

# Mobility Technical Report for the Saticoy Area Plan



Argent Town Planning

SUBMITTED BY

**FEHR & PEERS**

600 Wilshire Boulevard, Suite 1050  
Los Angeles, CA 90017  
213.261.3050

SUBMITTED TO



County of  
Ventura

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# 1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a mobility study for the Saticoy Area Plan update in Ventura County, California. The Saticoy Area Plan is a part of the Ventura County General Plan.

## PROJECT DESCRIPTION

The Saticoy Plan Area ("Project") is located in Ventura County along the SR 118 corridor and south of SR 126. The study area is generally bounded on the north by the City of Ventura (City), on the east by the Franklin Barranca and adjacent agricultural land, on the south by the Santa Clara River, and on the west by the Brown Barranca. **Figure 1** shows the study area

The Project is an update to the Saticoy Area Plan and is intended to facilitate economic revitalization and redevelopment of the Saticoy area to include a Town Center/Residential Mixed-Use neighborhood in the northeast section of the study area, light industrial development in the southeast section, and industrial development in the western section of Saticoy. The Project also includes a proposed multi-modal network, including the provision of additional sidewalks and bicycle facilities, additional vehicular connections in the study area, and the extension of the transit line to connect with the City of Oxnard.

## STUDY SCOPE

The scope of work for this study was developed in consultation with the County of Ventura. The base assumptions and technical methodologies were discussed with County staff.

### *Traffic Scenarios*

The study assumes the Project would be built out by year 2035 and is directed at analyzing the potential project-generated traffic impact on the local street system under both existing and future year traffic conditions. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing Conditions – The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes a description of the transportation system serving the Project area, existing traffic volumes, and an assessment of the operating conditions at the study analysis locations described below.
- Existing plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of project-generated traffic. The impacts of the proposed Project on existing traffic operating conditions were then identified.
- Future Base (Year 2035) Conditions – Future traffic projections without the proposed Project were developed for the year 2035. The objective of this analysis was to project traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the Project Site by the buildout year (2035).
- Future (Year 2035) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under buildout year 2035 conditions with the



addition of project-generated traffic. The impacts of the proposed Project on buildout year 2035 traffic operating conditions were then identified.

### **Study Locations**

Twelve roadway segments and four intersections were analyzed for potential impacts using the County of Ventura's significance criteria.

#### Roadway Segments

1. Wells Road (SR 118) from Darling Road to Telephone Avenue
2. Wells Road (SR 118) from Violeta Street to Nardo Street
3. Los Angeles Avenue (SR 118) from County Drive to Vineyard Street
4. Los Angeles Avenue from Aster Street to Violeta Street
5. Lirio Avenue from Nardo Street to Jacinto Street
6. County Drive from Los Angeles Avenue (SR 118) to Rosal Lane
7. Telephone Avenue from Saticoy Avenue to Wells Road
8. Azahar Street from Alelia Street to Campanula Avenue
9. Nardo Street west of Wells Road (SR 118)
10. Rosal Lane from Alelia Street to Campanula Avenue
11. Snapdragon Street from Los Angeles Avenue to Jonquil Street
12. Aster Street from Los Angeles Avenue to Wells Road (SR 118)

#### Intersections

1. Wells Road (SR 118) & Darling Road
2. Wells Road (SR 118) & Telephone Road
3. Wells Road (SR 118) & Violeta Street
4. Wells Road (SR 118) & Nardo Street
5. Los Angeles Avenue (SR 118) & County Drive

### **Evaluation of Proposed Modifications to Roadway Network**

Changes to the roadway network, including the development of additional vehicular connections, are evaluated under the County's *Initial Study* guidelines, with traffic shifts and changes to Vehicle Miles Traveled (VMT) noted. VMT reductions were calculated by applying the distance saved with a new connection to the number of trips that would be diverted. In general, the changes to the mobility network will modestly decrease area-wide VMT.

### **Evaluation of Proposed Multi-Modal Network**

The Multi-Modal Network, as proposed by the project, is evaluated using a Multi-Modal Level of Service (MMLOS) methodology.





## **ORGANIZATION OF REPORT**

This report is divided into seven chapters, including the introduction. Chapter 2 describes the existing conditions including an inventory of the streets, highways, and transit service in the study area, a summary of existing traffic volumes, and an assessment of existing operating conditions. The methodologies used to develop traffic forecasts for the existing, existing plus project, cumulative base and cumulative plus project scenarios and the forecasts themselves are included in Chapter 3. Chapter 4 presents an assessment of potential intersection and roadway segment traffic impacts of the proposed Project under both existing and future conditions, and discusses mitigation measures. Chapter 5 evaluates the proposed changes to the roadway network, and Chapter 6 evaluates the multi-modal network using MMLOS methodology. Chapter 7 provides the summary and conclusions. Appendices to this report include details of the technical analysis.



## 2. EXISTING CONDITIONS

A data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the Project boundary, a review of traffic volumes on these facilities, an assessment of the resulting operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

### STUDY AREA

The Project is located in Ventura County, along the SR 118 corridor and south of SR 126. The study area is generally bounded on the north by the City of Ventura (City), on the east by the Franklin Barranca and adjacent agricultural land, on the south by the Santa Clara River, and on the west by the Brown Barranca. **Figure 1** identifies the general study area, which extends slightly beyond the reach of the Project area.

### EXISTING STREET SYSTEM

Roadways serving the study area, as shown in Figure 1, include State Route 118 (SR 118/Wells Road/Los Angeles Avenue), Los Angeles Avenue, Lirio Avenue, County Drive, Telephone Avenue, Azahar Street, Nardo Street, Violeta Street, Rosal Lane, Snapdragon Street, and Aster Street. Regional access to and from the study area is provided by the Santa Paula Freeway (SR 126) and SR 118. The characteristics of the study facilities are described below. The street descriptions include the existing designation under the current County of Ventura Public Works Roadway Classifications.

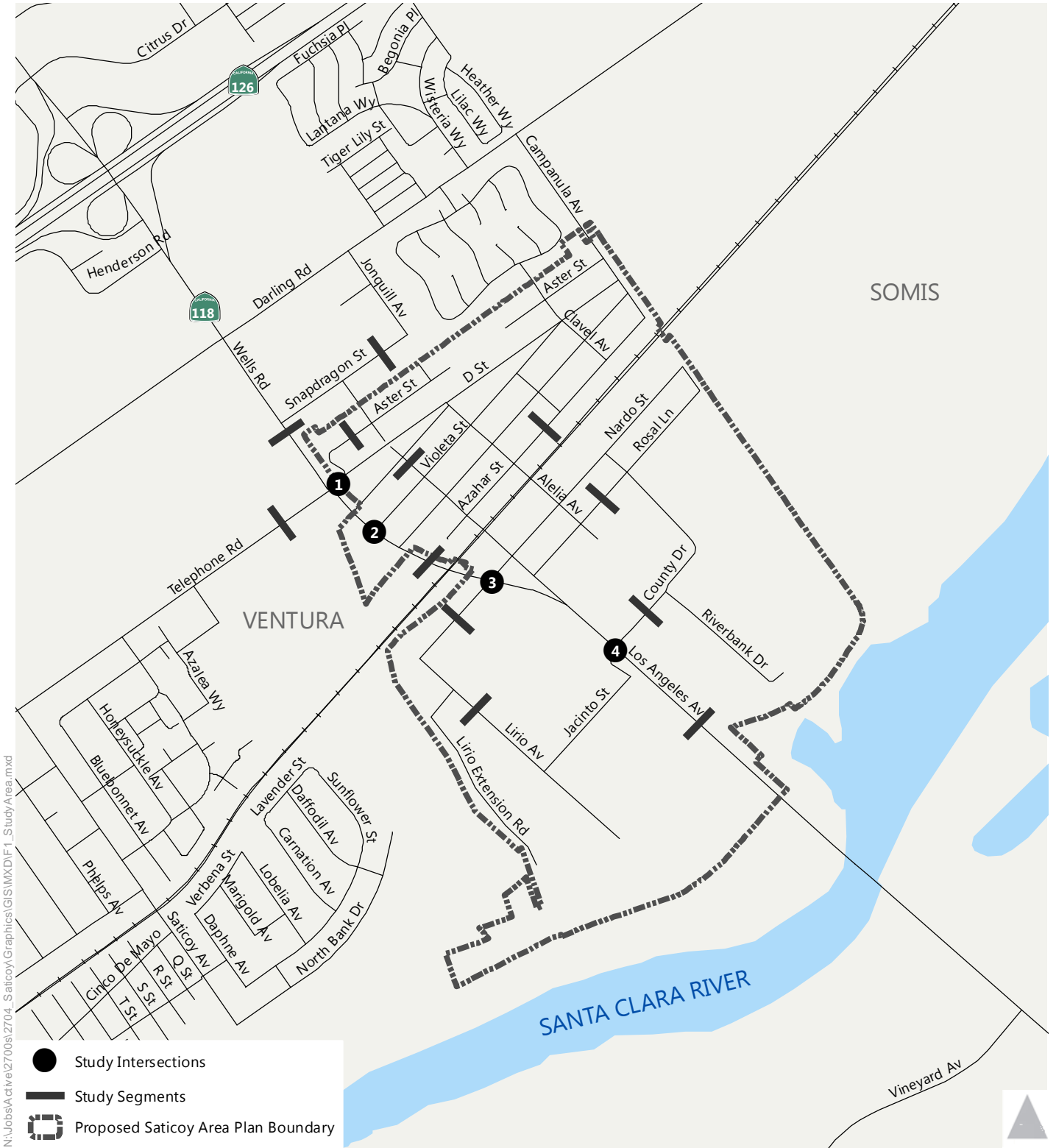
#### *Freeways*

- **State Route 126** runs in an east-west direction north of the Project Site and extends from the north San Fernando Valley, becoming a freeway in Santa Paula, to Ventura, where it terminates at its junction with US 101. In the vicinity of the study area, SR 126 provides two lanes in each direction. The closest interchange to the project site is at Wells Road (SR 118).

#### *East-West Streets*

- **County Drive** is a 2-lane roadway, classified by the County as a Commercial/Industrial Collector. County Drive begins at Los Angeles Avenue (SR 118) and extends east to Amapola Avenue. It provides access to several industrial land uses on the eastern portion of the study area. There are no posted speed limits along County Drive.
- **Telephone Avenue** is a 4-lane divided roadway, classified by the City of Ventura as a secondary arterial roadway. Telephone Avenue begins at Olivas Park Drive and extends east to Wells Road (SR 118). It provides access to several residential areas in Ventura, government buildings, and employment areas. The posted speed limit along Telephone Avenue near the project study area is 45 mph.





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Figure 1  
Study Area

- **Azahar Street** is a 2-lane roadway, classified by the County as a Commercial/Industrial Collector. Azahar Street begins just west of Los Angeles Avenue and extends east to Campanula Avenue. It provides access to industrial and residential land uses on the eastern portion of the study area. The posted speed limit along Azahar Street is 35 mph.
- **Nardo Street** is a 2-lane roadway, classified by the County as Minor Commercial/Industrial. Nardo Street begins at its intersection with Lirio Avenue, and extends east to Campanula Avenue. It provides access to industrial and residential land uses on the eastern portion of the study area. On the east side it provides access to industrial uses. The posted speed limit along is 35 mph.
- **Violeta Street** is a 2-lane roadway, classified by the County as Collector Residential. Violeta Street begins at its intersection with Wells Road (SR 118), and extends east to Campanula Avenue. It provides access to primary residential land uses on the eastern portion of the study area. The primary commercial intersection in the study area is also located at Los Angeles Avenue. The posted speed limit along Violeta Street is 25 mph.
- **Rosal Lane** is a 2-lane roadway, classified by the County as Minor Residential. Rosal Lane begins at its intersection with Los Angeles Avenue, and extends east to Campanula Avenue. It was originally built as an alley, but is now classified as Minor Residential. It provides access to residential land uses on the eastern portion of the study area. There are no posted speed limits along Rosal Lane.

#### **North-South Streets**

- **State Route 118 (Wells Road/Los Angeles Avenue)**, a 4-lane highway, runs along the center of the study area, and extends from Santa Clara Avenue north to Foothill Road. It is classified as a highway per the County of Ventura's road standards. North of its junction with Los Angeles Avenue, SR 118 is referred to as Wells Road; south of the junction it is referred to as Los Angeles Avenue. At Santa Clara Avenue, SR 118 travels east until it becomes a freeway at its junction with SR 28 in the City of Moorpark. Speed limits on this roadway are 45 mph. There are generally sidewalks on both sides of SR 118, although portions of the roadway in the southern part of the study area lack sidewalks on one side of the street, such as the segment of SR 118 between Violeta Street and Nardo Street. Sidewalks are absent on both sides of the street between Nardo Street and Los Angeles Avenue, and just south of County Drive to the Santa Clara River and further south.
- **Los Angeles Avenue** is a 2-lane roadway north of its junction with Wells Road. The County classifies this roadway as a Minor Commercial/Industrial roadway. Los Angeles Avenue terminates north of Violeta Street, and returns south of Aster Street. As such, it does not provide a complete north-south route through the study area. In general, there are no sidewalks along Los Angeles Avenue, aside from a small segment between Nardo Street and Violeta Street, where sidewalks exist on one or both sides of the street. The posted speed limit along Los Angeles Avenue is 25 mph.
- **Lirio Avenue** is a 2-lane roadway, classified by the County as a Minor Commercial/Industrial roadway. Lirio Avenue extends from just north of the Santa Clara River north to its intersection with Nardo Street. It provides access to several industrial land uses on the western portion of the study area. There are no posted speed limits along Lirio Avenue; however, the design speed limit for this roadway classification is 30 mph.



- **Snapdragon Street** is a 2-lane roadway, classified by the County as Minor Residential. Nardo Street begins at its intersection with Aster Street, and extends north and east to Jonquil Avenue. It provides access to residential land uses on the eastern portion of the study area. There are no posted speed limits along Snapdragon Street.
- **Aster Street** is a 2-lane roadway, classified by the county as Minor Residential. Nardo Street begins at its intersection with Wells Road (SR 118), and extends east and north to Snapdragon Street. It provides access to residential land uses on the eastern portion of the study area. There are no posted speed limits along Aster Street.

## **PUBLIC TRANSIT SERVICE**

- Gold Coast Transit Route 10 – Route 10 provides service between Pacific View Mall in Ventura and the Saticoy area. Route 10 travels along Wells Road (SR 118) in the study area. There is a timepoint at the Los Angeles Avenue and Violeta Street intersection; buses arriving to this stop in advance of their timepoint are required to dwell at the stop until they hit their scheduled departure time. Route 10 operates at a frequency of one bus every 30 minutes traveling eastbound and one bus every 60 minutes traveling westbound.
- Gold Coast Transit Route 11 – Route 11 provides service between Pacific View Mall in Ventura and Wells Center. Route 11 travels along Wells Road/SR 118 in the study area. The closest bus stop in the study area is at Wells Road and Violeta Street. Route 11 operates at a frequency of one bus every 30 minutes in each direction.

## **EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE**

This section presents existing base peak hour traffic volumes, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and levels of service (LOS).

### ***Existing Base Traffic Volumes***

Traffic counts were collected at the study intersections and roadways on September 11, 2014. Intersection counts were collected during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. Intersection Counts at Wells Road (SR 118) & Telephone Road, Wells Road (SR 118) & Violeta Street, and Los Angeles Avenue (SR 118) & County Drive were applied from the *Northbank Traffic Study* (City of Ventura, collected September 2013); a growth rate of 1% was applied to these counts to account for growth over the course of the year, to be consistent with annual growth projections for the County and developed in consultation with County staff. Roadway segment counts were collected from midnight on September 11, 2014 to midnight on September 12, 2014.

The following intersections were analyzed:

1. Wells Road (SR 118) & Telephone Road
2. Wells Road (SR 118) & Violeta Street
3. Wells Road (SR 118) & Nardo Street
4. Los Angeles Avenue (SR 118) & County Drive



The following roadway segments were analyzed as part of the project:

1. Wells Road (SR 118) from Darling Road to Telephone Road
2. Wells Road (SR 118) from Violeta Street to Nardo Street
3. Los Angeles Avenue (SR 118) from County Drive to Vineyard Street
4. Los Angeles Avenue from Aster Street to Violeta Street
5. Lirio Avenue from Nardo Street to Jacinto Street
6. County Drive from Los Angeles Avenue (SR 118) to Rosal Lane
7. Telephone Road from Saticoy Avenue to Wells Road
8. Azahar Street from Alelia Street to Campanula Avenue
9. Nardo Street west of Wells Road (SR 118)
10. Rosal Lane from Alelia Street to Campanula Avenue
11. Snapdragon Street from Los Angeles Avenue to Jonquil Street
12. Aster Street from Los Angeles Avenue to Wells Road (SR 118)

Count sheets for these intersections and street segments are contained in Appendix A. The existing weekday morning and afternoon peak hour volumes at the study intersections, and daily roadway segment volumes, are provided in Appendix C.

### **Level of Service Methodology**

Level of Service is a measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F.

A variety of standard methodologies are available to analyze LOS. Consistent with the County of Ventura's *Initial Study Assessment Guidelines*, the Intersection Capacity Utilization (ICU) method was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the four signalized study intersections. For side-street stop-controlled intersections, the methodology estimates control delays for each turning movement and identifies the delay for the longest delayed approach. For both methodologies, after the quantitative V/C or delay estimates are complete, the methodology assigns a qualitative letter grade representing the operation of the intersection. For unsignalized intersections, a signal warrant analysis following the Manual on Uniform Traffic Control Devices (MUTCD) was applied.

The ranges of V/C ratios or delay values and corresponding LOS for signalized and unsignalized intersections are included in **Table 1** and **Table 2**.



<b>TABLE 1 – LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS: ICU METHODOLOGY</b>		
<b>Level of Service</b>	<b>Volume/Capacity (V/C) Ratio</b>	<b>Definition</b>
A	0.000-0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Table Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, 1994.

<b>TABLE 2 – LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS: HCM METHODOLOGY</b>		
<b>Level of Service</b>	<b>Unsignalized Intersections (Controlled Approach Vehicle Delay)</b>	<b>Definition</b>
A	≤10.0	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.
B	10.1 – 15.0	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	15.1-25.0	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	25.1-35.0	Represents high-density, but stable flow.
E	35.1-50.0	Represents operating conditions at or near the capacity level.
F	>50.0	Represents forced or breakdown flow.

Table Source: *Highway Capacity Manual* (Transportation Research Board 2000).



The level of service for roadway segments under existing traffic conditions was conducted using the traffic volumes and roadway segment data. The County of Ventura has developed a set of roadway capacities (based on Average Daily Traffic, or ADT) for each type of road classification. The County defines a Class I facility as "rural 2-lane or multi-lane roads of essentially level terrain, where the road section has been improved to meet current road standard criteria."<sup>1</sup> Class II facilities are 2-lane roads that do not meet current road criteria but are generally level or slightly rolling terrain, whereas Class III are 2-lane roads that do not meet current road criteria and are on mountainous terrain or sharply curved in alignment. The roadway capacity for each type of roadway segment is provided in **Table 3**.

### ***Existing Levels of Service***

Existing year traffic volumes presented in Appendix B were analyzed using the intersection capacity analysis methodology described above to determine the existing operating conditions at the study intersections. Analysis sheets are provided in Appendix C.

**Table 3** summarizes the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. The County strives to maintain a minimum LOS of D for County thoroughfares and LOS C for County-maintained local roads. At any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the lower LOS of the two shall be the minimum acceptable. As such, the intersection of Wells Road (SR 118) and Telephone Road has a minimum acceptable LOS of D, while the other three have a minimum acceptable LOS of C. As indicated in **Table 3**, the intersection of Wells Road (SR 118) and Telephone Road operates acceptably per the County's minimum acceptable LOS, whereas the other three intersections do not meet the minimum thresholds.

