

**TABLE 3**  
**YEAR 2005 PM PEAK HOUR INTERSECTION LEVEL OF SERVICE**

INTERSECTION	ALTERNATIVE NUMBER								
	1	2	3	4	5	6	7	8	9
Broadway/Euclid	F	F	F	D	F	D	F	F	F
Broadway/Campbell	F	F	E	D	F	D	F	F	F
Broadway/Country Club	D	D	C	D	D	D	D	D	D
Broadway/Alvernon	F	F	F	D	F	D	F	F	F
Broadway/Swan	F	F	F	D	F	D	F	F	F
Broadway/Craycroft	F	F	F	D	F	D	F	F	F
Broadway/Wilmot	F	F	F	D	E	D	E	E	E
Broadway/Kolb	F	F	F	D	F	D	F	F	F
Broadway/Camino Seco	A	A	A	A	A	A	A	A	A
Broadway/Harrison	F	F	F	D	A	A	A	A	A
Broadway/Houghton	F	F	F	D	A	A	A	A	A
6th/Euclid	E	E	E	E	E	E	E	E	E
6th/Campbell	F	F	F	F	F	F	F	F	F
5th/Country Club	B	B	B	B	B	B	B	B	B
5th/Alvernon	E	D	E	D	D	D	D	D	D
5th/Swan	E	E	E	E	E	E	E	E	E
5th/Craycroft	D	D	E	D	D	D	D	D	D
5th/Wilmot	E	E	E	E	E	E	E	E	E

**The alternatives are:**

1. Do Nothing - No improvements except implement Short Range Transit Plan
2. Base Conditions - High Bus Improvements and TSM
3. Reversible 5th/6th Street and Base Conditions
4. Intersection Widening and Base Conditions\*
5. Widen Broadway and Base Conditions
6. Grade Separations and Base Conditions
7. High Occupancy Vehicle (HOV) Lanes and Base Conditions
8. Light Rail Transit (LRT) and Base Conditions
9. Automated Guideway Transit (AGT) (monorail) and Base Conditions

(\* "To achieve an acceptable level of service, Broadway Boulevard would have to be widened to 14 to 16 lanes at the intersections proposed for the widening." -- page 10)