Appendix M

LAUS Station – Modal Distributions

Appendix M
LAUS Station - Modal Distributions

TOTAL INBOUND TRIPS = 1,168
TOTAL OUTBOUND TRIPS = 1,168

HSR ALTERNATIVE

	1997 Volume	Split	Adjusted Split	Site Split	INBOUND	OUTBOUND	TOTAL
Alameda (North)	4284	0.17	0.17	0.17	199	199	397
Alameda (South)	5539	0.22	0.48	0.48	561	561	1121
Chavez (West)	7836	0.31	0.20	0.20	234	234	467
Chavez (East)	7836	0.31	0.20	0.20	234	234	467
US 101 (West)	13600	0.25	0.25	0.09	102	102	204
US 101 (East)	8500	0.15	0.15	0.05	61	61	123
I-5 (North)	16900	0.31	0.30	0.11	123	123	245
I-10 (East)	16400	0.30	0.30	0.11	123	123	245
Alameda (South)				0.13	152	152	304
							1121
Alameda (South of 1st)				0.10	117	117	234

Trips generated by Airport Improvements: 112

MODAL ALTERNATIVE

	Site Split	TOTAL TRIPS
<u>Access to Downtown LA</u>		
US 101 (W/o Broadway)	0.95	106
Broadway (North)	0.15	17
Broadway (South)	0.15	17
Alameda (North)	0.20	22
Alameda (South)	0.20	22
US 101 (South to I-5)	0.10	11
I-10 (East)	0.15	17

Appendix N

System Screenline Analysis
Existing Conditions

Appendix N
System Screenline Analysis
Existing Conditions

Southbound AM Peak

Roadway	AM Peak Period	AM Peak Hour	Peak Period Capacity	Peak Hour Capacity	Peak V/C	Peak Hour Speed (mph)	Segment Length (mi)	V/C*L
I-5 (S/o SR 138) Gorman	2,529	1,012	12,600	4,200	0.24	70.0	31	7.47
I-5 (N/o SR 14) Santa Clarita	15,814	6,326	25,200	8,400	0.75	66.8	11	8.28
I-5 (N/o I-405) San Fernando	37,132	14,853	37,800	12,600	1.18	54.3	4	4.72
I-5 (Sun Valley)	32,250	12,900	25,200	8,400	1.54	38.2	8	12.29
I-5 (Burbank)	41,250	16,500	25,200	8,400	1.96	21.7	5	9.82
I-5 (S/o SR 134) Glendale	32,741	13,096	31,500	10,500	1.25	51.4	4	4.99
I-5 (S/o SR 110) Los Angeles	28,697	11,479	25,200	8,400	1.37	46.0	8	10.93
SR 14 (N/o E. Avenue P) N. Palmdale	4,513	1,805	18,900	6,300	0.29	69.9	6	1.72
SR 14 (S/o SR 138) Palmdale	5,600	2,240	18,900	6,300	0.36	69.8	25	8.89
SR 14 (N/o I-5) Santa Clarita	21,621	8,648	31,500	10,500	0.82	65.5	15	12.35
							117	81.46

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

Aggregate V/C = 0.70
Aggregate Speed = 67.6

Appendix O

Existing Conditions
Level of Service (LOS) Analysis

Appendix O
Existing Conditions
Level of Service (LOS) Analysis

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

	STATION	STREETS	Location 1	Location 2	Direction	1997						
						ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
	Palmdale	E Avenue P	SR 14	Sierra Highway	2-way	0	0	4	875	3500	0.00	A
		E Avenue P	Sierra Highway	15th	2-way	0	0	4	875	3500	0.00	A
		SR 138	SR 14	Sierra Highway	2-way	34960	3496	6	975	5850	0.60	A
		SR 138	Sierra Highway	15th	2-way	35460	3546	4	930	3720	0.95	E
		E Avenue R	SR 14	Sierra Highway	2-way	26010	2601	2	580	1160	2.24	F
		E Avenue R	Sierra Highway	15th	2-way	57950	5795	4	875	3500	1.66	F
		Sierra Highway	E Avenue P	SR 138	2-way	3770	377	4	875	3500	0.11	A
		Sierra Highway	SR 138	E Avenue R	2-way	1300	130	4	875	3500	0.04	A
		SR 14 *	E Avenue P	SR 138	2-way	61000	6100	4	2100	8400	0.73	C
		SR 14 *	SR 138	E Avenue R	2-way	56000	5600	4	2100	8400	0.67	B
											Agg V/C =	0.70

	STATION	STREETS	Location 1	Location 2	Direction	1997						
						ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
	Sylmar	Hubbard	Laurel Canyon	Truman	2-way	32010	3201	4	640	2560	1.25	F
		Hubbard	Truman	Glenoaks	2-way	19380	1938	4	640	2560	0.76	C
		SF Mission	Laurel Canyon	Truman	2-way	13490	1349	4	640	2560	0.53	A
		San Fernando Rd	Polk	Hubbard	2-way	42320	4232	4	875	3500	1.21	F
		San Fernando Rd	Hubbard	Maclay	2-way	24970	2497	4	875	3500	0.71	C
		Truman	Hubbard	Maclay	2-way	4590	459	4	875	3500	0.13	A
		I-5 *	I-405	SF Mission	2-way	88000	8800	12	2100	25200	0.35	A
		I-405 *	(South of I-5)		2-way	106000	10600	10	2100	21000	0.50	A
											Agg V/C =	0.68