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<sup>1</sup> County of Ventura (2005). Final Subsequent Environmental Impact Report for Focused General Plan Update. pp 101.





TABLE 3 – EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE					
Intersection	Signal Control	AM Peak Hour		PM Peak Hour	
		V/C or Delay	Level of Service	V/C or Delay	Level of Service
1. Wells Rd (SR 118) & Darling Rd	Signalized	0.82	D	0.86	D
2. Wells Rd (SR 118) & Telephone Rd	Signalized	0.77	C	0.77	C
3. Wells Rd (SR 118) & Violeta St	Side Street Stop Controlled	21.6s	C	>50s	F
4. Wells Rd (SR 118) & Nardo St	Signalized	0.78	C	0.88	C
5. Los Angeles Ave (SR 118) & County Dr	Signalized	0.82	D	0.77	C

Table Source: Fehr & Peers, 2014.

## EXISTING BICYCLE AND PEDESTRIAN FACILITIES

This section presents existing bicycle and pedestrian facilities, to better understand the existing multi-modal context. An evaluation of multi-modal facilities proposed for this project is discussed in Chapter 6.

### ***Bicycle Facilities***

There are three types of bicycle lanes as defined by the 2011 City of Buenaventura Bicycle Master Plan:

- Class I Bike Path – A completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow by motorists minimized
- Class II Bike Lanes – A striped lane for 1-way bike travel on a street or highway, typically designated by bike lane signs and markings
- Class III Bike Routes – A shared use area with pedestrian traffic or motor vehicle traffic, typically designated with a bike route sign.

There is currently a Class I bikeway that runs along the west side of Brown Barranca between Telephone Road and the Santa Paula Branch Line railroad tracks. Class II bike lanes are currently provided adjacent to Old Town along Telephone Road west of Wells Road and the eastern side of Wells Road north of Telephone Road. There are currently no internal striped bicycle lanes within Old Town Saticoy. There are currently no Class III bike routes within the Saticoy area.

The City of Ventura Bicycle Master Plan recommends future bicycle lanes, paths, and routes in and around the Saticoy Area. Proposed bike paths include those along the Santa Paula Branch Line railroad right-of-way, an extension along Northbank Drive, which turns north to connect to the railroad right-of-way. Proposed bike lanes include an extension along Wells Road south from Telephone Road, along Darling Road east of Wells Road, and a connection across Northbank Drive to Wells Road. A bike route along



Darling Road east of Wells Road (SR 118) is also proposed. The County of Ventura does not have any additional bicycle routes established or identified.

### ***Pedestrian Facilities***

There are some sidewalks present in the Old Town area of Saticoy. However, the sidewalk network is incomplete on all roadways within the Project area. There are sidewalks present on portions of the following streets:

- Violeta Street
- Azahar Street
- Nardo Street
- Aster Street
- Los Angeles Avenue
- Wells Road (SR 118)
- Alelia Avenue
- Amapola Street
- Clavel Avenue
- Riverbank Road
- County Drive
- Lirio Avenue

With the exception of small portions of roadway, there are generally only sidewalks present on one side of the street. Additionally, the network is not contiguous — with portions of sidewalk missing along multiple roadway segments, as shown on Figure 1.2.7 of the *Saticoy Area Plan Background Evaluation and Technical Report (2013)*.

There are marked crosswalks at the following locations:

- Wells Road & Telephone Road/Aster Street (south, east, and west legs)
- Wells Road & Violeta Street (east leg)
- Violeta Street & Los Angeles Avenue (south leg)
- Nardo Street & Los Angeles Avenue (north leg)
- County Drive & Los Angeles Avenue (north, east, and west legs)



### 3. TRAFFIC PROJECTIONS

#### PROJECT TRAFFIC

The development of trip generation estimates for the proposed Project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

#### *Project Trip Generation*

Trip Generation for the proposed project was developed by applying the MXD+ Platform to inform the number of trips generated by the proposed land use. The overall project yields the following land use changes, shown in **Table 4**:

TABLE 4 – CHANGE TO AREA LAND USE		
Land Use	Increase/Decrease (Units/KSF)	Totals (Units/KSF)
Single Family Residential	-23	110 units
Multi-Family Residential	133	
Convalescent Housing	-10	-10 beds
Office	168.777	168.777 ksf
Shopping Center	-17.256	144.615 ksf
Specialty Retail	117.952	
Restaurant	45.068	
Fast Food	-1.149	
Light Industrial	604.886	1,497.281 ksf
Medium Industrial	350.161	
Heavy Industrial	542.234	

Source: County of Ventura, 2015.

The study area was divided into 36 traffic analysis zones, provided in Appendix D, based on the roadway network and loading patterns. For each traffic analysis zone, the trip generation was calculated based on the change to the zone’s land use, and additional mixed-use interactions between the proposed land uses.

Trip generation estimates were first calculated using rates from the ITE *Trip Generation Manual*, 9<sup>th</sup> edition. The *Trip Generation Manual* is a nationally recognized standard, but rates within the manual are developed from single-use locations (e.g., standalone retail store). As a result, applying rates from the *Trip Generation Manual* directly to mixed-use developments (MXDs) has resulted in overestimations of



peak traffic generation by an average of 35%.<sup>2</sup> Under such conditions, the ITE Trip Generation Manual recommends application of trip generation adjustments that reflect the non-motorized trip interaction for users within the area: for example, residents walking to retail outlets within Old Town Saticoy.

The MXD+ toolkit was applied to inform the expected percentage of vehicular trip reduction for the project. MXD+ was developed by Fehr & Peers for the US EPA, and is being continuously refined by Fehr & Peers to increase the accuracy of mixed use project trip generation. During the development and validation of the MXD+ tool, the toolkit was refined to explain 97% of the variation in trip generation in over 200 validation sites, which include mixed-use developments in six metropolitan regions (Boston, Atlanta, Houston, San Diego, Seattle, and Sacramento). Hierarchical Linear Modeling (HLM) techniques were used to quantify relationships between characteristics of the MXD and the likelihood that trips generated by those MXDs will stay within the area and/or use modes of transportation other than the private vehicle. Variables that are included in estimating reductions per the MXD include:

- Employment
- (Population + Employment) per square mile
- Land Area
- Total Jobs/Population Diversity
- Retail Jobs/Population Diversity
- # of intersections per square mile
- Employment within a mile
- Employment within a 30 minute trip by transit
- Average Household Size
- Vehicles owned per capita

The aforementioned data was collected for the site and adjacent area from the project description, 2010 U.S. Census, Gold Coast Transit, and American Household Survey. For the Saticoy Area plan, MXD+ informed a trip reduction of 11% for daily traffic, 10% for AM peak hour traffic, and 19% for PM peak hour traffic compared with ITE trip generation estimates. These reductions were then applied to the trip generation for each zone.

To account for the interactions of the existing uses with the new mixed use development, such as the availability for a current resident to be able to walk to more retail outlets, an additional adjustment was applied. First, the trip generation rates from ITE *Trip Generation Manual*, 9<sup>th</sup> edition, were applied to the existing land use and the total land use. Trip generation for uses that were non-changed (i.e., the existing

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<sup>2</sup> Walters, J., B. Bochner, and R. Ewing (2013). The Elements of Mixed-Use Development that Reduce Traffic Generation and related Environmental, Social, and Economic Costs. Planning Advisory Service Memo – American Planning Association.



single family residences remaining as-is) were then adjusted to account for additional interactions between these land uses and the new land uses in the area.

Finally, PCE factors of 2.0 were applied to the industrial land uses, since most vehicles accessing these sights are anticipated to be trucks.

The trip estimates by traffic zone are documented in Appendix D.

### ***Project Traffic Distribution***

The geographic distribution of trips generated by the Area Plan is dependent on characteristics of the street system serving the area, the level of accessibility of routes to and from the project area, destinations and attractions both inside and outside the project area, and mobility changes within the project area. A select zone analysis was conducted for the Saticoy area from the SCAG Model (Year 2035) to inform the general regional distribution pattern; Journey to Work Census data (2009-2013) was also reviewed to identify locations of employers and employee housing. The SCAG Model is the travel demand forecasting model developed by the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for Ventura County. The model contains population and socioeconomic data for its base year (2012) and buildout year (2035), and forecasts traffic on modeled roadways for both years.

The generalized trip distribution pattern for the area is illustrated in **Figure 2**.

### ***Project Traffic Assignment***

Traffic generated by the Project was assigned to the street network using the distribution pattern shown on Figure 2. Trip Assignment was informed by the direct paths between a zone and its ultimate destination. For example, a trip beginning in the project area and terminating outside of the study area would likely travel along Wells Road (SR 118), whereas a project originating and terminating within the eastern section of Saticoy would use internal roadways such as Azahar Street, Campanula Avenue, and Alelia Avenue. Appendix B provides the assignment of the proposed project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours, and roadway segments.

## **EXISTING PLUS PROJECT TRAFFIC CONDITIONS**

The project traffic estimated and assigned to the study intersections and roadway segments were added to the existing traffic volumes to estimate existing plus project traffic volumes. Turning movement and roadway segment traffic volumes for the existing plus project scenario are provided in Appendix B. Analysis sheets are provided in Appendix C. As shown in **Table 5**, all five study intersections operate deficiently under Existing plus Project conditions. Additionally, the three roadway segments along SR 118 operate deficiently under Existing plus Project conditions, shown in **Table 6**.



<b>TABLE 5 – EXISTING PLUS PROJECT INTERSECTION IMPACT ANALYSIS</b>			
<b>Intersection</b>	<b>Signal Control</b>	<b>With Project AM (PM)</b>	
		<b>V/C or Delay</b>	<b>Level of Service</b>
1. Wells Rd (SR 118) & Darling Rd	Signalized	1.13 (1.05)	F (F)
2. Wells Rd (SR 118) & Telephone Rd	Signalized	1.15 (0.98)	F (E)
3. Wells Rd (SR 118) & Violeta St	Side Street Stop Controlled	20.1s (>50s)	C (F)
4. Wells Rd (SR 118) & Nardo Street	Signalized	1.11 (1.27)	F (F)
5. Los Angeles Ave (SR 118) & County Dr	Signalized	0.87 (0.91)	D (E)

Table Source: Fehr & Peers, 2014.



<b>TABLE 6 – EXISTING PLUS PROJECT ROADWAY SEGMENT IMPACT ANALYSIS</b>					
<b>Roadway</b>	<b>Classification</b>	<b>Acceptable LOS</b>	<b>Threshold Capacity</b>	<b>Existing Plus Project Volume (LOS)</b>	<b>Meets Threshold?</b>
<b>State Route 118 (Wells Rd/Los Angeles Ave)</b>					
1. Darling Rd to Telephone Rd	Class I - 4 lanes	D	47,000	53,630 (F)	No
2. Violeta St to Nardo St	Class I - 4 lanes	D	47,000	56,101 (F)	No
3. County Dr to Vineyard St	Class I - 4 lanes	D	47,000	51,483 (F)	No
<b>Los Angeles Ave</b>					
4. Aster St to Violeta St	Class II – 2 lanes	C	7,000	125 (A)	Yes
<b>Lirio Ave</b>					
5. Nardo St to Jacinto St	Class II – 2 lanes	C	7,000	4,672 (C)	Yes
<b>County Dr</b>					
6. Los Angeles Ave (SR 118) to Rosal Ln	Class I – 2 lanes	C	10,000	2,632 (B)	Yes
<b>Telephone Rd</b>					
7. Saticoy Ave to Wells Rd	Divided Arterial	E	36,000	17,012 (C)	Yes
<b>Azahar St</b>					
8. Alelia St to Campanula Ave	Class I – 2 lanes	C	10,000	2,819 (B)	Yes
<b>Nardo St</b>					
9. West of Wells Rd (SR 118)	Class I – 2 lanes	C	10,000	6,567 (C)	Yes
<b>Rosal Ln</b>					
10. Alelia St to Campanula Ave	Class II – 2 lanes	C	7,000	145 (A)	Yes
<b>Snapdragon St</b>					
11. Los Angeles Ave to Jonquil St	Class II – 2 lanes	C	7,000	528 (A)	Yes
<b>Aster St</b>					
12. Los Angeles Ave to Wells Rd (SR 118)	Class II – 2 lanes	C	7,000	993 (A)	Yes

Table Source: Fehr & Peers, 2014.



## **FUTURE YEAR 2035 TRAFFIC CONDITIONS**

To evaluate the potential impacts of the Project on future year buildout (Year 2035) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (cumulative projects). These projected traffic volumes, identified herein as the cumulative base conditions, represent the future conditions without the proposed Project. The traffic generated by the proposed Project was then estimated and assigned to the surrounding street system. Project traffic was added to the future base to form future plus project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the Project itself.

The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.





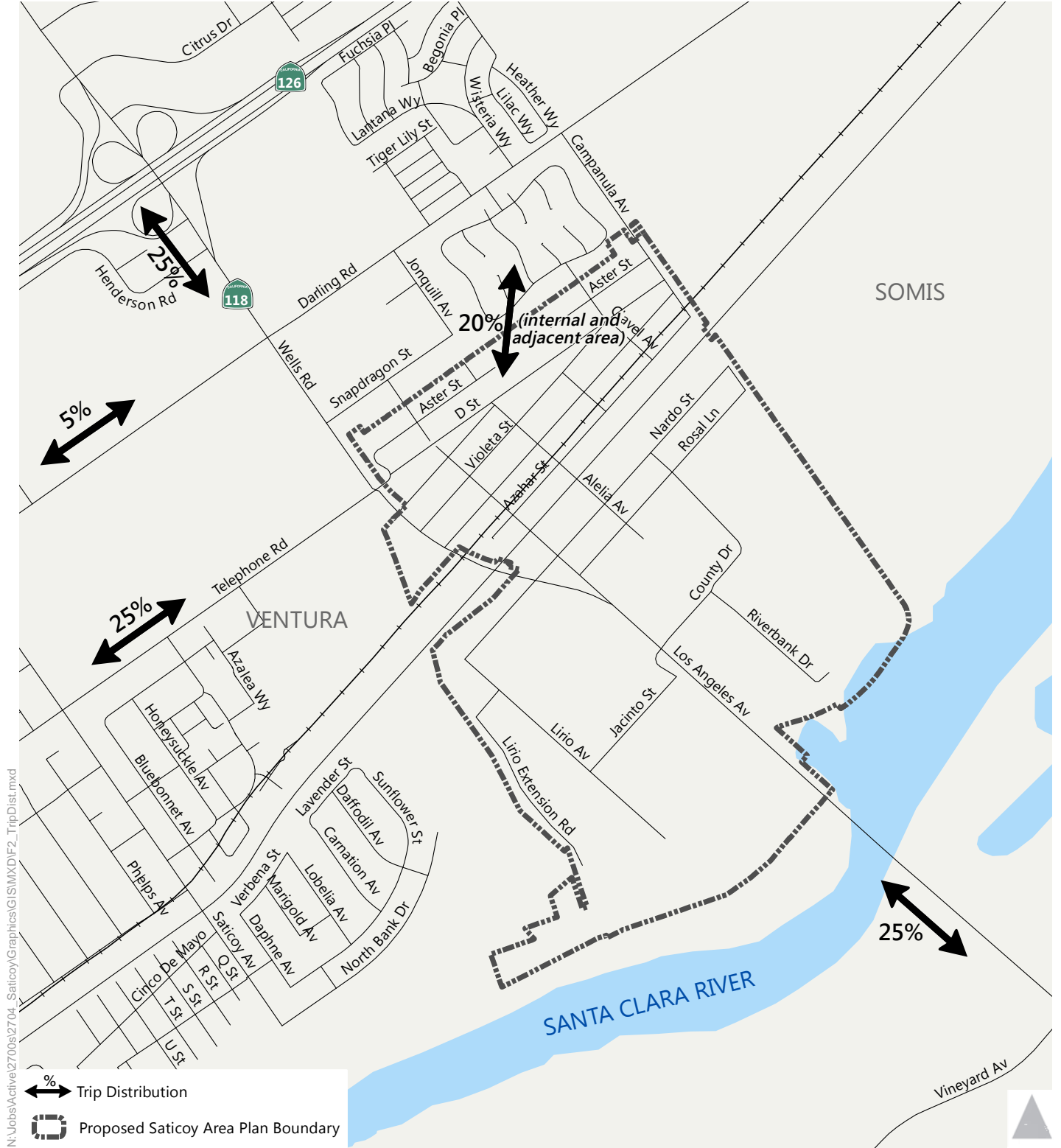


Figure 2  
Trip Distribution



## **FUTURE YEAR (2035) BASE TRAFFIC CONDITIONS**

The traffic volumes projected for the future base scenario (Year 2035) take into account the expected changes in traffic over existing conditions from two primary sources: ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area, and traffic generated by specific development projects in, or in the vicinity of, the study area. The methods used to account for these factors are described below.

### ***Background or Ambient Growth***

Fehr & Peers developed forecasts for future growth in the study area based on growth rates prescribed in the Ventura County Traffic Study Guidelines, projections from the City of Ventura General Plan Travel Demand Forecasting Model (developed as part of the 2005 General Plan Update), the 2035 SCAG TDF Model (updated in 2012, with a 2035 buildout year), and projections from adjacent development projects in the City of Ventura. Forecasts were used to determine growth in the plan area under the buildout year. Growth was applied to existing traffic counts to develop forecasts for Year 2035. A growth rate of 1% per year was applied to the existing traffic counts to account for changes due to other cumulative development.

### ***Cumulative Project Traffic Generation and Assignment***

Future base traffic forecasts include the effects of specific projects, called related projects, expected to be implemented in the vicinity of the Project prior to the buildout date of the Project. The list of related projects was prepared based on data from the County of Ventura and the City of Ventura. A total of eight cumulative projects were identified in the study area; these projects are listed in **Table 7** and illustrated in **Figure 3**.

### ***Trip Generation***

Trip generation estimates for the related projects were calculated using trip generation rates contained in *Trip Generation Manual, 9<sup>th</sup> Edition*, with the exception of the Northbank Project, of which the Traffic Impact Study (2013) was used. **Table 7** presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.) in every case.

