	1137	32			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	30	35	0	0	72	45	0	0	0	0	21	1137	32			
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.46	0.54	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.95	0.05				
Final Sat.:	734	866	0	0	1600	1600	0	0	0	1600	3112	88				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.01	0.37	0.37				
Crit Moves:	****				****						****					

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 10 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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	37	26	26	64	0	15	353	42	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	37	26	26	64	0	15	353	42	0	0	0				
Added Vol:	0	0	0	3	0	0	2	20	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	37	26	29	64	0	17	373	42	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	0	40	28	31	69	0	18	403	45	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	40	28	31	69	0	18	403	45	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				
FinalVolume:	0	40	28	31	69	0	18	403	45	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.59	0.41	0.31	0.69	0.00	1.00	1.80	0.20	0.00	0.00	0.00				
Final Sat.:	0	940	660	499	1101	0	1600	2876	324	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04	0.02	0.06	0.00	0.01	0.14	0.14	0.00	0.00	0.00				
Crit Moves:		****		****				****								

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
PM Peak Hour

Scenario Report

Scenario:	OY_Constuction-PM
Command:	OY_Constuction-PM
Volume:	OY_Constuction-PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	OY_Constuction-PM

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Long Beach Blvd/3rd St	A	xxxxx	0.415	A	xxxxx	0.433	+ 0.017
# 2 Long Beach Blvd/Broadway	B	xxxxx	0.631	B	xxxxx	0.647	+ 0.016
# 3 Elm Ave/3rd St	A	xxxxx	0.303	A	xxxxx	0.315	+ 0.012
# 4 Elm Ave/Broadway	B	xxxxx	0.614	B	xxxxx	0.623	+ 0.009

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Long Beach Blvd/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				Permitted				Permitted			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	0	0	2	0	1	0	0	0	0	0	1
Volume Module:																
Base Vol:	96	339	0		0	263	96		0	0	0		35	414	106	
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:	96	339	0		0	263	96		0	0	0		35	414	106	
Added Vol:	8	10	0		0	7	14		0	0	0		4	28	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	104	349	0		0	270	110		0	0	0		39	442	109	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	108	361	0		0	279	114		0	0	0		40	457	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	361	0		0	279	114		0	0	0		40	457	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	108	361	0		0	279	114		0	0	0		40	457	113	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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		0.00	0.00	0.00		1.00	1.60	0.40	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	2567	633	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.00		0.00	0.09	0.07		0.00	0.00	0.00		0.03	0.18	0.18	
Crit Moves:	****					****								****		

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Long Beach Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	0	2	0	2	0	0	1	0	1	0	0	0
Volume Module:																
Base Vol:	0	291	72		116	204	0		123	1053	77		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	291	72		116	204	0		123	1053	77		0	0	0	
Added Vol:	0	9	4		5	6	0		8	24	7		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	300	76		121	210	0		131	1077	84		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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	317	80		128	222	0		138	1137	89		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	317	80		128	222	0		138	1137	89		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	
FinalVolume:	0	317	80		128	222	0		138	1137	89		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	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	1.60	0.40		2.00	2.00	0.00		1.00	1.86	0.14		0.00	0.00	0.00	
Final Sat.:	0	2553	647		3200	3200	0		1600	2968	232		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12		0.04	0.07	0.00		0.09	0.38	0.38		0.00	0.00	0.00	
Crit Moves:		****			****					****						

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Elm Ave/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	33	71	0	0	77	60	0	0	0	0	0	0	20	397	26	
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:	33	71	0	0	77	60	0	0	0	0	0	0	20	397	26	
Added Vol:	3	0	0	0	0	0	0	0	0	0	0	0	3	32	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	36	71	0	0	77	60	0	0	0	0	0	0	23	429	26	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	36	72	0	0	78	61	0	0	0	0	0	0	23	433	26	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	36	72	0	0	78	61	0	0	0	0	0	0	23	433	26	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	36	72	0	0	78	61	0	0	0	0	0	0	23	433	26	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.34	0.66	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.89	0.11				
Final Sat.:	538	1062	0	0	1600	1600	0	0	0	1600	3017	183				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.01	0.14	0.14				
Crit Moves:	****				****						****					

