

**SUMMARY OF EXISTING AND FUTURE WEEKDAY CONDITIONS FOR ALL ANALYZED SCENARIOS  
INTERSECTION LEVELS OF SERVICE**

Intersection	Peak Hour	Existing (2008) Conditions	Future (2030) No Project Conditions	Future (2030) Proposed Project (Plan SB) Conditions	Future (2030) Alternative 1 Conditions	Future (2030) Alternative 2 Conditions
		LOS	LOS	LOS	LOS	LOS
1 Olive Mill Road & Coast Village Road [b]	AM	B	F	F	F	C
	PM	B	F	F	F	B
2 Hot Springs Road & Coast Village Road [b]	AM	C	F	D	D	B
	PM	C	F	F	F	F
3 Cabrillo Boulevard & US 101 SB Ramp [b]	AM	C	F	E	E	C
	PM	B	E	E	D	C
4 Milpas Street & US 101 SB On Ramp [a]	AM	A	A	A	A	A
	PM	A	B	B	A	B
5 Milpas Street & US 101 SB Off Ramp [a]	AM	A	B	A	A	A
	PM	B	D	D	D	B
6 Milpas Street Roundabout [c]	AM	B	C	B	B	B
	PM	B	B	A	B	A
7 Milpas Street & Quinientos Street [a]	AM	A	B	B	B	B
	PM	C	C	C	C	C
8 Milpas Street & Gutierrez Street [a]	AM	A	B	A	A	A
	PM	A	C	B	B	B
9 Milpas Street & Haley Street [a]	AM	A	B	A	A	A
	PM	B	D	C	C	B
10 Cabrillo Boulevard & Garden Street [a]	AM	A	A	A	A	A
	PM	A	A	A	A	A
11 Yanonali Street & Garden Street [a]	AM	A	A	A	A	A
	PM	A	C	B	B	A
12 US 101 SB Ramps & Garden Street [a]	AM	B	D	C	C	B
	PM	E	F	F	F	F
13 US 101 NB Ramps & Garden Street [a]	AM	A	C	B	B	B
	PM	C	D	C	C	C
14 Gutierrez Street & Garden Street [a]	AM	B	E	C	C	B
	PM	D	F	D	D	D
15 Cabrillo Boulevard & State Street [a]	AM	A	A	A	A	A
	PM	A	A	A	A	A
16 Gutierrez Street & State Street [a]	AM	A	A	A	A	A
	PM	A	A	A	A	A
17 Cabrillo Boulevard & Castillo Street [a]	AM	A	A	A	A	A
	PM	A	B	B	B	B
18 Montecito Street & Castillo Street [a]	AM	B	B	B	B	B
	PM	B	C	B	C	B
19 Haley Street & Castillo Street [a]	AM	A	A	A	A	A
	PM	C	D	D	D	C
20 Haley Street & Bath Street [a]	AM	A	B	A	A	A
	PM	B	B	B	B	B
21 Carrillo Street & Anacapa Street [a]	AM	A	A	A	A	A
	PM	B	B	B	B	B
22 Carrillo Street & Chapala Street [a]	AM	A	A	A	A	A
	PM	B	C	B	B	B
23 Carrillo Street & De la Vina Street [a]	AM	A	A	A	A	B
	PM	B	B	B	B	B
24 Carrillo Street & Bath Street [a]	AM	A	A	A	A	A
	PM	A	A	A	A	A
25 Carrillo Street & Castillo Street [a]	AM	B	C	B	B	B
	PM	B	C	B	B	B
26 Carrillo Street & US 101 NB Ramp [a]	AM	D	D	D	D	D
	PM	D	E	E	E	D
27 Carrillo Street & US 101 SB Ramp [a]	AM	B	C	C	C	C
	PM	C	C	C	C	C
28 Carrillo Street & San Andres Street [a]	AM	B	C	C	C	C
	PM	C	D	D	D	C

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		LOS	LOS	LOS	LOS	LOS
29 Micheltorena Street & San Andres Street [a]	AM	B	C	B	B	B
	PM	B	C	B	B	B
30 Mission Street & Modoc Road [b]	AM	D	E	D	D	D
	PM	D	E	D	D	D
31 Mission Street & US 101 SB Ramps [a]	AM	E	E	E	E	F
	PM	E	F	F	F	F
32 Mission Street & US 101 NB Ramps [a]	AM	D	E	E	E	D
	PM	D	E	E	E	D
33 Mission Street & Castillo Street [a]	AM	A	A	A	A	A
	PM	A	C	C	C	A
34 Mission Street & Bath Street [a]	AM	A	B	A	B	A
	PM	B	C	C	B	B
35 Mission Street & De la Vina Street [a]	AM	A	A	A	A	A
	PM	A	B	B	B	A
36 Mission Street & State Street [a]	AM	C	D	C	C	C
	PM	B	C	C	C	C
37 Meigs Road & Cliff Drive [a]	AM	B	B	B	B	B
	PM	B	C	C	C	C
38 Las Positas Road & Cliff Drive [b]	AM	D	F	E	E	D
	PM	C	F	D	E	C
39 Las Positas Road & Modoc Road [a]	AM	B	C	C	C	B
	PM	C	D	D	D	C
40 Las Positas Road & US 101 SB Ramps [a]	AM	D	E	E	E	D
	PM	E	F	E	E	E
41 US 101 NB Ramp & Calle Real [a]	AM	C	E	D	D	D
	PM	B	C	C	C	C
42 Alamar Avenue & State Street [a]	AM	A	B	A	A	A
	PM	A	C	B	B	A
43 De la Vina Street & State Street [a]	AM	A	B	A	A	A
	PM	A	B	B	B	A
44 Las Positas Road & State Street [a]	AM	B	D	C	C	B
	PM	C	D	D	D	D
45 Hitchcock Way & State Street [a]	AM	A	B	A	A	A
	PM	B	C	C	C	C
46 Hope Avenue & State Street [a]	AM	A	B	B	B	A
	PM	B	C	C	C	C
47 La Cumbre Road & State Street [a]	AM	A	C	B	B	B
	PM	B	D	D	C	C
48 Hope Avenue & US 101 NB Ramp/Calle Real [a]	AM	A	C	B	B	B
	PM	C	E	D	C	C
49 La Cumbre Road & US 101 SB Ramps [a]	AM	B	B	B	B	B
	PM	B	B	B	C	B
50 La Cumbre Road & Calle Real [a]	AM	A	B	A	A	A
	PM	B	C	C	B	B
51 SR-154 & Calle Real [a]	AM	A	C	B	B	A
	PM	C	D	D	D	C
52 SR-154 & US 101 SB On Ramp [a]	AM	A	A	A	A	A
	PM	A	A	A	A	A

Notes:

- [a] Intersection is controlled by signal and uses ICU methodology
- [b] Intersection is controlled by stop signs and uses HCM unsignalized methodology
- [c] Intersection is controlled by roundabout and uses HCM roundabout methodology
- [d] For signalized intersections, target LOS is C, with a V/C <= 0.77. For unsignalized intersections, target LOS is C or better.