### ***Trip Distribution***

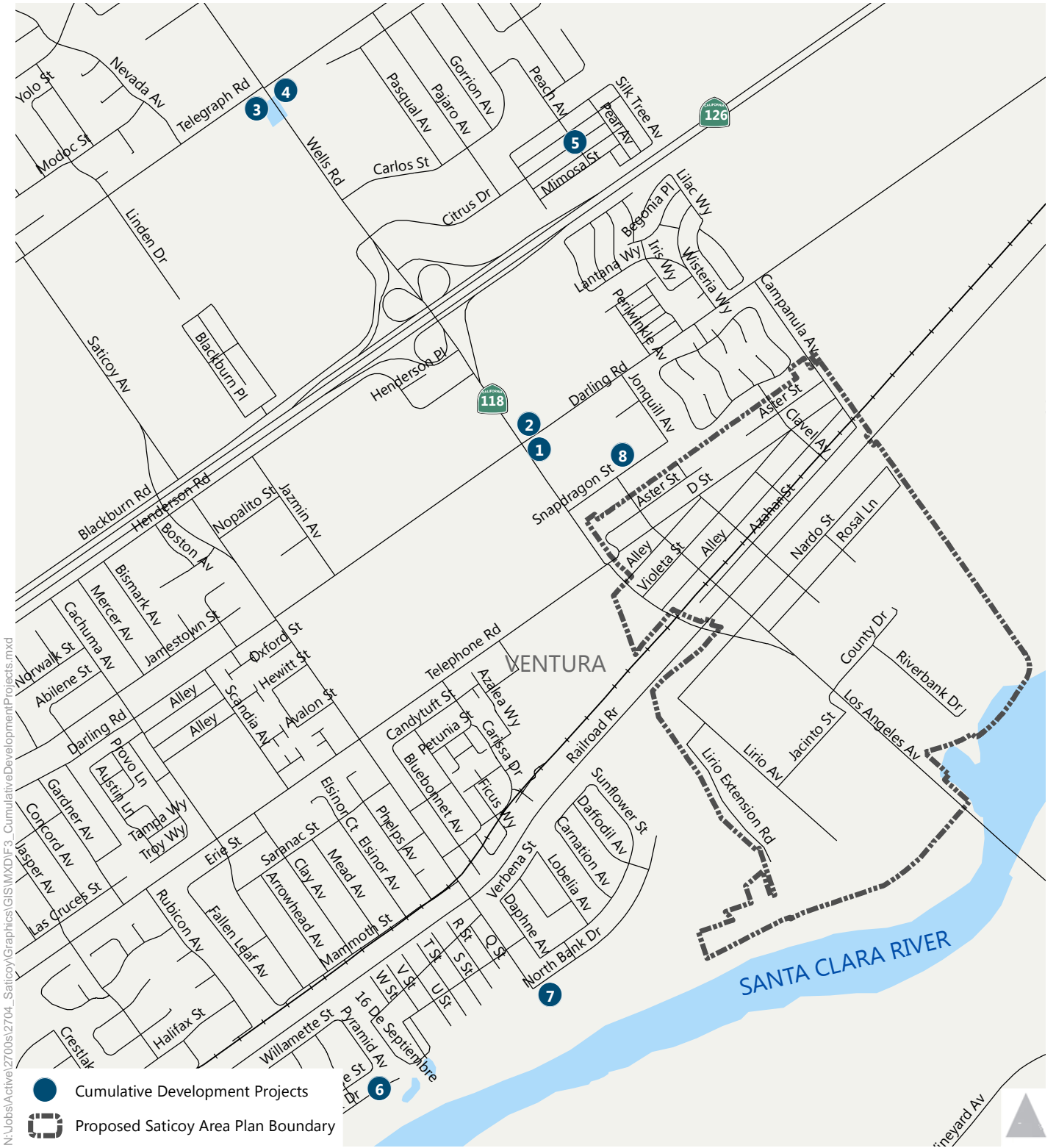
The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments may be drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system. Additionally, if the traffic study or environmental document for a related project was available, the trip distribution for that study was used.



<b>TABLE 7 – RELATED PROJECTS</b>				
<b>Project</b>	<b>Land Use</b>	<b>AM Trips</b>	<b>PM Trips</b>	<b>Total Daily Trips</b>
Jen Ven Specific Plan – SEC Wells/Darling	51 Condominium Units	22	27	296
Darling Apartments	45 Apartments 2.1 ksf retail	23	28	299
Parklands Project	173 Apartments 216 Single Family Homes 110 Townhouses	298	380	3,845
Hansen Trust Specific Plan	131 Single Family Homes 34 Condominium Units 24 Apartments	125	164	1,605
Citrus Place	59 Single Family Homes 60 Townhouses	70	90	911
Northbank Project	117 Single Family Homes 31 Triplex/Quadplex 50 Apartments	127	166	1,630
Watt Communities	91 Single Family Homes	68	91	433
E. Village Residential	50 Single Family Homes	38	50	476

Table Source: City of Ventura, Approved and Pending Projects List, November 2014. Available at: <http://www.cityofventura.net/cd/planning/pendingprojects>; accessed November 2014.





N:\Jobs\Active\2700s\2704\_Saticoy\Graphics\GIS\MXD\F3\_CumulativeDevelopmentProjects.mxd



Figure 3  
Cumulative Development Projects

### ***Traffic Assignment***

Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related projects was assigned to the street network.

### ***Transportation Infrastructure Projects***

There are no funded and prioritized roadway improvements along the study facilities. As such, no changes to roadway geometries were assumed for the future year. The Ventura County General Plan includes the widening of SR 118 from four lanes to six lanes.<sup>3</sup> However, this is not listed as a prioritized project within the Ventura County Congestion Management Plan (CMP) or SCAG Regional Transportation Plan (RTP) and funding has not been finalized for this project. As such, it was not included in the baseline assumptions for the analysis.

### ***Future Year 2035 Base Traffic Volumes***

Future year 2035 base weekday AM and PM peak hour traffic volumes for the analyzed intersections are provided in Appendix B. The future base traffic conditions represent an estimate of future conditions without the proposed Project.

## **FUTURE YEAR 2035 PLUS PROJECT TRAFFIC PROJECTIONS**

The proposed Project traffic volumes were added to the year 2035 future base traffic projections, resulting in future plus project AM and PM peak hour traffic volumes. As provided in Appendix B, the future plus project scenario presents future traffic conditions with the completion of the proposed Project.

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<sup>3</sup> County of Ventura (2005). Subsequent Environmental Impact Report for Focused General Plan Update and Related Amendments to the Non-Coastal Zoning Ordinance and Zone Change eZN05-0008.



## 4. INTERSECTION TRAFFIC IMPACT ANALYSIS

The traffic impact analysis evaluates the projected LOS at each study intersection under the existing plus project and future year 2035 plus project to estimate the incremental increase in the volume to capacity (V/C) ratio caused by the proposed Project. This provides the information needed to assess the potential impact of the Project using significance criteria established by the County of Ventura.

### CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

The project is located in the County of Ventura, which documents its significance criteria in the *County of Ventura Initial Study Assessment Guidelines*.

#### ***Intersection Significance Criteria***

The County of Ventura has established threshold criteria to determine significant traffic impact of a proposed Project in its jurisdiction. Under the county's guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.020 for intersections operating at LOS A, equal to or greater than 0.15 for intersections operating at LOS B, and equal to or greater than 0.10 for intersections operating at LOS C. For intersections operating at LOS D, E, or F, the impact is considered significant if it adds 10, 5, or 1 peak hour trips, respectively, to a critical turn movement. The following table summarizes the impact criteria.

TABLE 8 – VENTURA COUNTY SIGNIFICANCE CRITERIA	
LOS	Increase in V/C or Trips Greater Than
A	0.20
B	0.15
C	0.10
D	10 PHTs*
E	5 PHTs*
F	1 PHT*

Notes: To critical turn movements. These are the highest combination of left and opposite through/right-turn PHTM.

Source: County of Ventura, *Initial Study Assessment Guidelines*, 2011.

#### ***Roadway Segment Significance Criteria***

The County of Ventura *Initial Study Assessment Guidelines*, Table 1 has established a "one trip" cap to roadway segments operating at an unacceptable level of service. This is generally defined as LOS D or worse for County-maintained intersections, and LOS E or worse for County thoroughfares and state highways.



## EXISTING PLUS PROJECT IMPACT ANALYSIS

### Existing plus Project Traffic Level of Service

Existing plus Project traffic volumes presented in Appendix B were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. **Table 9** summarizes the existing plus project LOS. Analysis sheets are provided in Appendix C. As indicated in **Table 9**, all five intersections are projected to operate at an unacceptable LOS during one or both peak hours.

Of the 12 study roadway facilities, nine operate within the thresholds identified by the County for acceptable operations. As shown in **Table 9**, the three study segments along SR 118 exceed the threshold for acceptable LOS.

### Existing plus Project Intersection Impacts

As shown in **Table 9**, after applying the aforementioned County of Ventura significant impact criteria, it is determined that the proposed Project would result in significant impacts to the following four study intersections under existing plus project conditions.

TABLE 9 – EXISTING PLUS PROJECT INTERSECTION IMPACT ANALYSIS							
Intersection	Signal Control	No Project AM (PM)		With Project AM (PM)		Change in Delay	Impact
		V/C or Delay	Level of Service	V/C or Delay	Level of Service		
1. Wells Rd (SR 118) & Darling Rd	Signalized	0.82 (0.86)	D (D)	1.13 (1.05)	F (F)	0.31 (0.19)	Yes (Yes)
2. Wells Rd (SR 118) & Telephone Rd	Signalized	0.77 (0.77)	C (C)	1.15 (0.98)	F (E)	0.38 (0.21)	Yes (Yes)
3. Wells Rd (SR 118) & Violeta St	Side Street Stop Controlled	21.6s (>50s)	C (F)	20.1s (>50s)	C (F)	-2.5s (>1PHT)	No (Yes)
4. Wells Rd (SR 118) & Nardo Street	Signalized	0.78 (0.88)	C (C)	1.11 (1.27)	F (F)	0.33 (0.39)	Yes (Yes)
5. Los Angeles Ave (SR 118) & County Dr	Signalized	0.82 (0.77)	D (C)	0.87 (0.91)	D (E)	0.05 (0.14)	Yes (Yes)

Table Source: Fehr & Peers, 2014.

Based on the analysis summarized in **Table 9**, the project results in an impact at all of the studied intersections as follows:

- Wells Road (SR 118) & Darling Road
- Wells Road (SR 118) & Telephone Road
- Wells Road (SR 118) & Violeta Street
- Wells Road (SR 118) & Nardo Street
- Los Angeles Avenue (SR 118) & County Drive



#### Wells Road (SR 118) & Darling Road

This intersection, located in the City of Ventura, has a minimum threshold of LOS D under both City and County criteria. Under Existing conditions, the intersection operates at LOS D during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during both peak hours. Per the County significance criteria, an intersection operating at LOS D under existing conditions would have a significant impact if the project adds 10 peak hour trips or more to a critical movement. Per the City significance criteria, the intersection is significantly impacted if it is forecast to operate below LOS D and the project contributes an increase in V/C of 0.01 or more. The project adds more than 10 trips to several movements, yielding the LOS F conditions for Existing plus Project. It also yields an increase in V/C of greater than 0.01. As a result, the intersection is significantly impacted.

#### Wells Road (SR 118) & Telephone Road

This intersection has a minimum threshold of LOS D. Under Existing conditions, the intersection operates at LOS C during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during the AM peak hour and LOS E during the PM peak hours. Per the significance criteria, an intersection operating at LOS C under existing conditions would have a significant impact if the project contributes 0.10 V/C or greater to the intersection. At this intersection, the project increases the V/C by 0.38 during the AM peak hour and 0.21 during the PM peak hour. As a result, the intersection is significantly impacted.

#### Wells Road (SR 118) & Violeta Road

This intersection has a minimum threshold of LOS D. Under Existing conditions, the intersection operates at LOS C during the AM peak hour and LOS F during the PM peak hour. With the addition of project traffic, the intersection LOS remains at LOS C for the AM peak hour and F for the PM peak hour. Per the significance criteria, an intersection operating at LOS C under Existing conditions would have a significant impact if the project contributes 0.10 V/C or greater to the intersection; an intersection operating at LOS F under Existing conditions would have a significant impact if it contributes one peak hour trip or more. At this intersection, the project adds more than one peak hour trip to a critical movement during the PM peak hour. As a result, the intersection is significantly impacted during the PM peak hour.

#### Wells Road (SR 118) & Nardo Street

This intersection has a minimum threshold of LOS D. Under Existing conditions, the intersection operates at LOS C during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during both peak hours. Per the significance criteria, an intersection operating at LOS C under existing conditions would have a significant impact if the project contributes 0.10 V/C or greater to the intersection. At this intersection, the project increases the V/C by 0.33 during the AM peak hour and 0.39 during the PM peak hour. As a result, the intersection is significantly impacted.





### Los Angeles Avenue (SR 118) & County Drive

This intersection has a minimum threshold of LOS D. Under Existing conditions, the intersection operates at LOS D during the AM peak hour and LOS C during the PM peak hour. With the addition of project traffic, the intersection LOS remains at LOS D for the AM peak hour and degrades to LOS E during the PM peak hour. Per the significance criteria, an intersection operating at LOS D under Existing conditions would have a significant impact if the project contributes 10 or more peak hour trips to a critical movement. Likewise, an intersection operating at LOS C under existing conditions would have a significant impact if the project contributes 0.10 V/C or greater to the intersection. At this intersection, the project adds more than 10 trips to a critical movement during the AM peak hour, and increases the V/C by 0.14 during the PM peak hour. As a result, the intersection is significantly impacted.

### ***Existing plus Project Roadway Segment Impacts***

Based on the analysis summarized in **Table 10**, the project results in an impact at the following roadway segments:

- Wells Road (SR 118) – Darling Road to Telephone Road
- Wells Road (SR 118) – Violeta Street to Nardo Street
- Wells Road (SR 118) – County Drive to Vineyard Street



<b>TABLE 10 – EXISTING PLUS PROJECT ROADWAY SEGMENT IMPACT ANALYSIS</b>						
<b>Roadway</b>	<b>Classification</b>	<b>Acceptable LOS</b>	<b>Threshold Capacity</b>	<b>Existing Plus Project Volume (LOS)</b>	<b>Meets Threshold?</b>	<b>Impact?</b>
<b>State Route 118 (Wells Rd/Los Angeles Ave)</b>						
1. Darling Rd to Telephone Rd	Class I - 4 lanes	D	47,000	52,736 (F)	No	Yes
2. Violeta St to Nardo St	Class I - 4 lanes	D	47,000	56,101 (F)	No	Yes
3. County Dr to Vineyard St	Class I - 4 lanes	D	47,000	51,466 (F)	No	Yes
<b>Los Angeles Ave</b>						
4. Aster St to Violeta St	Class II – 2 lanes	C	7,000	125 (A)	Yes	No
<b>Lirio Ave</b>						
5. Nardo St to Jacinto St	Class II – 2 lanes	C	7,000	4,672 (C)	Yes	No
<b>County Dr</b>						
6. Los Angeles Ave (SR 118) to Rosal Ln	Class I – 2 lanes	C	10,000	2,632 (B)	Yes	No
<b>Telephone Rd</b>						
7. Saticoy Ave to Wells Rd	Divided Arterial	E	36,000	16,995 (C)	Yes	No
<b>Azahar St</b>						
8. Alelia St to Campanula Ave	Class I – 2 lanes	C	10,000	2,811 (B)	Yes	No
<b>Nardo St</b>						
9. West of Wells Rd (SR 118)	Class I – 2 lanes	C	10,000	6,567 (C)	Yes	No
<b>Rosal Ln</b>						
10. Alelia St to Campanula Ave	Class II – 2 lanes	C	7,000	145 (A)	Yes	No
<b>Snapdragon St</b>						
11. Los Angeles Ave to Jonquil St	Class II – 2 lanes	C	7,000	528 (A)	Yes	No
<b>Aster St</b>						
12. Los Angeles Ave to Wells Rd (SR 118)	Class II – 2 lanes	C	7,000	993 (A)	Yes	No

Table Source: Fehr & Peers, 2014.



#### Wells Road (SR 118) – Darling Road to Telephone Road

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus Project conditions, the volume on this segment is 53,630. Since the project adds trips to this segment, the impact is considered significant.

#### Wells Road (SR 118) – Violeta Street to Nardo Street

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus Project conditions, the volume on this segment is 56,101. Since the project adds trips to this segment, the impact is considered significant.

#### Wells Road (SR 118) – County Street to Vineyard Street

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus Project conditions, the volume on this segment is 51,483. Since the project adds trips to this segment, the impact is considered significant.

## **FUTURE YEAR 2035 PLUS PROJECT IMPACT ANALYSIS**

### ***Future Base Year 2035 Traffic Conditions***

The year 2035 future base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. **Table 11** summarizes the existing plus project LOS. Analysis sheets are provided in Appendix C. As indicated in **Table 11**, all five intersections are projected to operate at an unacceptable LOS during one or both peak hours.

Nine of the 12 study roadway facilities are projected to operate within the thresholds identified by the County for acceptable operations, as shown in **Table 12**. The three segments along SR 118 are forecasted to operate at an unacceptable level of service, per County guidelines.

### ***Future Year plus Project Intersection Impacts***

As shown in **Table 11**, after applying the aforementioned County of Ventura impact criteria, it is determined the proposed Project would result in significant impacts to the following four study intersections under future year plus project conditions:

1. Wells Road (SR 118) & Darling Road
2. Wells Road (SR 118) & Telephone Road
3. Wells Road (SR 118) & Violeta Street
4. Wells Road (SR 118) & Nardo Street
5. Los Angeles Avenue (SR 118) & County Drive



**TABLE 11 – CUMULATIVE YEAR (2035) PLUS PROJECT INTERSECTION IMPACT ANALYSIS**

Intersection	Signal Control	No Project AM (PM)		With Project AM (PM)		Change in Delay	Impact
		V/C or Delay	Level of Service	V/C or Delay	Level of Service		
1. Wells Rd (SR 118) & Darling Rd	Signalized	0.86 (0.91)	D (D)	1.17 (1.10)	F (F)	0.31 (0.19)	Yes (Yes)
2. Wells Rd (SR 118) & Telephone Rd	Signalized	0.98 (1.00)	E (E)	1.34 (1.20)	F (F)	0.36 (0.20)	Yes (Yes)
3. Wells Rd (SR 118) & Violeta St	Side-Street Stop-Controlled	38.0s (>50s)	E (F)	33.9s (>50s)	D (F)	-4.1s (>1 PHT)	No (Yes)
4. Wells Rd (SR 118) & Nardo St	Signalized	0.98 (1.10)	E (F)	1.30 (1.49)	F (F)	0.32 (0.39)	Yes (Yes)
5. Los Angeles Ave (SR 118) & County Dr	Signalized	1.02 (0.97)	F (E)	1.07 (1.10)	F (F)	0.05 (0.13)	Yes (Yes)

Table Source: Fehr & Peers, 2014.

#### Wells Road (SR 118) & Darling Road

This intersection, located in the City of Ventura, has a minimum threshold of LOS D under both City and County standards. Under Cumulative No Project conditions, the intersection operates at LOS D during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during both peak hours. Per the County significance criteria, an intersection operating at LOS D would have a significant impact if the project adds 10 peak hour trips or more to a critical movement. Per the City significance criteria, the intersection is significantly impacted if it is forecast to operate below LOS D and the project contributes an increase in V/C of 0.01 or more. The project adds more than 10 trips to several movements, yielding the LOS F conditions for Existing plus Project. It also yields an increase in V/C of greater than 0.01. As a result, the intersection is significantly impacted.

#### Wells Road (SR 118) & Telephone Road

This intersection has a minimum threshold of LOS D. Under Cumulative No Project conditions, the intersection operates at LOS E during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during the AM peak hour and LOS E during the PM peak hours. Per the significance criteria, an intersection operating at LOS E would have a significant impact if the project adds five or more peak hour trips to a critical movement. The project adds more than five trips to several movements, yielding the LOS F conditions for Cumulative plus Project. As a result, the intersection is significantly impacted.

#### Wells Road (SR 118) & Violeta Road

This intersection has a minimum threshold of LOS D. Under Cumulative No Project conditions, the intersection operates at LOS E during the AM peak hour and LOS F during the PM peak hour. With the addition of project traffic, the intersection LOS is LOS F for both peak hours. Per the significance criteria, an intersection operating at LOS E would have a significant impact if the project adds five or more peak



hour trips to a critical movement; an intersection operating at LOS F would have a significant impact if the project adds one or more peak hour trips to a critical turn movement. The project adds more than five trips to several movements, yielding the LOS F conditions for Cumulative plus Project. As a result, the intersection is significantly impacted.

#### Wells Road (SR 118) & Nardo Street

This intersection has a minimum threshold of LOS D. Under Cumulative No Project conditions, the intersection operates at LOS E during the AM peak hour and LOS F during the PM peak hour. With the addition of project traffic, the intersection LOS is LOS F for both peak hours. Per the significance criteria, an intersection operating at LOS E would have a significant impact if the project adds five or more peak hour trips to a critical movement; an intersection operating at LOS F would have a significant impact if the project adds one or more peak hour trips to a critical turn movement. The project adds more than five trips to several movements, yielding the LOS F conditions for Cumulative plus Project. As a result, the intersection is significantly impacted.