Broadway Block Addendum
Opening Year 2021 Plus Construction Hauling Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Elm Ave/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	58	49	35	58	0	44	1199	34	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	58	49	35	58	0	44	1199	34	0	0	0				
Added Vol:	0	0	0	1	0	0	7	26	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	58	49	36	58	0	51	1225	34	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	63	53	39	63	0	55	1327	37	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	63	53	39	63	0	55	1327	37	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				
FinalVolume:	0	63	53	39	63	0	55	1327	37	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	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	0.54	0.46	0.38	0.62	0.00	1.00	1.95	0.05	0.00	0.00	0.00				
Final Sat.:	0	867	733	613	987	0	1600	3114	86	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07	0.02	0.06	0.00	0.03	0.43	0.43	0.00	0.00	0.00				
Crit Moves:		****		****				****								

APPENDIX C – CUMULATIVE PROJECTS TRIP GENERATION

2017 Long Beach Downtown Broadway Block Addendum - Cumulative Project Trip Generation Calculations

	Cumulative Project						ITE Rate Type & In/Out Percentages									ITE Trip Generation Rate/Development Generated Trips														Total Trips						
								AM		PM		AM		PM		AM Total Rate							PM Total Rate							AM			PM			Daily
	Residential (DUs)	Acres of Books Market (KSF)	Shopping Center (KSF)	Restaurant (KSF)	Hotel (Rooms)	Land Use Types	ITE Rate Code	In	Out	In	Out	Rate In	Rate Out	Rate In	Rate Out	Residential Condos	Acres of Books Market (KSF)	Retail	Restaurant	Hotel		Total AM Trips	Residential Condos	Acres of Books Market (KSF)	Retail	Restaurant	Hotel		Total PM Trips	Total Trips	Ins	Outs	Total Trips	Ins	Outs	Total Trips
107 Long Beach Blvd					34	Hotel	310	61%	39%	53%	47%	0.19	0.12	0.31	0.28					0.32		11					0.59		20	11	6	5	20	11	9	677
																													Long Beach Hotel Total Trips	**11**	**6**	**5**	**20**	**11**	**9**	**677**
245 W Broadway	222					Mid-rise Residential	231	28%	72%	70%	30%	0.08	0.22	0.25	0.11	0.30						67	0.36						80	67	19	48	80	56	24	764
			8.50			Shopping Center	820	62%	38%	48%	52%	0.58	0.36	1.83	1.98			0.94				8			3.81				32	8	5	3	32	16	17	321
																													245 W Broadway Total Trips	**75**	**24**	**51**	**112**	**71**	**41**	**1,085**
227 Elm	40					Mid-rise Residential	231	28%	72%	70%	30%	0.08	0.22	0.25	0.11	0.30						12	0.36						14	12	3	9	14	10	4	138
																													227 Elm Total Trips	**12**	**3**	**9**	**14**	**10**	**4**	**138**
125 Linden	44					Mid-rise Residential	231	28%	72%	70%	30%	0.08	0.22	0.25	0.11	0.30						13	0.36						16	13	4	10	16	11	5	151
			2.69			Shopping Center	820	62%	38%	48%	52%	0.58	0.36	1.83	1.98			0.94				3			3.81				10	3	2	1	10	5	5	101
																													Proposed Broadway Block Total Trips	**16**	**5**	**10**	**26**	**16**	**10**	**253**
																													Total Zone 18	**113**	**38**	**75**	**173**	**108**	**65**	**2,152**

Source - ITE Trip Generation, 10th Edition

Reduction for Pass-By are based on the *Shoreline Gateway EIR Traffic Study.*

Reduction for Transit Trips were based on 2000 US Census Journey to Work and analysis of other local data

Per the guidance from the City of Long Beach staff, density for restaurant land uses assumed to be 20% of the total retail land use density .

High-rise residential used ITE Trip Generation, 9th Edition trip generation splits