	STATION	STREETS	Location 1	Location 2	Direction	1997						
						ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
	Burbank Airport	Glenoaks	Sunland	N Hollywood	2-way	36380	3638	4	930	3720	0.98	E
		Glenoaks	N Hollywood	Buena Vista	2-way	7750	775	4	930	3720	0.21	A
		San Fernando	Vineland	N Hollywood	2-way	10660	1066	4	875	3500	0.30	A
		San Fernando	N Hollywood	Buena Vista	2-way	41420	4142	4	875	3500	1.18	F
		Vanowen	Vineland	N Hollywood	2-way	26900	2690	4	640	2560	1.05	F
		Vineland	San Fernando	Sherman	2-way	47690	4769	4	875	3500	1.36	F
		Vineland	Sherman	Vanowen	2-way	46820	4682	4	875	3500	1.34	F
		N Hollywood	Glenoaks	San Fernando	2-way	49480	4948	4	930	3720	1.33	F
		N Hollywood	San Fernando	Vanowen	2-way	39510	3951	6	975	5850	0.68	B
		I-5 *	Sunland	N Hollywood	2-way	129000	12900	8	2100	16800	0.77	C
		I-5 *	N Hollywood	Buena Vista	2-way	128000	12800	8	2100	16800	0.76	C
											Agg V/C =	0.91

* 1999 Caltrans Volume

Appendix O
Existing Conditions
Level of Service (LOS) Analysis

LOCATION	STREETS	Location 1	Location 2	Direction	1997 ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
Burbank Airport (Non-Station)	San Fernando	Vineland	N Hollywood	2-way	10660	1066	4	875	3500	0.30	A
	San Fernando	N Hollywood	Buena Vista	2-way	41420	4142	4	875	3500	1.18	F
	Vanowen	Vineland	N Hollywood	2-way	26900	2690	4	640	2560	1.05	F
	Vineland	Sherman	Vanowen	2-way	46820	4682	4	875	3500	1.34	F
	N Hollywood	Glenoaks	San Fernando	2-way	49480	4948	4	930	3720	1.33	F
	N Hollywood	San Fernando	Vanowen	2-way	39510	3951	6	975	5850	0.68	B
	N Hollywood	Vanowen	Victory	2-way	32872	3287	6	975	5850	0.56	A
	Victory	N Hollywood	Buena Vista	2-way	25189	2519	4	875	3500	0.72	C
	Victory	Vineland	N Hollywood	2-way	25405	2541	4	875	3500	0.73	C
	Buena Vista	Vanowen	Victory	2-way	28856	2886	4	875	3500	0.82	D
	Buena Vista	Vanowen	San Fernando	2-way	25061	2506	4	875	3500	0.72	C
	I-5 *	N Hollywood	Buena Vista	2-way	128000	12800	8	1940	15520	0.82	D
										Agg V/C =	0.85

STATION	STREETS	Location 1	Location 2	Direction	1997 ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
Burbank Downtown	Glenoaks	Magnolia	Olive	2-way	9010	901	4	875	3500	0.26	A
	Glenoaks	Olive	Verdugo	2-way	18210	1821	4	875	3500	0.52	A
	Glenoaks	Verdugo	Alameda	2-way	18210	1821	6	975	5850	0.31	A
	San Fernando	Burbank	Olive	2-way	28150	2815	4	875	3500	0.80	D
	San Fernando	Olive	Alameda	2-way	20430	2043	4	875	3500	0.58	A
	Front	Magnolia	Verdugo	2-way	0	0	2	580	1160	0.00	A
	Magnolia	N Victory	1st	2-way	10430	1043	4	930	3720	0.28	A
	Magnolia	1st	Glenoaks	2-way	19000	1900	4	875	3500	0.54	A
	Olive	N Victory	Glenoaks	2-way	61370	6137	4	875	3500	1.75	F
	Verdugo	Front	Glenoaks	2-way	42540	4254	4	875	3500	1.22	F
	Alameda	S Victory	Glenoaks	2-way	44470	4447	4	875	3500	1.27	F
	I-5 *	Burbank	Olive	2-way	151000	15100	8	2100	16800	0.90	D
	I-5 *	Olive	Alameda	2-way	165000	16500	8	2100	16800	0.98	E
										Agg V/C =	0.72

STATION	STREETS	Location 1	Location 2	Direction	1997 ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
LA Union Station	S Broadway	1st	Temple	2-way	30650	3065	4	875	3500	0.88	D
	S Broadway	Temple	Cesar Chavez	2-way	20140	2014	4	875	3500	0.58	A
	Alameda	4th	1st	2-way	22460	2246	4	875	3500	0.64	B
	Alameda	1st	Cesar Chavez	2-way	55390	5539	4	875	3500	1.58	F
	Alameda	Cesar Chavez	N Main	2-way	55390	5539	6	975	5850	0.95	E
	Cesar Chavez	Figueroa	Mission	2-way	78360	7836	4	875	3500	2.24	F
	US 101 *	Broadway	Alameda	2-way	136000	13600	10	2100	21000	0.65	B
	US 101 *	Alameda	Mission	2-way	140000	14000	10	2100	21000	0.67	B
	US 101 *	Mission	1st	2-way	84000	8400	10	2100	21000	0.40	A
	I-5 *	Mission	I-10	2-way	169000	16900	10	2100	21000	0.80	D
	I-10 *	I-5	US 101	2-way	206000	20600	10	2100	21000	0.98	E
										Agg V/C =	0.94

* 1999 Caltrans Volume