#### Los Angeles Avenue (SR 118) & County Drive

This intersection has a minimum threshold of LOS D. Under Cumulative No Project conditions, the intersection operates at LOS F during the AM peak hour and LOS E during the PM peak hour. With the addition of project traffic, the intersection LOS is LOS F for both peak hours. Per the significance criteria, an intersection operating at LOS F would have a significant impact if the project adds one or more peak hour trips to a critical movement; an intersection operating at LOS E would have a significant impact if the project adds five or more peak hour trips to a critical turn movement. The project adds more than five trips to several movements, yielding the LOS F conditions for Cumulative plus Project. As a result, the intersection is significantly impacted.

#### ***Future Year plus Project Roadway Segment Impacts***

Based on the analysis summarized in **Table 12**, the project results in an impact at the following roadway segments:

- Wells Road (SR 118) – Darling Road to Telephone Road
- Wells Road (SR 118) – Violeta Street to Nardo Street
- Los Angeles Avenue (SR 118) – County Drive to Vineyard Street



<b>TABLE 12 – CUMULATIVE PLUS PROJECT ROADWAY SEGMENT IMPACT ANALYSIS</b>							
<b>Roadway</b>	<b>Classification</b>	<b>Acceptable LOS</b>	<b>Threshold Capacity</b>	<b>Cumulative No Project Volume (LOS)</b>	<b>Cumulative With Project Volume (LOS)</b>	<b>Meets Threshold?</b>	<b>Impact?</b>
<b>State Route 118 (Wells Rd/Los Angeles Ave)</b>							
1. Darling Rd to Telephone Rd	Class I - 6 lanes	D	47,000	58,341(F)	65,571 (F)	Yes	No
2. Violeta St to Nardo St	Class I - 6 lanes	D	47,000	60,831(F)	68,987 (F)	Yes	No
3. County Dr to Vineyard St	Class I - 6 lanes	D	47,000	58,504 (F)	63,917 (F)	Yes	No
<b>Los Angeles Ave</b>							
4. Aster St to Violeta St	Class II – 2 lanes	C	7,000	154 (A)	154 (A)	Yes	No
<b>Lirio Ave</b>							
5. Nardo St to Jacinto St	Class II – 2 lanes	C	7,000	2,600 (B)	5,158 (C)	Yes	No
<b>County Dr</b>							
6. Los Angeles Ave (SR 118) to Rosal Ln	Class I – 2 lanes	C	10,000	598 (A)	2,744 (B)	Yes	No
<b>Telephone Rd</b>							
7. Saticoy Ave to Wells Rd	Divided Arterial	E	36,000	17,147 (C)	21,348 (D)	Yes	No
<b>Azahar St</b>							
8. Alelia St to Campanula Ave	Class I – 2 lanes	C	10,000	901(A)	2,979 (B)	Yes	No
<b>Nardo St</b>							
9. West of Wells Rd (SR 118)	Class I – 2 lanes	C	10,000	3,222 (B)	7,170 (C)	Yes	No
<b>Rosal Ln</b>							
10. Alelia St to Campanula Ave	Class II – 2 lanes	C	7,000	178 (A)	178 (A)	Yes	No
<b>Snapdragon St</b>							
11. Los Angeles Ave to Jonquil St	Class II – 2 lanes	C	7,000	718 (A)	856 (A)	Yes	No
<b>Aster St</b>							
12. Los Angeles Ave to Wells Rd (SR 118)	Class II – 2 lanes	C	7,000	1,284 (A)	1,427 (A)	Yes	No

Table Source: Fehr & Peers, 2014.



#### Wells Road (SR 118) – Darling Road to Telephone Road

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Cumulative plus Project conditions, the volume on this segment is 66,465. Since the project adds trips to this segment, the impact is considered significant.

#### Wells Road (SR 118) – Violeta Street to Nardo Street

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus Project conditions, the volume on this segment is 68,987. Since the project adds trips to this segment, the impact is considered significant.

#### Wells Road (SR 118) – County Street to Vineyard Street

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus Project conditions, the volume on this segment is 63,934. Since the project adds trips to this segment, the impact is considered significant.

Analysis sheets are provided in Appendix C.

### **INTERSECTION MITIGATION MEASURES**

The following mitigation measures would reduce identified impacts related to transportation and traffic. Construction of mitigation measures would be required as a condition of development when a new development in the Saticoy plan area results in a significant impact at the study facilities. Because this study analyzed the full buildout of the project, the construction of a singular project may not result in a direct project impact, but would contribute to a cumulative project impact.

The impact assessment and identified mitigation measures were developed based on the Sunnyvale CEQA case for Existing plus Project. Although the full buildout of the project is at the programmatic level and would therefore be unrealistic to assume onto existing conditions<sup>4</sup>, the assessment and associated mitigation measures have been identified to provide as much information to the decision makers as possible.

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<sup>4</sup> *Sunnyvale West Neighborhood Association, et al., v. City of Sunnyvale City Council* (2010). Court decision strongly suggests that Existing plus Project scenario should always be included, even in cases where the analysis may seem meaningless, such as a long-range development plan. Prior to Sunnyvale, long-range development plans would not include an Existing plus Project analysis.



### **Existing plus Project Conditions**

**TRAF-1:** At the intersection of Wells Road (SR 118) & Darling Road, widen Wells Road (SR 118) to its ultimate configuration of three through lanes northbound and southbound. Additionally, the project would widen and restripe the eastbound approach to include an exclusive left-turn lane in addition to a shared through-right lane. The widening of this intersection would require coordination with Caltrans and the City of Ventura. With the aforementioned improvements, the intersection impact would be *less than significant after mitigation*.

**Background:** This intersection will provide access to the northern portion of Old Town Saticoy and the north part of the study area, in addition to through trips from the Industrial portions of the project area. As such, there is an increase in project trips traveling through the intersection that decreases the LOS from D or better to LOS F. Under the County and City's significance thresholds, this creates an intersection impact.

**TRAF-2:** At the intersection of Wells Road (SR 118) & Telephone Road, widen Wells Road (SR 118) to its ultimate configuration of three through lanes northbound and southbound, and would require coordination with Caltrans. This would improve operations from LOS F (AM) and E (PM) to LOS D (AM) and C (PM). However, this improvement would only partially mitigate the intersection. As such, with the aforementioned improvements, the intersection impact would be *significant and unavoidable*.

**Background:** This intersection will provide access to the northern portion of Old Town Saticoy, in addition to through trips from the Industrial portions of the project area. As such, there is an increase in project trips traveling through the intersection that decreases the LOS from D or better to E or F. Under the County's significance thresholds, this creates an intersection impact.

**Discussion:** To fully mitigate the intersection, it would be necessary to further widen the southbound approach to four through lanes, and to separate the eastbound left/through lane to be exclusive left and through lanes. The full mitigation measures are not recommended, as the additional lanes would increase the crossing distance for pedestrians, thus lowering their comfort and level of service. The widening of SR 118, however, is recommended and is consistent with the General Plan.

**TRAF-3:** At the intersection of Wells Road (SR 118) & Violeta Street, signalize the intersection. Additionally, the northbound and southbound lanes should be widened to its ultimate configuration of three through lanes in each direction. This would require coordination with Caltrans, who maintains SR 118. Pending approval from Caltrans, this intersection would be *less than significant*.

**Background:** This intersection is currently side-street stop-controlled, with right-turn only access at the westbound approach. The intersection provides direct access to the Old Town Saticoy area. The westbound approach would experience substantial delays due to increased demand and throughput along SR 118. Signalizing the intersection, while widening the SR 118 corridor to its ultimate configuration, would improve the operations to LOS C or better.





**TRAF-4:** At the intersection of Wells Road (SR 118) & Nardo Street, widen SR 118 to its ultimate configuration of three through lanes northbound and southbound, which would require coordination with Caltrans. While this would improve the LOS at the intersection, it would not improve it to less-than-significant. As such, the impact is *significant and unavoidable*.

**Background:** This intersection will provide access to the eastern industrial portion of Saticoy, as well as to Old Town Saticoy. As such, there is an increase in project trips traveling through the intersection that decreases the LOS from D or better to E or F. Under the County's significance thresholds, this creates an intersection impact.

**Discussion:** To fully mitigate the intersection, it would be necessary to reconstruct the intersection as follows:

- Further widen the southbound approach to four through lanes
- Reconfigure the westbound approach to include dual left-turn lanes, an exclusive through lane, and two right-turn lanes with overlap
- Further widen the northbound approach to reconfigure the shared through/right-turn lane to exclusive through and right-turn lanes
- Add a dual left-turn lane at the eastbound approach

The full mitigation measures are not recommended, as the additional lanes would increase the crossing distance for pedestrians, thus lowering their comfort and level of service. The widening of SR 118, however, is recommended and is consistent with the General Plan.

**TRAF-5:** At the intersection of Wells Road (SR 118) and County Drive, widen SR 118 to its ultimate configuration of three through lanes northbound and southbound. This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be *less than significant after mitigation*.

**Background:** This intersection will provide access to the eastern industrial portion of the Saticoy Area, in addition to through trips from the Old Town section of the project area. As such, there is an increase in project trips traveling through the intersection that adds more than 10 trips to the critical turns at the intersection, which is already operating at LOS D. Under the County's significance thresholds, this creates an intersection impact.

**TRAF-6:** Widen the roadway segment of Wells Road (SR 118) between Darling Road and Telephone Road to its ultimate configuration of three through lanes northbound and southbound. This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be *less than significant after mitigation*.

**Background:** SR 118 would be conditioned for widening to six lanes (three travel lanes in each direction) prior to the project buildout. Under Existing plus Project conditions, this segment is considered impacted because the addition of project traffic results in the segment operating at LOS E conditions.



**TRAF-7:** Widen the roadway segment of Wells Road (SR 118) between Violeta Street and Nardo Street to its ultimate configuration of three through lanes northbound and southbound. This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be *less than significant after mitigation*.

**Background:** SR 118 would be conditioned for widening to six lanes (three travel lanes in each direction) prior to the project buildout. Under Existing plus Project conditions, this segment is considered impacted because the addition of project traffic results in the segment operating at LOS E conditions.

**TRAF-8:** Widen the roadway segment of Wells Road (SR 118) between County Drive and Vineyard Avenue to its ultimate configuration of three through lanes northbound and southbound. This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be *less than significant after mitigation*.

**Background:** SR 118 would be conditioned for widening to six lanes (three travel lanes in each direction) prior to the project buildout. Under Existing plus Project conditions, this segment is considered impacted because the addition of project traffic results in the segment operating at LOS E conditions.

### **Cumulative plus Project Conditions**

**TRAF-9:** At the intersection of Wells Road (SR 118) and Darling Road, widen Wells Road (SR 118) to its ultimate configuration of three through lanes northbound and southbound. Additionally, the project would widen and restripe the eastbound approach to include an exclusive left-turn lane in addition to a shared through/right lane. The widening of this intersection would require coordination with Caltrans and the City of Ventura. With the aforementioned improvements, the intersection impact would be *less than significant after mitigation*.

**Background:** This intersection will provide access to the northern portion of Old Town Saticoy and the north part of the study area, in addition to through trips from the Industrial portions of the project area. As such, there is an increase in project trips traveling through the intersection that decreases the LOS from D (AM) and E (PM) to LOS F. Under the County and City's significance thresholds, this creates an intersection impact.

**TRAF-10:** At the intersection of Wells Road (SR 118) & Telephone Road, widen SR 118 to its ultimate configuration of three through lanes northbound and southbound, and would require coordination with Caltrans. This would improve operations from LOS F (AM) and E (PM) to LOS D (AM) and C (PM). However, this improvement would only partially mitigate the intersection. As such, with the aforementioned improvements, the intersection impact would be significant and unavoidable.

**Background:** This intersection will provide access to the northern portion of Old Town Saticoy, in addition to through trips from the Industrial portions of the project area. As such, there is an increase in project trips traveling through the intersection that would further degrade the intersection's operations. Under the County's significance thresholds, this creates an intersection impact.



**Discussion:** To fully mitigate the intersection, it would be necessary to further widen the southbound approach to four through lanes. The full mitigation measures are not recommended, as the additional lanes would increase the crossing distance for pedestrians, thus lowering their comfort and level of service. The widening of SR 118, however, is recommended and is consistent with the General Plan.

**TRAF-11:** At the intersection of Wells Road (SR 118) & Violeta Street, signalize the intersection. Additionally, the northbound and southbound lanes should be widened to its ultimate configuration of three through lanes in each direction. This would require coordination with Caltrans, who maintains SR 118. Pending approval from Caltrans, this intersection would be *less than significant*.

**Background:** This intersection is currently side-street stop-controlled, with right-turn only access at the westbound approach. The intersection provides direct access to the Old Town Saticoy area. The westbound approach would experience substantial delays due to increased demand and throughput along SR 118. Signalizing the intersection, while widening the SR 118 corridor to its ultimate configuration, would improve the operations to LOS C or better.

**TRAF-12:** At the intersection of Wells Road (SR 118) & Nardo Street, widen SR 118 to its ultimate configuration of three through lanes northbound and southbound. This would require coordination with Caltrans. While this would improve the LOS at the intersection, it would not improve it to less-than-significant. As such, the impact is *significant and unavoidable*.

**Background:** This intersection will provide access to the eastern industrial portion of Saticoy, as well as to Old Town Saticoy. As such, there is an increase in project trips traveling through the intersection that would further degrade the intersection's operations. Under the County's significance thresholds, this creates an intersection impact.

**Discussion:** To fully mitigate the intersection, it would be necessary to reconstruct the intersection as follows:

- Further widen the southbound approach to four through lanes
- Reconfigure the westbound approach to include dual left-turn lanes, an exclusive through lane, and two right-turn lanes with overlap
- Further widen the northbound approach to reconfigure the shared through/right turn lane to exclusive through and right-turn lanes
- Add a dual left-turn lane at the eastbound approach

The full mitigation measures are not recommended, as the additional lanes would increase the crossing distance for pedestrians, thus lowering their comfort and level of service. The widening of SR 118, however, is recommended and is consistent with the General Plan.

**TRAF-13:** At the intersection of Wells Road (SR 118) & County Drive, widen SR 118 to its ultimate configuration of three through lanes northbound and southbound. This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be *less than significant after mitigation*.



**Background:** This intersection will provide access to the eastern industrial portion of the Saticoy Area, in addition to through trips from the Old Town section of the project area. As such, there is an increase in project trips traveling through the intersection that adds more than 10 trips to the critical turns at the intersection, which is already operating at LOS D. Under the County's significance thresholds, this creates an intersection impact.

**TRAF-14:** Widen the roadway segment of Wells Road (SR 118) between Darling Road and Telephone Road to its ultimate configuration of three through lanes northbound and southbound. This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be *less than significant after mitigation*.

**Background:** SR 118 would be conditioned for widening to six lanes (three travel lanes in each direction) prior to the project buildout. Under Cumulative plus Project conditions, this segment is considered impacted because the addition of project traffic results in the segment operating at LOS F conditions.

**TRAF-15:** Widen the roadway segment of Wells Road (SR 118) between Violeta Street and Nardo Street to its ultimate configuration of three through lanes northbound and southbound. This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be *less than significant after mitigation*.

**Background:** SR 118 would be conditioned for widening to six lanes (three travel lanes in each direction) prior to the project buildout. Under Cumulative plus Project conditions, this segment is considered impacted because the addition of project traffic results in the segment operating at LOS E conditions.

**TRAF-16:** Widen the roadway segment of Los Angeles Avenue (SR 118) between County Drive and Vineyard Avenue to its ultimate configuration of three through lanes northbound and southbound. This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be *less than significant after mitigation*.

**Background:** SR 118 would be conditioned for widening to six lanes (three travel lanes in each direction) prior to the project buildout. Under Cumulative plus Project conditions, this segment is considered impacted because the addition of project traffic results in the segment operating at LOS E conditions.



## 5. EVALUATION OF PROPOSED CONNECTIONS TO ROADWAY NETWORK

This chapter presents an evaluation of proposed modifications to the roadway network. The County proposes six automobile-related network changes in the study area, provided in **Figure 4**. For each change, the context, shift in vehicular trips, and subsequent VMT changes – if applicable – are noted. The provision of additional connections in the roadway network can make the area more robust. VMT is evaluated to measure the effect of providing more direct connections in the network, as compared to more circuitous paths currently needed to travel between portions of the Saticoy area. Furthermore, these connections are evaluated by VMT and qualitative analyses rather than at an intersection operations level, as the intersection operations do not reflect the overall effect of the connections on the network in Saticoy.

### METHODOLOGY

For each new proposed connection, the logical existing path and the logical future path was measured. The difference in the two path lengths was then recorded. The trip distribution for the Project was then reviewed to determine the percentage of existing and future trips that would be diverted from the existing route to the future route. The number of diverted daily trips was multiplied by the distance saved to determine the change in VMT between the existing roadway network and modified roadway network.

### NEW ROADWAY CONNECTIONS

#### **1 and 2. Connect Telephone Road to Los Angeles Avenue; Complete North/South Link from Los Angeles Avenue to Snapdragon Street and Eliminate S-Curve on Aster Street**

The new road connection of Telephone Lane (i.e., from Telephone Road to Los Angeles Ave) via the existing signalized intersection at Telephone Road & Wells Road (SR 118) would create a primary entry point into the Saticoy community from Telephone Road. This improvement also would eliminate the “S-curve”, which would be replaced by a cul-de-sac at Aster Street. Additionally, there is currently a gap along Los Angeles Avenue between Aster Street and Violeta Street. The completion of this link would provide a necessary north-south connection for vehicles traveling within Old Town Saticoy, and to the adjacent development in the City of Ventura, as well as between Old Town Saticoy and the South Industrial Section of Saticoy.

These new connections would remove some traffic traveling in the Saticoy area, primarily areas just east of SR 118, that are currently traveling indirect routes to roadways in the project area. As such, some traffic along Clavel Avenue, Campanula Avenue, and Alelia Avenue would be diverted to Los Angeles Avenue. The connection along Telephone Road is forecasted to generate 1,945 new daily trips; a mix of those currently traveling along Aster Street and from the new link connection on Los Angeles Avenue.

**Table 13** provides a summary of the change to the roadway network with regard to VMT. The trip distance reduced for providing these two connections is approximately 0.44 miles, yielding a reduction of 531 daily VMT for both connections. However, the intersection of Telephone Road & Wells Road (SR 118) is determined to be impacted under “with project” conditions, and no mitigation was considered feasible. Adding additional traffic could result in further delays at that intersection.