High-rise residential used mid-rise residential daily rate

2017 Long Beach Downtown Broadway Block Addendum - Trip Generation Calculations

	Broadway Block Project					Land Use Types	ITE Rate Type & In/Out Percentages									ITE Trip Generation Rate/Development Generated Trips														Total Trips						
								AM		PM		AM		PM		AM Total Rate							PM Total Rate							AM			PM			Daily
	Residential (DUs)	Acres of Books Market (KSF)	Shopping Center (KSF)	Restaurant (KSF)	Hotel (Rooms)		ITE Rate Code	In	Out	In	Out	Rate In	Rate Out	Rate In	Rate Out	Residential Condos	Acres of Books Market (KSF)	Retail	Restaurant	Hotel		Total AM Trips	Residential Condos	Acres of Books Market (KSF)	Retail	Restaurant	Hotel		Total PM Trips	Total Trips	Ins	Outs	Total Trips	Ins	Outs	Total Trips
Proposed Project	203					Mid-rise Residential	231	28%	72%	70%	30%	0.08	0.22	0.25	0.11	0.30						61	0.36						73	45	13	32	54	38	16	698
	197					High-rise Residential	232	28%	72%	70%	30%	0.09	0.22	0.15	0.06	0.31						61	0.21						41	45	13	33	31	21	9	678
			23.21			Shopping Center	820	62%	38%	48%	52%	0.58	0.36	1.83	1.98			0.94				22			3.81				88	22	14	8	44	21	23	876
				3.40		Books Building Retaurant	932	55%	45%	62%	38%	5.47	4.47	6.06	3.71				9.94			34				9.77			33	27	15	12	23	14	9	383
		6.20				Books Building Market/Brewery	925	0%	0%	66%	34%	0.00	0.00	7.50	3.86		0.00					-		11.36					70	0	0	0	49	32	17	559
																													Proposed Broadway Block Total Trips	**139**	**54**	**85**	**201**	**127**	**74**	**3,195**
227 Elm	40					Mid-rise Residential	231	28%	72%	70%	30%	0.08	0.22	0.25	0.11	0.30						12	0.36						14	12	3	9	14	10	4	138
																													227 Elm Total Trips	**12**	**3**	**9**	**14**	**10**	**4**	**138**
135 Linden	44					Mid-rise Residential	231	28%	72%	70%	30%	0.08	0.22	0.25	0.11	0.30						13	0.36						16	13	4	10	16	11	5	151
			2.69			Shopping Center	820	62%	38%	48%	52%	0.58	0.36	1.83	1.98			0.94				3			3.81				10	3	2	1	10	5	5	101
																													135 Linden Total Trips	**16**	**5**	**10**	**26**	**16**	**10**	**253**
																													Total Zone 18	**167**	**62**	**105**	**241**	**153**	**88**	**3,585**

Source - ITE Trip Generation, 10th Edition
Reduction for Pass-By are based on the *Shoreline Gateway EIR Traffic Study.*
Reduction for Transit Trips were based on 2000 US Census Journey to Work and analysis of other local data
Per the guidance from the City of Long Beach staff, density for restaurant land uses assumed to be 20% of the total retail land use density .
High-rise residential used ITE Trip Generation, 9th Edition trip generation splits
High-rise residential used mid-rise residential daily rate

2008 Long Beach Downtown Community Plan Traffic Impact Analysis - Trip Generation Calculations for Land Use Zone #18

Land Use Zones	Downtown Community Plan					Land Use Types	ITE Rate Type & In/Out Percentages									ITE Trip Generation Rate/Development Generated Trips														Total Trips						
								AM		PM		AM		PM		AM Total Rate							PM Total Rate							AM			PM			Daily
	Residential (DUs)	Office (KSF)	Shopping Center (KSF)	Restaurant (KSF)	Hotel (Rooms)		ITE Rate Code	In	Out	In	Out	Rate In	Rate Out	Rate In	Rate Out	Residential Condos	Office	Retail	Restaurant	Hotel		Total AM Trips	Residential Condos	Office	Retail	Restaurant	Hotel		Total PM Trips	Total Trips	Ins	Outs	Total Trips	Ins	Outs	Total Trips
Downtown Community Plan (with Project Scenario)																																				
18	20					Residential Condos	230	17%	83%	67%	33%	0.12	0.59	0.00	0.00	0.71						14	0.80						16	11	2	9	12	8	4	159
			28.00			Shopping Center	820	61%	39%	49%	51%	1.58	1.01	4.74	4.94			2.60				73			9.68				271	73	44	28	136	66	69	2,969
				7.00		Restaurant	932	52%	48%	59%	41%	5.99	5.53	6.58	4.57				11.52			81				11.15			78	65	34	31	55	32	23	890
					120	Hotel	310	61%	39%	53%	47%	0.26	0.17	0.31	0.28					0.43		51					0.59		71	51	27	24	71	38	33	1,447
																													Total Zone 18	**199**	**107**	**92**	**273**	**144**	**129**	**5,465**

Source - ITE Trip Generation, 8th Edition, 2009. Equation based trips were used where available, otherwise average trip rates were used.
Reduction for Pass-By are based on the *Shoreline Gateway EIR Traffic Study.*
Reduction for Transit Trips were based on 2000 US Census Journey to Work and analysis of other local data
Per the guidance from the City of Long Beach staff, density for restaurant land uses assumed to be 20% of the total retail land use density .

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