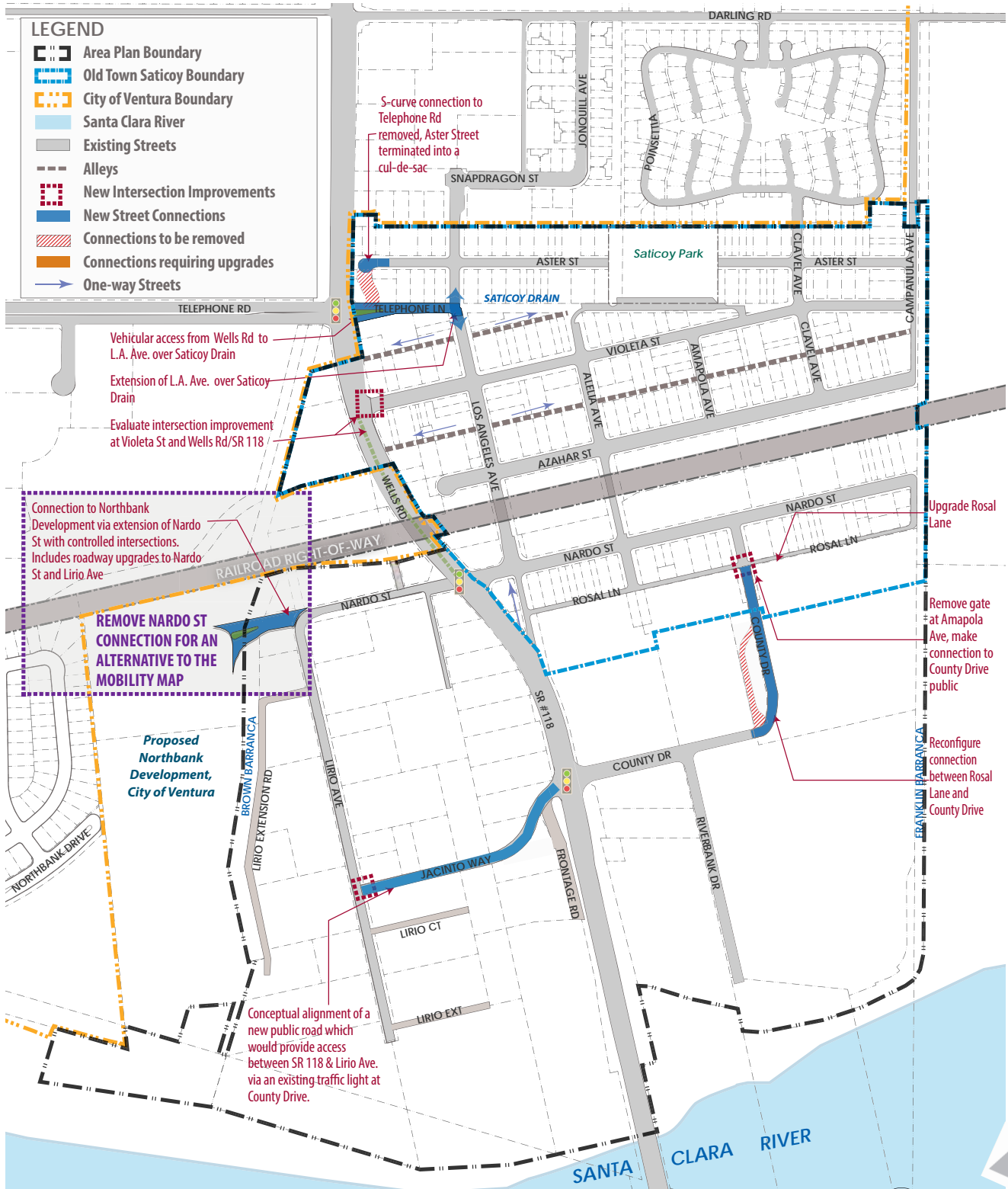


Figure 4  
Vehicular Mobility



**TABLE 13 – VMT CHANGES AT TELEPHONE ROAD CONNECTION**

Change To Network	Change in Volume
Future Projected Los Angeles Avenue Volume (Without Connection)	2,460 [1]
Base Trips Projected to Use New LA Avenue Link	615 [2]
Project Trips Projected to Use New LA Avenue Link	518 [3]
Forecasted Volume for Los Angeles Avenue Link	1,159 [4]
Change in Distance for New Connection	-0.4 miles [5]
Change in VMT	-453 Daily VMT
Cumulative Base (2035) Aster Volume	1,284 [6]
Base Project Trips Assigned to Aster	143 [7]
LA Avenue Link Volume that would be Diverted to Telephone Connection	518
ADT for Telephone Connection	1,945
Change in Distance	0.04 miles [5]
Change in VMT	-78 Daily VMT

[1] Saticoy Tech Memo, factored for future growth

[2] Assumption that 25% of project traffic would use this connection

[3] Forecast that 50% of the trips generated from zones 24-30 that stay within the Plan Area would use new route

[4] Sum of Volume moving through connection and new

[5] Distance saved versus traveling through Saticoy Area on existing roadways

[6] See Table 12

[7] See Table 12

Table Source: Fehr & Peers, 2014.

### **3. Create East/West Road Connecting Lirio Avenue and SR 118 (Wells Road/Los Angeles Avenue)**

This connection would be a new public road to provide access between SR 118 and Lirio Avenue in the western industrial portion of the Saticoy Area. This roadway would utilize the existing signalized intersection at County Drive & Los Angeles Avenue (SR 118) and would primarily serve the industrial land use on Lirio Avenue near Jacinto Way and Lirio Court.

Existing traffic from Nardo Street that is linked to development in the southern part of the West Industrial Section and traveling to points south would use the new connection to get to and from their origins and destinations. Likewise, new development along Jacinto Way, Lirio Court, and Lirio Extension would use this connection, as it would provide a shorter distance of travel than the current path to points south.

The new connection would attract approximately 3,400 total daily trips along the roadway. These trips would be diverted from the northern portion of Lirio Avenue. This would remove approximately 0.6 miles of distance traveled, yielding a daily reduction of 1,951 VMT for this connection. **Table 14** provides the summary of VMT changes.



**TABLE 14 – VMT CHANGES FOR LIRIO CONNECTION**

<b>Change To Network</b>	<b>Change in Volume</b>
Cumulative Base (2035) Nardo Volume	3,222 [1]
Nardo Volume Using Lirio Avenue South	806 [2]
Projected Lirio Volume from Project	2,558 [1]
Projected ADT for Lirio Avenue Connection	3,364 [3]
Change in Distance for New Connection	-0.58 miles [4]
Change in VMT	-1,951 Daily VMT

[1] See Table 12

[2] Approximately 25% of project traffic uses existing, less direct, route

[3] Sum of Nardo Volume using Lirio South and Projected Lirio Volume from Project

[4] Distance saved versus traveling through Saticoy Area on existing roadways

Table Source: Fehr & Peers, 2014.

#### **4. Extend Nardo Street from Lirio Avenue to Northbank Drive**

This extension would connect Saticoy with the Northbank Development located west of the Brown Barranca via Northbank Drive. The Northbank Development traffic study analyzed both a “connection” and “no connection” scenario, but did not require the developer to extend Nardo Street in the County’s jurisdiction.

Based on the Northbank traffic study, with growth applied to forecast year 2035 conditions, this segment would yield approximately 5,500 daily trips without the addition of project traffic, which would include trips from the Project into Northbank, and vice versa. The extension would divert trips in the study area that are currently using Telephone Road as a route between the Northbank area and the western industrial area. This is forecasted to be approximately 500 daily trips, for a total ADT of approximately 6,000.

The new extension would yield a slight reduction in distance (0.07 miles) between traveling along the Northbank Extension and using Telephone Avenue, resulting in a daily reduction of approximately 419 vehicle miles traveled, shown in **Table 15**.





<b>TABLE 15 – VMT CHANGES FOR NARDO EXTENSION</b>	
<b>Change To Network</b>	<b>Change in Volume</b>
Project Traffic Going to Points West Along Telephone Avenue from Western Industrial Area	979 [1]
Projected Project Traffic to Divert to Extension	490 [2]
Projected Volume on Nardo Extension without Project	5,500 [3]
Projected Total Volume on Nardo Extension	5,990 [4]
Change in Distance for New Connection	-0.07 miles [5]
Change in VMT	-419 Daily VMT

[1] 25% of project traffic originating in Zones 22, 23, 31, 32, 33, 34

[2] Approximately 50% of project would divert

[3] Volume from Northbank Traffic Study (2013), grown to year 2035

[4] Sum of Northbank Projection and Project Traffic

[5] Distance saved versus traveling through Saticoy Area on existing roadways

Table Source: Fehr & Peers, 2014.

### **5. Provide a Public Road Connection between County Drive and Nardo Street**

Currently, there is no north-south connection to the South Industrial Section of Saticoy, with the exception of SR 118 and a gate at Amapola Avenue along a private portion of roadway between Rosal Lane and County Drive. Providing a new public road connection between Nardo Street in Old Town Saticoy to County Drive in the South Industrial Section would allow industrial developments in these two sections to be interconnected and would also connect the roadway network along Amapola Avenue, Rosal Lane, and Nardo Street. The volumes along County Drive are currently very low (under 1,000 ADT). With the addition of development in this area, the connection would yield an ADT of approximately 1,500. There would not be a noticeable VMT reduction from this connection, as much of the development is currently using SR 118 to connect between these two areas. However, the new link would enhance connectivity throughout the South Industrial Section by providing an internal connection from SR 118 to the South Industrial Area, and within the internal roadway network.



**TABLE 16 – VMT CHANGES FOR COUNTY DRIVE CONNECTION**

<b>Change To Network</b>	<b>Change in Volume</b>
Cumulative Base (2035) County Drive Volume	598 [1]
County Drive Project Volume Traveling to Points South	836 [2]
Projected Volume on County Drive with Connection	1,434 [3]
Change in Distance for New Connection	-0.05 miles [4]
Change in VMT	-42 Daily VMT

[1] See Table 12

[2] 25% of project trips originating in Zones 27-30 go to points south

[3] Sum of base volume plus diverted volume

[4] Distance saved versus traveling through Saticoy Area on existing roadways

Table Source: Fehr & Peers, 2014.

### **6. Upgrade Rosal Lane to Public Road Standards**

Rosal Lane is currently approximately 16' wide and not consistent with public road standards for its classification (minor residential). As provided in the Project Description, this roadway is proposed as Minor Commercial/Industrial east of Alelia Avenue, and Minor Commercial/Residential west of Alelia Avenue. The land use in this area is proposed to become more industrial and mixed-use in nature, as well.

Under current conditions, Rosal Lane can be difficult for a truck to traverse, and is a narrow 2-lane roadway. Furthermore, garbage cans and other items along the right-of-way effectively narrow the usable space. Upgrading this road would therefore provide a more comfortable travel experience, albeit would not substantially change the traffic volumes along this roadway. Thus, the ADT is anticipated to remain under 1,000 daily trips, as it would still be used by the same adjacent uses as provided in the Saticoy Area Plan. It is recommended that this improvement be constructed to provide adequate access to/from future industrial land uses.

#### **Summary of Changes to Roadway Capacity**

The addition of the connections described in this section would reduce traffic volumes along adjacent roadways internal to the project area. As described in Chapter 4, these internal roadways all operate with sufficient capacity and would continue to operate at sufficient capacity, thus rendering no new impacts.

At locations where the project intends to upgrade a roadway to road standards, this would increase the volume threshold to achieve a LOS, per the *Ventura County Initial Study Guidelines*. If a roadway meets its designated road standards, the roadway's capacity, per these guidelines, can withstand a higher traffic volume to achieve a specific LOS. It would upgrade facilities like Rosal Lane from Class II to Class I.



## **ADDITIONAL TRAFFIC-RELATED CHANGES**

### **7. Traffic Signal at Violeta Street & Wells Road (SR 118)**

The intersection of Violeta Street & Wells Road (SR 118) results in an impact with the changes in land use from the Project. A proposed mitigation is to signalize this intersection. The intersection currently meets signal warrants during the PM peak hour (provided in Appendix E), and would meet signal warrants during one or more peak hours under Project conditions. Additionally, installing a traffic signal could allow full access at the eastern leg of the intersection, which is currently right-turn only. This would improve egress from the Old Town Saticoy area.

The Violeta Street & Wells Road (SR 118) intersection is located 380 feet south of the Telephone Avenue & Wells Road (SR 118) intersection. This is sufficient distance between signalized intersections, but it would be recommended that the two intersections be synchronized to enhance operations along the Wells Road (SR 118) corridor.

Since SR 118 is maintained by Caltrans, implementing this improvement would require coordination with that agency, and not under direct control of the County.

Other improvements were considered, using Fehr & Peers XWalk+ Crosswalk Treatment Identification Tool. This toolkit was developed based on research from the National Cooperative Highway Research Program (NCHRP) and Federal Highway Administration, and provides guidance about the types of treatment appropriate under various conditions. Based on the speed, roadway width, volumes, and other attributes at this intersection, the preferred candidate pedestrian treatment at this intersection – absent a new signal – would be to direct pedestrians to the nearest safe crossing and consider channelization. Alternatively, a Rectangular Rapid Flashing Beacon (RRFB) could be considered at this location. The XWalk+ worksheet is provided in Appendix G.

If the intersection is not signalized, then it is strongly recommended the County use caution in implementing other pedestrian crossing improvements at the location, or implement measures to divert pedestrians to the nearest crossing. Since the nearest crossing is more than 300 feet away, and because SR 118 operates at high speeds and requires pedestrians to cross multiple lanes, other crossing improvements such as median refuge islands, rapid rectangular flashing beacons, and pedestrian actuated signals should be considered. A marked crosswalk alone at this location may result in increased collisions.

### **8. Circulation Improvements for Los Angeles Avenue & SR 118**

Los Angeles Avenue begins as a 1-way roadway at SR 118, with northbound traffic only, south of Nardo Street. There is no control at the origin of the roadway with SR 118. At Nardo Street, Los Angeles Avenue is controlled by a stop sign. North of Nardo Street, it becomes a 2-lane roadway. There is "do not enter" signage in the southbound direction.

It is recommended that the small portion of Los Angeles Avenue between SR 118 and Nardo Street remain as-is. The following options were considered:

- Remain as is: This portion of the roadway provides access for trips entering Saticoy without subsequent delays at the intersection of Nardo Street & SR 118. Leaving it as-is would continue to alleviate *some* ingress traffic off of Nardo Street, and is the recommended approach.



- Remove Los Angeles Avenue Connection: This approach would remove the segment of ingress traffic using Los Angeles Avenue between SR 118 and Nardo Street. In doing so, these trips would be diverted to northbound right-turn trips at the intersection of SR 118 & Nardo Street. This intersection is already significantly impacted, and adding more traffic to this location would further impact the location.
- Convert the segment two travel lanes: This approach would allow the southernmost section of Los Angeles Avenue to operate as a 2-way roadway. To achieve adequate sight distance for southbound trips, the intersection of SR 118 and Los Angeles Avenue would need to be completely reconfigured, as the current “sharp right” onto Los Angeles Avenue does not provide adequate southbound sight distance for motorists. The intersection would need to be signalized as well, since southbound traffic would otherwise experience delays traveling onto SR 118 from Los Angeles Avenue. The expense of a complete reconfiguration and reconstruction of this intersection is not warranted for a slight benefit of alleviating some traffic from Nardo Street.

### **9. Parking Configurations**

The proposed Road Network Plan includes a mix of on-street parallel and angled parking in the Town Center and Residential/Mixed-Use zones. Head-in angled parking is currently found along the north side of Azahar Street, between Alelia Avenue and its western terminus. The proposed mobility plan would expand the head-in angled parking to include the entirety of the south side of Azahar Street, and the segment of Violeta Street between Wells Road (SR 118) and Alelia Avenue.

For head-in angled parking with a 60-degree ingress point, there is less than 11' of curb length needed per stall. Conversely, parallel parking generally requires 25' of curb length per stall. The inclusion of angled parking can increase parking supply by over 200%. Additionally, the ease of ingress and egress can provide less intrusion on vehicular mobility compared to parallel parking.

One concern with head-in angled parking is that it can conflict with cyclist mobility. Violeta Street and Azahar Street are both designated to have Class III Bicycle Facilities in the Area Plan. Diagonal parking is generally not recommended alongside bicycle facilities, as drivers backing out of the stall have poor vision of oncoming cyclists due to obstructions from other parked vehicles and driver visibility at the angle of parking.<sup>5</sup> Thus, providing head-in angled parking could result in a modest increase in crash risk compared to traditional parallel parking or back-in angled parking.

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<sup>5</sup> Federal Highway Administration University Course on Bicycle and Pedestrian Transportation (2006). Lesson 15: Bicycle Lanes. Available at: <http://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/chapt15.cfm>



Parallel parking improves visibility for motorists to see cyclists when exiting the parking space. The trade-off for providing parallel parking instead of angled parking is a decrease in supply, as noted. Another solution is to provide back-in angled parking. Instead of motorists driving head-in to an angled parking stall, the orientation of the angle would be opposite, and motorists would drive beyond the stall and back in at an angle.<sup>6</sup> This provides motorists with better vision of cyclists when they exit the spot, while retaining the additional parking supply in the Old Town area. If considered for the Old Town area, it is necessary to ensure the car stops before encroaching on pedestrian space, and to put in countermeasures to avoid idling.

All three designs of on-street parking described above have different benefits and consequences. The effect of parking maneuvers on active transportation users is one consideration when selecting the most appropriate parking type for a specific street. If conflicts with cyclists are a concern on a given roadway segment, back-in angled parking is recommended.

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<sup>6</sup> *Pedestrian and Bicycle Information Center*. "Back-in angle parking: what is it, and when and where is it most effective?" Available at: [http://www.pedbikeinfo.org/data/faq\\_details.cfm?id=3974](http://www.pedbikeinfo.org/data/faq_details.cfm?id=3974)



## 6. EVALUATION OF PROPOSED MULTI-MODAL NETWORK

This section presents an evaluation of the proposed multi-modal network as indicated in **Figure 5**. The Saticoy Area Plan proposes additional provisions of pedestrian, bicycle, and transit facilities in its mobility element, and includes goals and policies pertaining to multi-modal transportation. This chapter analyzes the improvements and the changes on the Multi-Modal Level of Service.

### SUMMARY OF GOALS AND POLICIES

Goal #3 of the Saticoy Area Plan mobility chapter is to provide “a multi-modal network that provides alternate modes of transportation for pedestrians, bicyclists, and transit users.” The following policies are documented as part of this goal:

- MOB-3.1: Discretionary projects, as well as public improvement projects, shall include sidewalks, street lighting, street trees, and accessible crosswalks. Where appropriate, bus shelters and traffic calming measures should be included (see Section V. Road Classifications in the Area Plan and Multimodal Map – Figure IV.4).
- MOB-3.2: To encourage walking within the Saticoy community, discretionary development shall locate the primary building entry where it is visible from, and accessible to, the pedestrian network, and pedestrian links shall be provided from that entry to the planned pedestrian network. In addition, large-scale projects shall include pedestrian connections and amenities within the project site.
- MOB 3.3: New commercial projects within the Town Center shall contribute their fair share towards an established fee program to develop a pedestrian-oriented network of walkways that include trees, decorative lighting, and benches.
- MOB-3.4: Within the Town Center and Residential/Mixed Use zones, minimize the number of curb cuts that cross pedestrian routes by using one or more of the following: (a) provide access to on-site parking via internal alleys/lanes; (b) use shared entry/access routes; and (c) locate access points off roadways with less pedestrian traffic.
- MOB-3.5: Existing or planned transit service should meet the needs of Saticoy residents and businesses and should be supported by the necessary infrastructure for transit use, including but not limited to: (a) adequate shoulder for bus stops; (b) adequate space for benches or shelters at bus stops; and (c) crosswalks at street corners.
- MOB-3.6: The design of replacement facilities for the Saticoy Drain shall provide the following: (a) vehicular access from SR 118 to L.A. Avenue; (b) allowance for future completion of the north/south link of L.A. Avenue over the Saticoy Drain; and (c) pedestrian/bicycle facilities that connect L.A. Avenue to Saticoy Park.
- MOB-3.7: Public or private projects intended to maintain, restore or enhance the Santa Clara River should incorporate pedestrian and bicycle paths (see Multi-Modal Mobility Map (Exhibit Y).
- MOB-3.8 Implement the bicycle trail, path and route improvements as outlined on Multimodal Mobility Map and ensure that any new or redesigned street allows for adequate bicycle access.



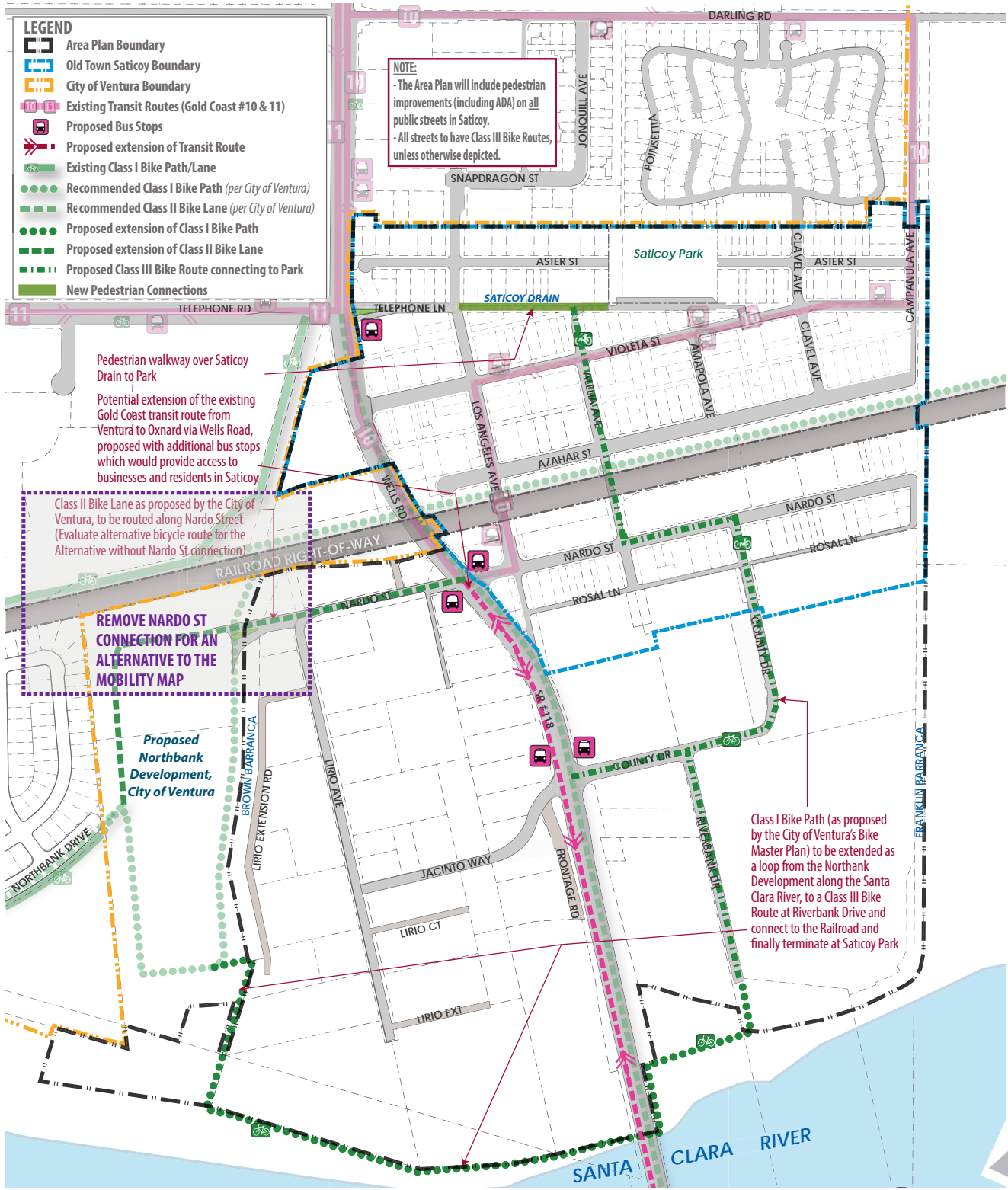


Figure 5  
Multimodal Mobility



- MOB-3.9: Public or private projects shall include provisions for adequate, safe, and convenient long-term and short-term bicycle parking, pursuant to Article 8 of the Ventura County Non-Coastal Zoning Ordinance and the Ventura County Parking and Loading Design Guidelines.

## **PROPOSED MULTI-MODAL FACILITIES**

### ***Pedestrian Facilities***

#### Provision of Sidewalks and Pedestrian Paths

Per the aforementioned mobility goals and policies, the Saticoy Area Plan, once implemented would include continuous walkways along all streets. Additionally, the updated road classification standards for the plan area account for pedestrian parkways along all streets. The parkways would typically include concrete sidewalks along with a landscaped buffer/planting strip or tree planters. Parkway widths range from a minimum of eight feet (Commercial/Industrial Collector) to 12 feet (Minor Commercial/Residential). Pedestrian amenities including street trees and street lighting are included in on all parkways on all public streets. Details for parkways, including the width of the sidewalk within the parkway, and other amenities can be referenced in Table V.I of the Saticoy Area Plan.

#### New Pedestrian Connections

The area plan proposes a new linear park for pedestrians and bicycles from Los Angeles Avenue to the Saticoy Park along the Saticoy Drain, connecting and improving access to Saticoy Park.

#### Crosswalks

The project proposes new marked crosswalks at the following locations:

- Telephone Road & Los Angeles Avenue (all legs)
- Violeta Street & Los Angeles Avenue (all legs)
- Azahar Street & Los Angeles Avenue (all legs)
- Nardo Street & Los Angeles Avenue (north and east legs)
- Azahar Street & Alelia Avenue (all legs)
- Violeta Street & Amapola Avenue (south and east legs)

### ***Bicycle Facilities***

#### Class I Bicycle Facilities

The Area Plan proposes an extension to two Class I Bike Paths planned for the railroad right-of way (i.e., Santa Paula Branch Line Recreational Trail), and to the Class I Bike Path (as proposed by the City of Ventura's Bike Master Plan) to be extended as a loop from the Northbank Development along the Santa Clara River, and connecting to Riverbank Drive.





### Class II Bicycle Facilities

The Area Plan proposes a Class II bicycle lane along Nardo Street between Lirio Avenue and Wells Road (SR 118). This would connect to the Northbank Drive extension and proposed development, and to the City of Ventura's proposed Class I bicycle path.

### Class III Bicycle Facilities

The Area Plan proposes that all streets have Class III bicycle routes, unless a Class I or II facility is planned or existing along the roadway.

### Class IV Bicycle Facilities

The Area Plan does not propose any Class IV (cycletrack) facilities.

### ***Transit Facilities***

The Area Plan includes a recommended extension of Route 10 southbound along SR 118. The transit route currently terminates at Nardo Street. The proposed extension would terminate in Oxnard, providing a direct connection through SR 118 between Saticoy and Oxnard; transit users currently must transfer buses near the Ventura County Government Center to travel between Saticoy and Oxnard.

The Area Plan recommends additional transit stops at the following intersections:

- Telephone Road & Wells Road (SR 118)
- Nardo Street & Wells Road (SR 118)
- County Drive & Los Angeles Avenue (SR 118) (both ways)

## **MULTI-MODAL LEVEL OF SERVICE**

The Saticoy MMLOS approach identifies attributes of a location and identifies a qualitative LOS grade based on the attributes of the pedestrian, bicycle, or transit facility. This MMLOS approach was originally developed as part of the City of Carlsbad's General Plan effort, to adequately measure the effects of multi-modal changes on the roadway network. Each attribute contributes to a point system that, when the total points for all attributes are added together, corresponds to a qualitative letter grade, as shown in **Table 17** below. The specifics for each MMLOS component are further described below. This approach was selected for Saticoy, through discussion with county staff, as it is sensitive to subtle changes to the mobility network; currently available MMLOS software is typically insensitive to the built environment in areas akin to Saticoy and would not be able to sufficiently evaluate the change to the multi-modal experience based on improvements to the roadway network.



TABLE 17 – MMLOS POINT SYSTEM AND LOS RATING	
Point Score	LOS
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Table Source: Fehr & Peers, 2014.

### **MMLOS Criteria**

This section describes the MMLOS criteria for each mode.

#### Pedestrian MMLOS

The Pedestrian MMLOS criteria evaluate the quality of the pedestrian system (e.g., number of vehicle lanes that need to be crossed and the speed of adjacent traffic) and the friendliness of the infrastructure at intersections (e.g., pedestrian countdown heads, dedicated pedestrian phases (e.g., a scramble phase), curb extensions, refuge median). The pedestrian level of service criteria are outlined below:

- Total number of lanes (including travel lanes and turn lanes) at a pedestrian crossing
  - 4 points for roads with two lanes or fewer; or
  - 3 points for roads with three lanes; or
  - 2 points for roads with four lanes; or
  - 1 point for roads with five lanes; or
  - 0 points for roads with more than five lanes
- Crossing Quality
  - 0.5 points for presence of a pedestrian refuge
  - 0.5 points for well-marked crossways and mid-block crossings at safe and convenient locations
  - 0.5 points for signing, striping, sidewalks, and other elements that suggest the presence of a pedestrian crossing
  - 0.5 points for drivers and pedestrians having unobstructed views of each other
  - 0.5 points for posted speeds of 25 miles per hour or less
- Other Elements
  - 1 point for active building frontages (e.g., buildings that front the street)
  - 0.5 for pedestrian lighting at night
  - 0.5 points for street trees and/or quality street furniture facing the land uses



- 0.5 points for sidewalks that area at least 10 feet wide adjacent to retail, at least six feet wide adjacent to residential uses, or at least eight feet wide everywhere else
- 0.5 points for a sense of security by the presence of other people and clear sight lines
- 0.5 points for on-street parking and/or landscaping as a “buffer” from vehicle traffic and pedestrian walkway

### Bicycle MMLOS

The Bicycle MMLOS criteria evaluates the quality of the bicycle system (e.g., bicycle route, bicycle lanes, or bicycle pathway; presence of bicycle buffers from the vehicle travel way), the *amenities* of the system (e.g., presence of bicycle parking), and the friendliness of the infrastructure (e.g., bicycle detection at intersections, pavement conditions, presence of vehicle parking). Bicycle level of service criteria are outlined below:

- Type of bicycle facility
  - 6 points for multiple bicycle facilities (e.g., a bike path and bike lanes or something similar) along the corridor; or
  - 5 points for a Class I facility (off-street path) or a Class II facility (on-street bicycle lanes) with a bicycle buffer (e.g., striped median buffering the bicycles from the vehicles either on the right side or left side of the bike lane depending on if parallel parking exists); or
  - 4 points for a Class II facility that incorporates a painted lane that is at least 6 feet wide and signage or a Class III facility (bike route designated by signage only) that incorporates sharrows (marked chevrons to “share the road” between bicyclists and motorists); or
  - 3 points for Class II bike lanes that are under 6 feet wide or a Class III facility
- Connectivity – 0.5 points if the street is directly connected to bicycle facilities in all four directions at intersections
- Amenities
  - 0.5 points if bicycle racks are provided along the street segment corridor
  - 0.5 points if signage denoting the bicycle facility is provided
  - 0.5 points for bike-friendly intersections (e.g., bicycles are not trapped by right-turn lanes, there is space for bicycles to bypass the vehicle queue, etc.)
  - 0.5 points for enhanced bicycle detection or video detection at an intersection
- Other Elements
  - 0.5 points for posted speed limits of 25 miles per hour or less
  - 0.25 points for posted speed limits of 30 miles per hour or less
  - 0.5 points for good pavement conditions
- Adjacent Vehicle Parking
  - 1.5 points for no parking along the street; or
  - 1 point for backed-in angled parking; or 0.5 points for parallel parking



### Transit MMLOS

The Bicycle MMLOS streets, the MMLOS criteria evaluates the *transit vehicle right-of-way* (e.g., dedicated or shared, signal priority), *hours and frequency of service* (e.g., weekday/weekend hours, peak period headway); *performance* (e.g., on-time or late); *amenities and safety* (e.g., lighting, covered stop, bench, on-board bike/surfboard storage); and *connectivity* (e.g., to other transit routes, employment areas, schools, visitor attractions, and other major destinations). The transit level of service criteria are outlined below:

- Right-of-Way
  - 0.5 points for dedicated right of way for transit only
- Service
  - 2 points for at least 15-minute headways during the peak hours
  - 1 point for at least 30-minute headways during the peak hours
  - 0.5 for at least 60-minute headways during the peak hours
  - 2 points for good on-time performance
- Visual Interest Adjacent Land Use and Amenity
  - 0.5 points for covered bus stops
  - 0.5 points for a bench
  - 0.5 points for a well-lit stop that provides a sense of security
- Other Elements
  - 0.5 points for a corridor that has transit preemption to reduce delays
  - 0.5 points for routes that have available seats on the bus
  - 0.5 points for the availability to directly access multiple routes (e.g., the stop serves more than one bus route)
  - 1 point for bike parking availability at the bus stop
  - 1 point for buses that provide on-board bike racks

### ***Evaluation of MMLOS on Saticoy Study Facilities***

#### Pedestrian MMLOS

Under Existing conditions, in the majority of the study area, pedestrians must cross two or fewer lanes. However, marked crosswalks, sidewalks, pedestrian-scale lighting, and other pedestrian amenities are limited. As such, the Existing Pedestrian MMLOS for most of the study roadway segments in the Saticoy area is LOS E or F.



The County proposes the addition of marked crosswalks at six new locations, as noted. The Mobility Plan also includes the provision of sidewalks along all roadway segments in the study area. Along Commercial/Industrial and Minor Commercial/Residential roadways, sidewalks are further widened to 8 or 12 feet, respectively.

Several Mobility Plan policies further support an enhanced pedestrian environment, and are reflected in the Future MMLOS analysis. These include:

- Active building frontages facing walkways (Policy LU 1.2)
- Wider pedestrian walkways in Minor Commercial/Residential areas (road classification)
- Provision of pedestrian lighting, street trees, and furniture (Policy MOB 3.1 and 3.3)
- Land use that encourages pedestrian activity and increase in pedestrian volumes (Policy MOB 3.2)

**Table 18** provides a summary of existing and future pedestrian MMLOS. LOS worksheets are provided in Appendix F.

As shown in **Table 18**, the mobility plan and policies improve the level of service throughout the plan area. Specifically, in the Old Town and Residential/Mixed-Use area, Pedestrian LOS improves from LOS E to LOS A. There are more subtle improvements in the industrial areas, which are generally more vehicle-focused due to the nature of the built environment.

TABLE 18 – PEDESTRIAN OPERATIONS						
Street	From	To	Existing Points	Existing LOS	Future Points	Future LOS
Los Angeles Avenue	Aster Street	Violeta Street	5.0	E	9.0	A
Lirio Avenue	Nardo Street	Jacinto Way	4.0	F	6.0	D
County Drive	Los Angeles Ave (SR 118)	Rosal Lane	6.0	D	6.5	D
Azahar Street	Alelia Ave	Campanula Avenue	5.5	E	9.0	A
Nardo Street	Lirio Ave	Wells Rd (SR 118)	4.0	F	6.0	D
Rosal Lane	Alelia Ave	Campanula Avenue	4.0	F	6.0	D

Table Source: Fehr & Peers, 2014.

### Bicycle MMLOS

Under existing conditions, there are limited bicycle facilities, as documented in Chapter 2 of this report. As such, the MMLOS for bicycle operations is LOS F under existing conditions.

The Saticoy Area Plan Multimodal Mobility Plan includes a Class I bicycle trail along the railroad right-of-way, referred to as the Santa Paula Branch Line Recreational Trail, and the City of Ventura’s planned recreational trail along the Santa Clara River. The Mobility network includes the Class II Bike Lane connecting Northbank Drive to SR 118, which is included in the City of Ventura’s Bicycle Master Plan. Class III bicycle routes are planned for most public streets within Old Town.



There are two Mobility Plan policies that further support an enhanced cycling environment, and are reflected in the Future MMLOS analysis. These include:

- Provisions for convenient long-term and short-term bicycle parking (MOB 3.8)
- Provisions for bicycle paths in conjunction with future development (MOB 3.7)

**Table 19** provides a summary of existing and future bicycle MMLOS. LOS worksheets are provided in Appendix F.

As shown in **Table 19**, the mobility plan and policies improve the LOS throughout the plan area. The LOS along several of these segments could be further enhanced by reducing the speed limit to 25 miles per hour or less or providing connections to Class II facilities. Traditional angled parking can affect the comfort level for cyclists, thus reducing the LOS, relative to no parking or parallel parking. The County could consider back-in angled parking to increase the parking supply in the Old Town area without obstructing bicycle operations.

<b>TABLE 19 – BICYCLE OPERATIONS</b>						
<b>Street</b>	<b>From</b>	<b>To</b>	<b>Existing Points</b>	<b>Existing LOS</b>	<b>Future Points</b>	<b>Future LOS</b>
Los Angeles Avenue	Aster Street	Violeta Street	1.0	F	5.5	E
Lirio Avenue	Nardo Street	Jacinto Way	1.0	F	5.5	E
County Drive	Los Angeles Ave (SR 118)	Rosal Lane	1.5	F	5.5	E
Azahar Street	Alelia Ave	Campanula Avenue	0.5	F	8.0	B
Nardo Street	Lirio Ave	Wells Rd (SR 118)	1.0	F	7.5	C
Rosal Lane	Alelia Ave	Campanula Avenue	2.0	F	5.5	E

Table Source: Fehr & Peers, 2014.

### Transit MMLOS

Transit MMLOS was assessed for Wells Road (SR 118), which is the main transit corridor in the study area. There are currently two transit lines operated by Gold Coast Transit that provide service to Saticoy (Routes 10 and 11). The Multi-Modal Mobility Plan proposes the extension of Route 10 southbound on SR 118, to provide a direct connection between Saticoy and the City of Oxnard. The Area Plan also includes provisions for four additional bus stops on SR 118.

Mobility policy MOB-3.5 notes that existing and planned transit should provide necessary infrastructure for transit use, including adequate space for bus stops and bus shelters. Future bus stops would provide more amenities than current, including shelter and furniture (there are currently some bus stops in the study area providing these amenities).



**Table 20** provides a summary of existing and future transit MMLOS for Wells Road (SR 118). LOS worksheets are provided in Appendix F.

TABLE 20 – TRANSIT OPERATIONS						
Street	From	To	Existing Points	Existing LOS	Future Points	Future LOS
Wells Rd (SR 118)	Darling Road	Vineyard Street	5.0	E	6.5	D

Table Source: Fehr & Peers, 2014.

As shown in **Table 20**, the mobility plan and policies improve the LOS throughout the plan area. The LOS along several of these segments could be further enhanced by increasing peak hour headways from 30 minutes to 15 minutes or less, and providing bicycle parking at the bus stops.



## 7. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the Saticoy Area Plan's potential traffic impacts of the proposed development, proposed roadway network, and proposed multi-modal mobility network. The following summarizes the results of this analysis:

- The Project would result in roadway segment impacts along SR 118 under existing and future year conditions. SR 118
- The Project would result in intersection impacts at all five study intersections.
- No full mitigation measures are feasible under Future Year buildout conditions for intersections; the widening of SR 118 to six lanes would mitigate impacts to roadway segments.
- Proposed changes to the roadway network would enhance connectivity throughout the Saticoy area, and result in slight reductions to VMT.
- A traffic signal at Violeta Street & Wells Road (SR 118) would improve operations at this location, but would require coordination with Caltrans, which is responsible for maintaining the SR 118 corridor.
- It is acceptable to include the provisions of parallel and angled parking in the Old Town Saticoy area, but head-in angled parking can create conflicts for bicyclists and may result in a modest increase in crash risk. It is therefore recommended that the County consider back-in angled parking to reduce obstructions for cyclists that could be linked to angled parking.
- The Mobility policies support a multi-modal network. The Saticoy plan also includes several multi-modal changes, including provision of sidewalks, bicycle facilities, and a transit expansion. When evaluated using MMLOS methodologies, the study facilities improve MMLOS for pedestrians, cyclists, and transit users.





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**APPENDIX A:  
TRAFFIC COUNT SHEETS**

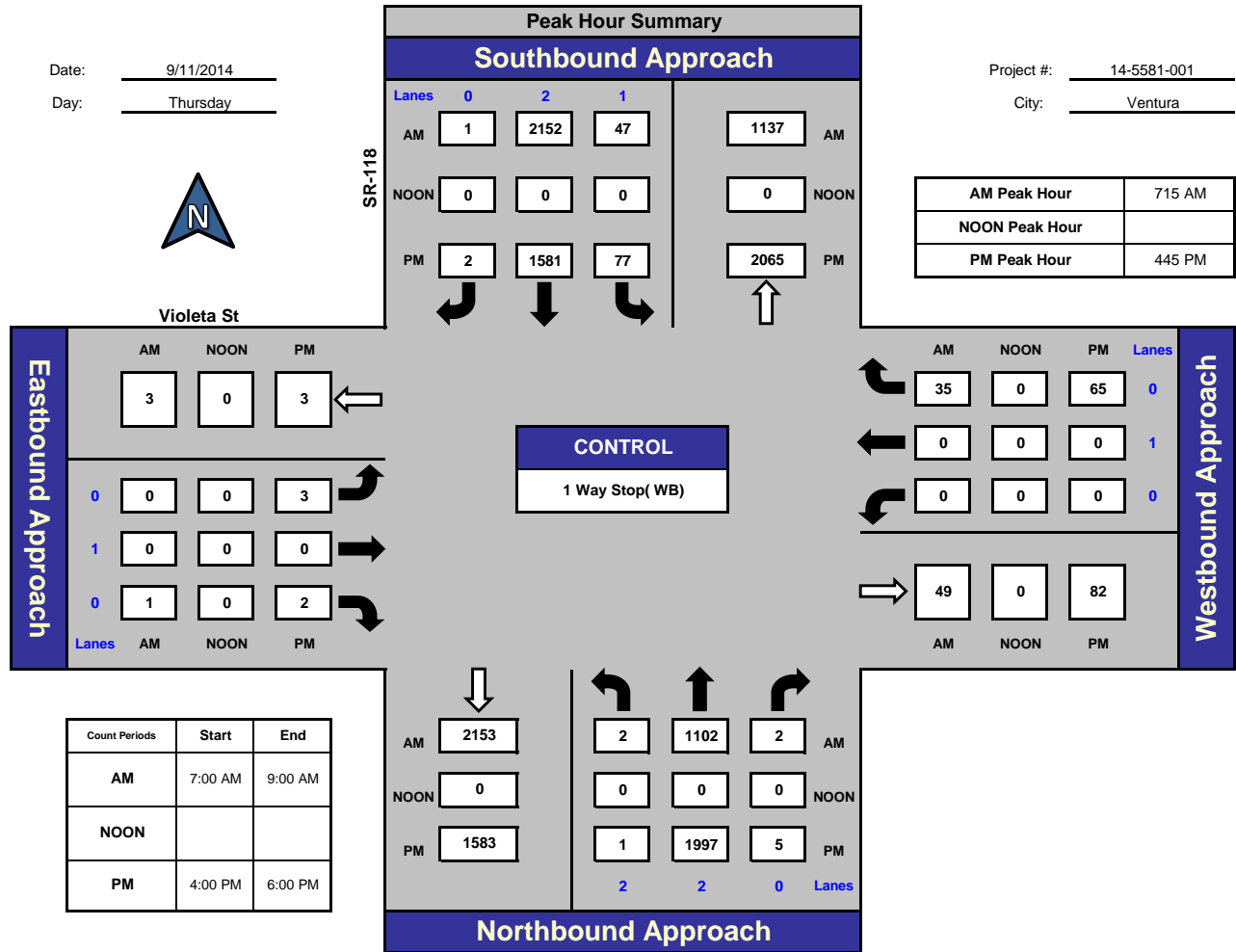
# ITM Peak Hour Summary



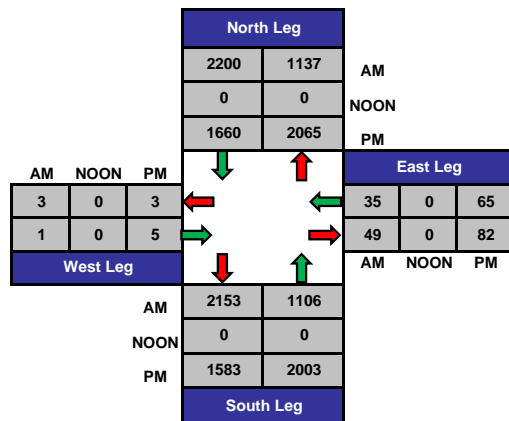
## SR-118 and Violeta St., Ventura

Date: 9/11/2014  
Day: Thursday

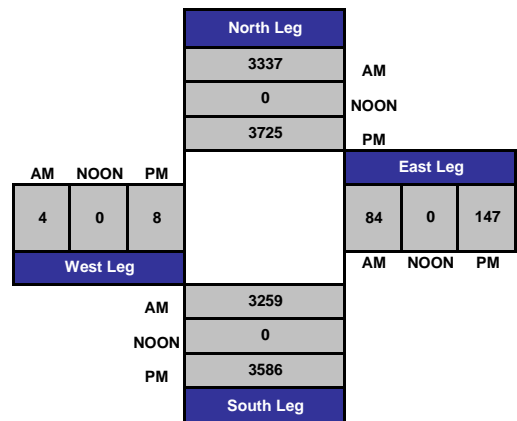
Project #: 14-5581-001  
City: Ventura



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5581-001

Day: Thursday

City: Ventura

Date: 9/11/2014

AM

NS/EW Streets:	SR-118		SR-118			Violeta St			Violeta St			TOTAL	
	NORTHBOUND		SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
7:00 AM	0	223	0	9	496	0	2	0	1	0	0	5	736
7:15 AM	0	270	0	8	562	0	0	0	0	0	0	9	849
7:30 AM	1	301	0	5	573	0	0	0	0	0	0	8	888
7:45 AM	1	268	1	17	496	1	0	0	0	0	0	8	792
8:00 AM	0	263	1	17	521	0	0	0	1	0	0	10	813
8:15 AM	1	250	2	19	412	0	0	0	0	0	0	8	692
8:30 AM	1	236	0	13	377	0	0	0	0	0	0	10	637
8:45 AM	1	236	5	15	345	1	0	0	0	0	0	11	614

UTURNS			
NB	SB	EB	WB
0	0		
0	0		
1	0		
1	0		
0	0		
1	2		
1	0		
0	0		
NB	SB	EB	WB
4	2	0	0

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0.24%	99.32%	0.44%	2.65%	97.30%	0.05%	50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	6021

PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	2	1102	2	47	2152	1	0	0	1	0	0	35	3342
PEAK HR FACTOR :	0.916		0.952			0.250			0.875			0.941	

CONTROL : 1 Way Stop( WB)

2    1355    2    58    2647    1    0    0    1    0    0    43

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 14-5581-001

Day: Thursday

City: Ventura

Date: 9/11/2014

PM

NS/EW Streets:	SR-118		SR-118			Violeta St			Violeta St			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
4:00 PM	2	443	2	27	392	0	0	0	1	0	0	21	888
4:15 PM	0	446	4	10	395	0	0	0	0	0	0	15	870
4:30 PM	0	463	3	13	350	0	0	0	0	0	0	16	845
4:45 PM	0	491	1	26	411	1	1	0	2	0	0	16	949
5:00 PM	0	533	1	13	390	0	0	0	0	0	0	12	949
5:15 PM	1	489	1	19	389	0	1	0	0	0	0	17	917
5:30 PM	0	484	2	19	391	1	1	0	0	0	0	20	918
5:45 PM	0	410	4	23	323	0	1	0	0	0	0	20	781

UTURNS			
NB	SB	EB	WB
	0		
	1		
	1		
	2		
	0		
	0		
	1		
	0		

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	3759	18	150	3041	2	4	0	3	0	0	137	7117
APPROACH %'s :	0.08%	99.44%	0.48%	4.70%	95.24%	0.06%	57.14%	0.00%	42.86%	0.00%	0.00%	100.00%	

NB	SB	EB	WB
0	5	0	0

PEAK HR START TIME :	4:45 PM												TOTAL
PEAK HR VOL :	1	1997	5	77	1581	2	3	0	2	0	0	65	3733
PEAK HR FACTOR :	0.938			0.947			0.417			0.813			0.983

CONTROL : 1 Way Stop( WB)

1    2456    6    95    1945    2    4    0    2    0    0    80



# ITM Peak Hour Summary

Prepared by:



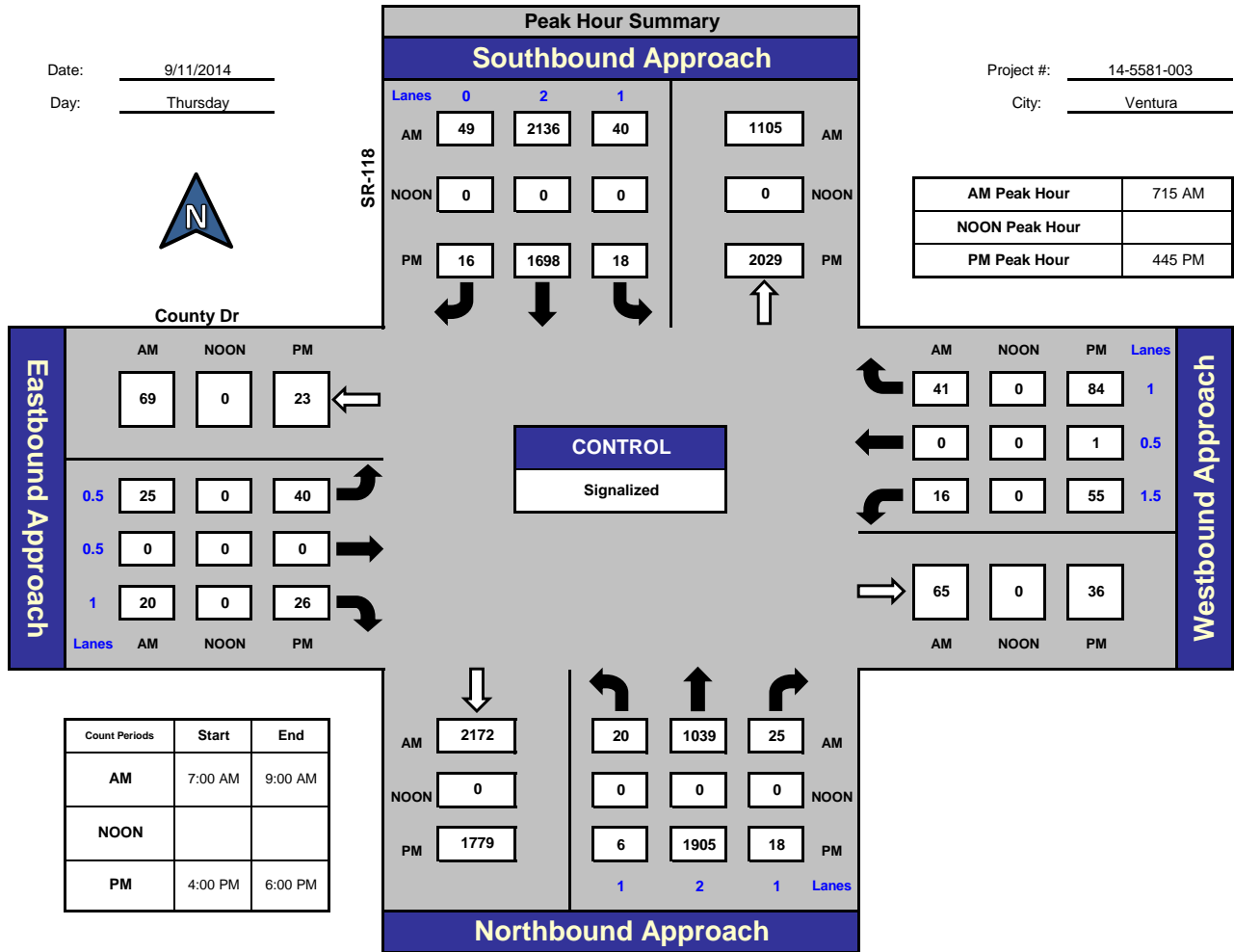
## SR-118 and County Dr., Ventura

Date: 9/11/2014

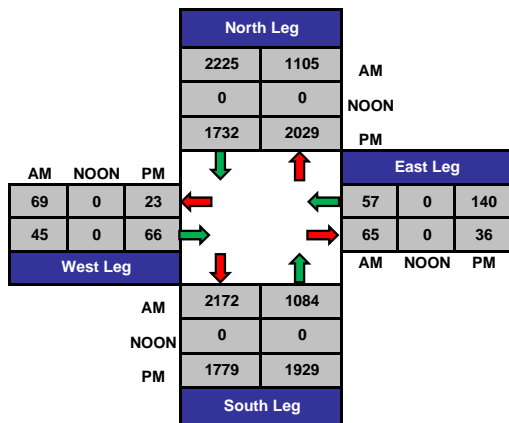
Day: Thursday

Project #: 14-5581-003

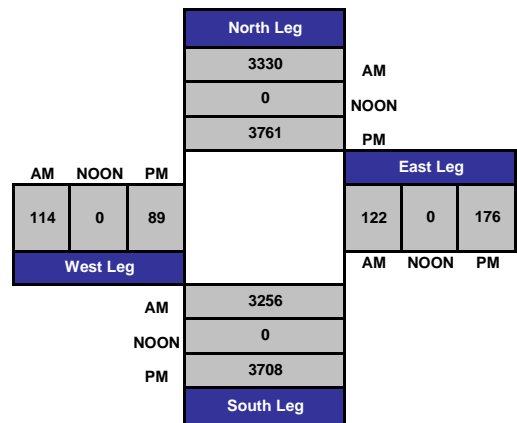
City: Ventura



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 14-5581-003

Day: Thursday

City: Ventura

Date: 9/11/2014

AM

NS/EW Streets:	SR-118		SR-118			County Dr			County Dr			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 1.5	WT 0.5	WR 1	
7:00 AM	8	235	7	5	457	6	4	0	3	3	0	4	732
7:15 AM	2	242	8	9	554	10	4	0	5	3	0	15	852
7:30 AM	5	264	3	8	557	8	10	0	5	8	0	13	881
7:45 AM	12	282	6	13	489	18	5	0	4	3	0	8	840
8:00 AM	1	251	8	10	536	13	6	0	6	2	0	5	838
8:15 AM	4	262	4	5	406	8	12	0	1	5	0	7	714
8:30 AM	3	242	3	11	369	4	5	0	2	6	0	5	650
8:45 AM	2	232	4	7	344	11	4	1	1	3	0	10	619

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	37	2010	43	68	3712	78	50	1	27	33	0	67	6126
APPROACH %'s :	1.77%	96.17%	2.06%	1.76%	96.22%	2.02%	64.10%	1.28%	34.62%	33.00%	0.00%	67.00%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	20	1039	25	40	2136	49	25	0	20	16	0	41	3411
PEAK HR FACTOR :	0.903			0.971			0.750			0.679			0.968

CONTROL : Signalized

25    1278    31    49    2627    60    31    0    25    20    0    50

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5581-003

Day: Thursday

City: Ventura

Date: 9/11/2014

PM

NS/EW Streets:	SR-118		SR-118			County Dr			County Dr			TOTAL	
	NORTHBOUND		SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 1.5	WT 0.5	WR 1	
4:00 PM	10	428	5	3	394	9	14	0	12	3	1	5	884
4:15 PM	4	424	4	11	374	5	23	0	16	3	0	9	873
4:30 PM	2	432	2	4	337	8	16	0	7	16	0	17	841
4:45 PM	0	455	3	9	436	5	10	0	3	21	0	38	980
5:00 PM	2	484	8	3	412	4	15	0	10	11	1	25	975
5:15 PM	3	487	2	5	435	3	10	0	9	8	0	10	972
5:30 PM	1	479	5	1	415	4	5	0	4	15	0	11	940
5:45 PM	1	421	2	4	332	5	4	0	2	7	0	10	788

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	23	3610	31	40	3135	43	97	0	63	84	2	125	7253
APPROACH %'s :	0.63%	98.53%	0.85%	1.24%	97.42%	1.34%	60.63%	0.00%	39.38%	39.81%	0.95%	59.24%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	6	1905	18	18	1698	16	40	0	26	55	1	84	3867
PEAK HR FACTOR :	0.976		0.962			0.660			0.593			0.986	

CONTROL : Signalized

7    2343    22    22    2089    20    49    0    32    68    1    103

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 14-5581-003  
 N/S Street: SR-118  
 E/W Street: Country Dr  
 DATE: 9/11/2014  
 CITY: Ventura

DAY: Thursday

**A M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**P M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	1	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

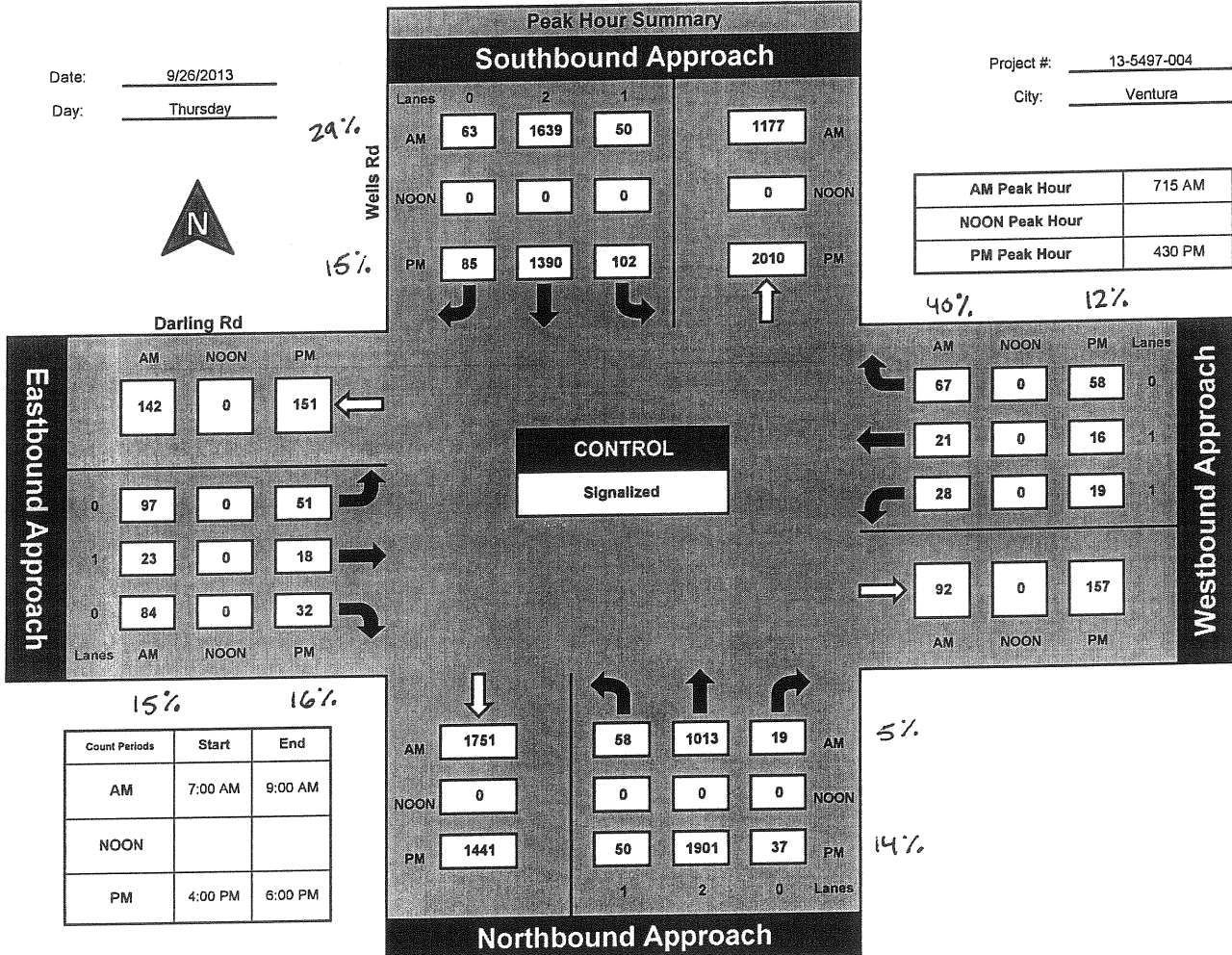
## Wells Rd and Darling Rd, Ventura

Date: 9/26/2013

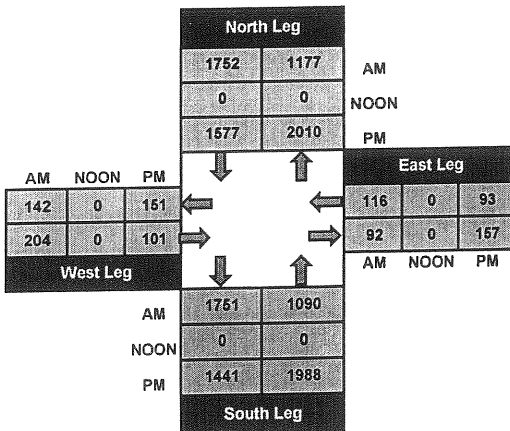
Day: Thursday

Project #: 13-5497-004

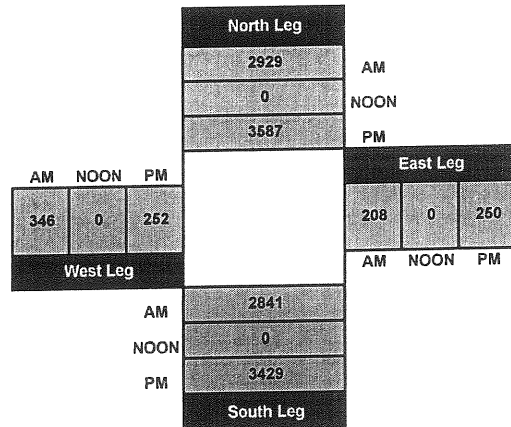
City: Ventura



### Total Ins & Outs



### Total Volume Per Leg



# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

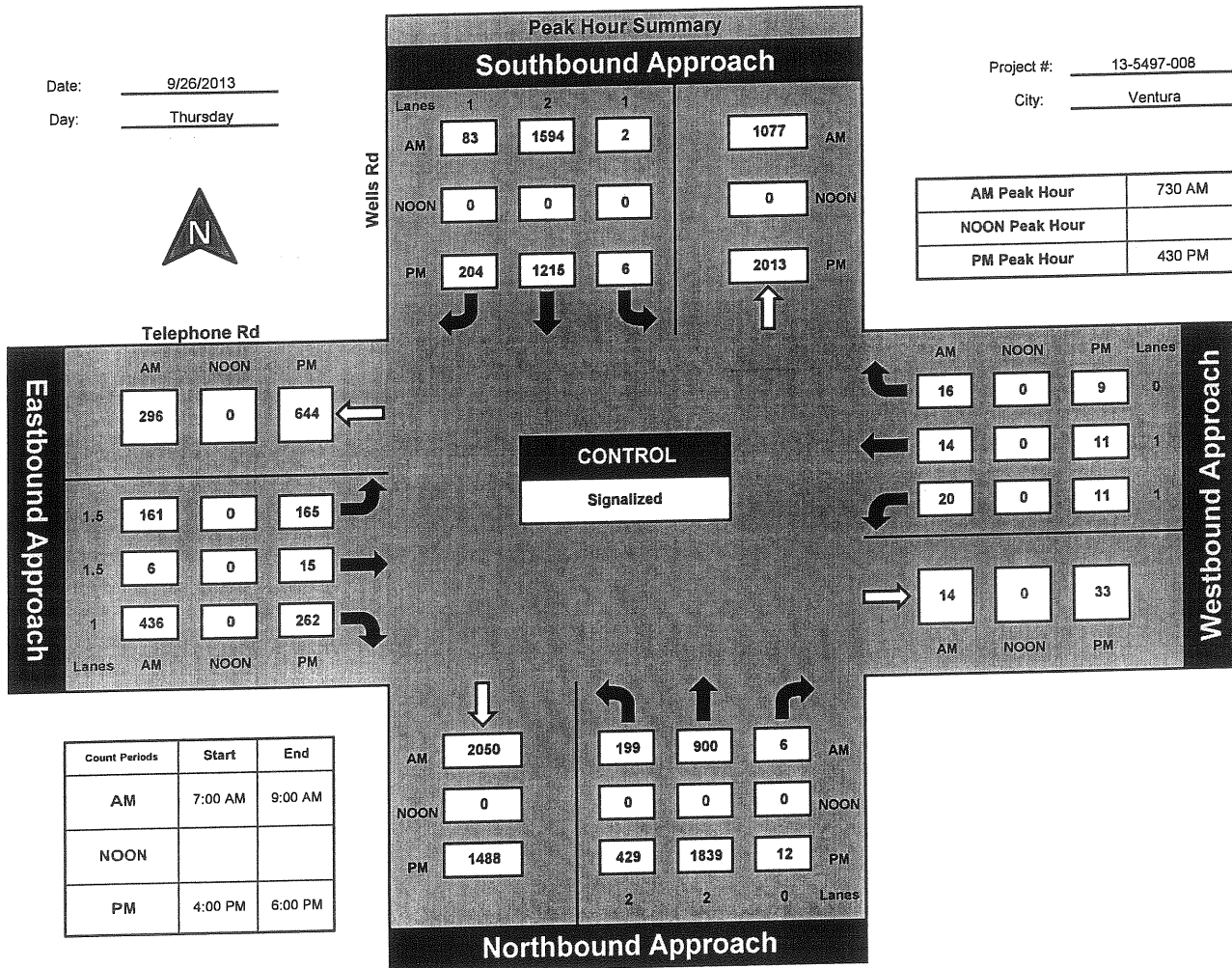
## Wells Rd and Telephone Rd, Ventura

Date: 9/26/2013

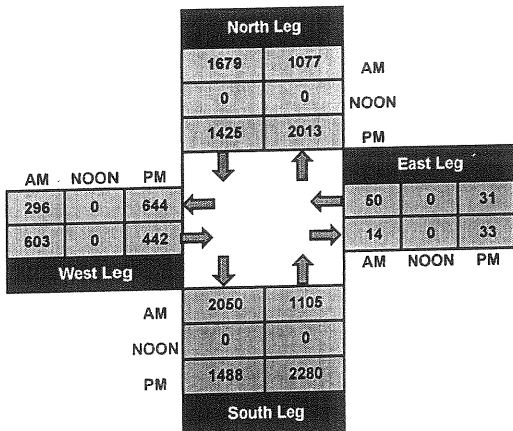
Day: Thursday

Project #: 13-5497-008

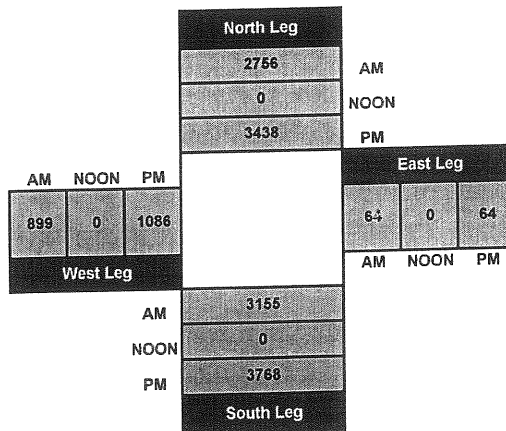
City: Ventura



### Total Ins & Outs



### Total Volume Per Leg



# ITM Peak Hour Summary



National Data & Surveying Services

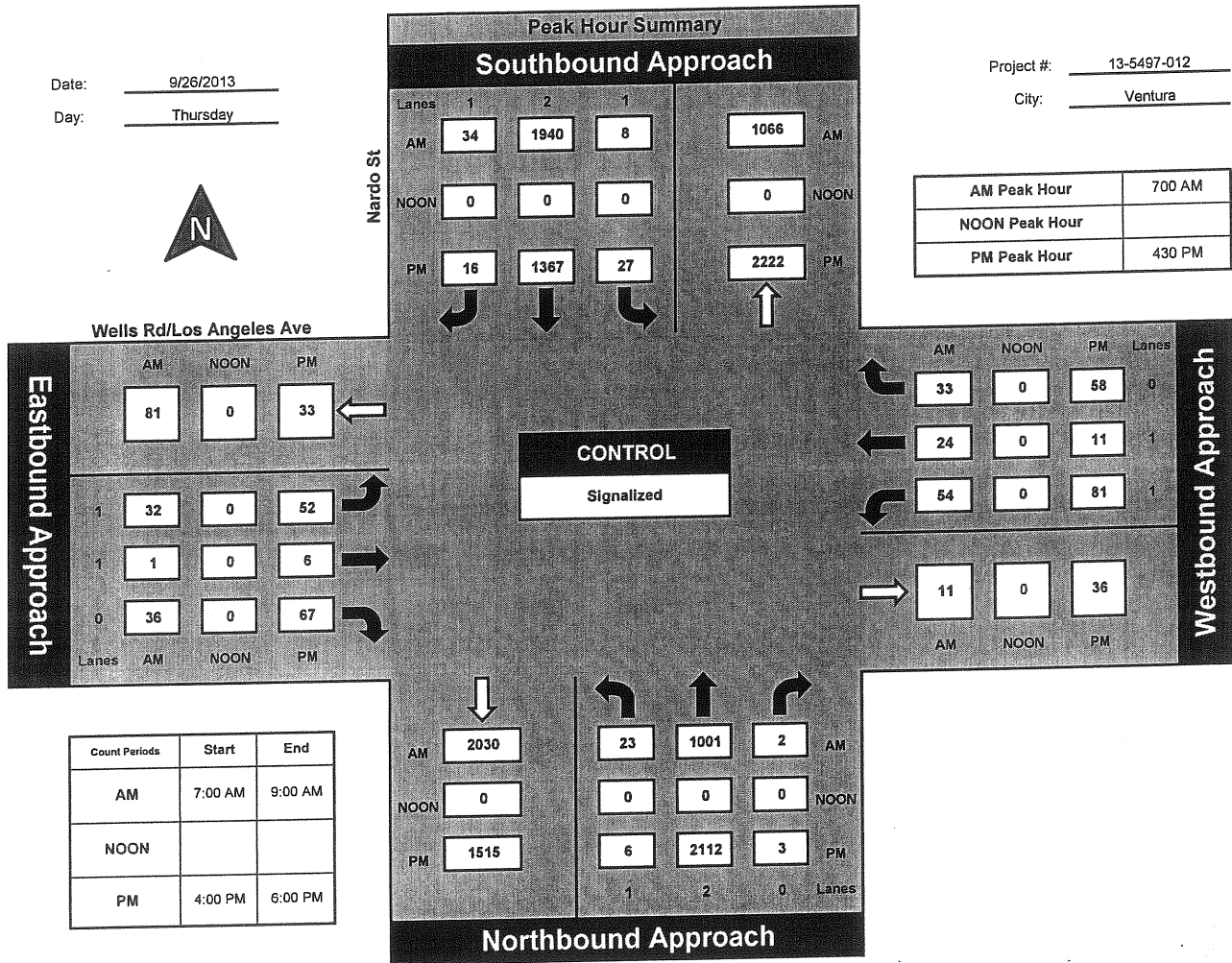
## Nardo St and Wells Rd/Los Angeles Ave, Ventura

Date: 9/26/2013  
Day: Thursday



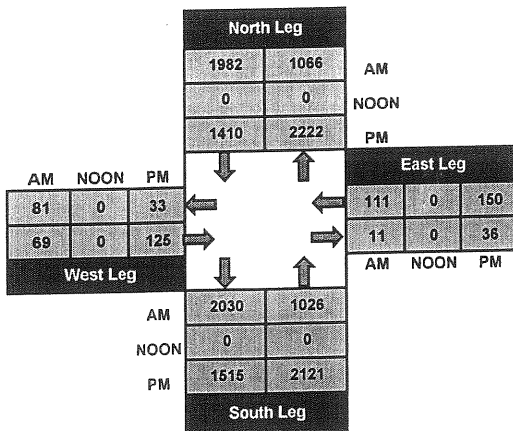
Project #: 13-5497-012  
City: Ventura

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

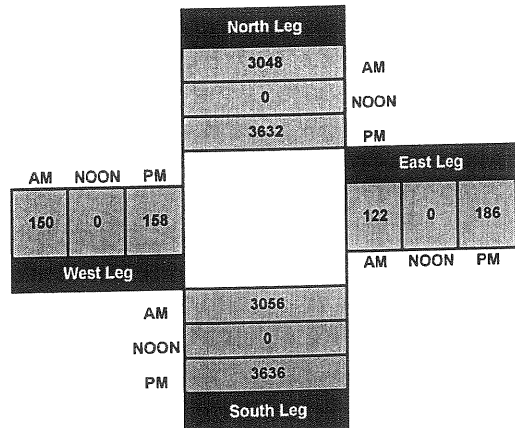


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

### Total Ins & Outs



### Total Volume Per Leg





# CLASSIFICATION

SR-118 Bet. Darling Rd & Telephone Rd

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_001n

**North Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	71	15	0	10	0	0	2	4	0	0	0	0	102
01:00	1	58	14	0	8	0	0	2	0	0	3	0	0	86
02:00	0	29	10	0	5	0	0	0	4	0	0	0	0	48
03:00	0	34	10	0	16	2	0	0	18	0	0	0	0	80
04:00	0	104	32	1	27	3	0	5	12	0	10	0	0	194
05:00	3	424	123	2	92	19	1	4	16	1	5	0	0	690
06:00	4	721	158	5	188	33	1	4	37	1	16	0	0	1168
07:00	3	758	158	4	176	27	1	13	31	2	12	0	0	1185
08:00	1	666	166	3	144	18	2	10	33	0	10	0	0	1053
09:00	2	539	136	5	124	15	1	9	35	1	3	0	0	870
10:00	1	522	142	5	145	22	0	10	40	1	5	0	0	893
11:00	4	555	142	5	173	24	1	13	41	2	12	0	0	972
12:00 PM	1	675	154	2	149	17	1	15	50	1	12	0	0	1077
13:00	2	749	170	4	175	22	2	11	55	2	9	0	0	1201
14:00	1	823	170	4	185	20	2	13	34	1	5	0	0	1258
15:00	4	1036	211	4	212	39	2	11	47	2	7	0	0	1575
16:00	5	1164	243	5	223	46	3	17	44	1	9	0	0	1760
17:00	4	1222	250	4	199	40	3	9	51	1	5	0	0	1788
18:00	3	941	151	3	131	21	1	6	26	1	2	0	0	1286
19:00	2	686	106	1	73	15	0	7	16	0	3	0	0	909
20:00	1	555	70	1	48	11	0	2	12	0	2	0	0	702
21:00	1	393	46	0	33	5	0	0	15	0	0	0	0	493
22:00	1	276	38	0	21	4	0	0	11	0	0	0	0	351
23:00	0	145	24	0	13	0	0	0	8	0	0	0	0	190
<b>Totals</b>	<b>44</b>	<b>13146</b>	<b>2739</b>	<b>58</b>	<b>2570</b>	<b>403</b>	<b>21</b>	<b>163</b>	<b>640</b>	<b>17</b>	<b>130</b>			<b>19931</b>
<b>% of Totals</b>	<b>0%</b>	<b>66%</b>	<b>14%</b>	<b>0%</b>	<b>13%</b>	<b>2%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>			<b>100%</b>

15,929

3,031

971

<b>AM Volumes</b>	19	4481	1106	30	1108	163	7	72	271	8	76	0	0	7341
<b>% AM</b>	0%	22%	6%	0%	6%	1%	0%	0%	1%	0%	0%			37%
<b>AM Peak Hour</b>	06:00	07:00	08:00	06:00	06:00	06:00	08:00	07:00	11:00	07:00	06:00			07:00
<b>Volume</b>	4	758	166	5	188	33	2	13	41	2	16			1185
<b>PM Volumes</b>	25	8665	1633	28	1462	240	14	91	369	9	54	0	0	12590
<b>% PM</b>	0%	43%	8%	0%	7%	1%	0%	0%	2%	0%	0%			63%
<b>PM Peak Hour</b>	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	13:00	13:00	12:00			17:00
<b>Volume</b>	5	1222	250	5	223	46	3	17	55	2	12			1788

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	2238	↔ 11%	2278	↔ 11%	3548	↔ 18%	11867	↔ 60%

**Classification Definitions**

- |                               |                               |                            |                             |                            |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| 1 Motorcycles                 | 4 Buses                       | 7 >=4-Axle Single Units    | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| 2 Passenger Cars              | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers  |                            |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units         | 9 5-Axle Single Trailers   | 12 6-Axle Multi-Trailers    |                            |



# CLASSIFICATION

SR-118 Bet. Darling Rd & Telephone Rd

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_001s

**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	57	9	0	8	0	0	0	10	0	0	0	0	85
01:00	0	25	3	0	8	1	0	0	5	0	0	0	0	42
02:00	0	29	9	0	8	0	0	2	5	0	0	0	0	53
03:00	1	62	16	0	14	1	0	6	8	0	0	0	0	108
04:00	3	180	45	0	36	2	0	0	4	0	2	0	0	272
05:00	1	546	135	2	106	9	0	4	22	1	5	0	0	831
06:00	1	974	217	3	209	31	1	11	41	1	11	0	0	1500
07:00	5	1206	225	4	227	45	3	15	49	3	15	0	0	1797
08:00	3	1025	188	3	212	37	2	13	46	1	9	0	0	1539
09:00	2	699	168	2	150	26	1	7	40	0	10	0	0	1105
10:00	4	595	141	3	160	21	1	10	39	1	13	0	0	988
11:00	2	679	159	4	172	21	1	9	41	1	8	0	0	1097
12:00 PM	1	686	157	2	144	20	1	15	42	0	10	0	0	1078
13:00	4	695	151	2	168	29	1	11	38	1	9	0	0	1109
14:00	2	855	194	4	190	30	1	15	44	2	14	0	0	1351
15:00	5	963	208	2	215	45	2	15	49	1	16	0	0	1521
16:00	2	1047	220	5	195	45	3	13	40	2	11	0	0	1583
17:00	1	998	195	3	168	32	1	7	30	1	6	0	0	1442
18:00	1	770	113	1	104	16	1	8	23	0	3	0	0	1040
19:00	0	508	88	1	68	5	0	3	13	0	2	0	0	688
20:00	1	357	62	0	37	2	0	2	19	0	1	0	0	481
21:00	1	309	35	1	44	4	0	2	15	0	1	0	0	412
22:00	1	214	24	1	17	2	0	2	8	0	3	0	0	272
23:00	0	96	12	0	12	0	0	4	6	0	0	0	0	130
<b>Totals</b>	<b>42</b>	<b>13575</b>	<b>2774</b>	<b>43</b>	<b>2672</b>	<b>424</b>	<b>19</b>	<b>174</b>	<b>637</b>	<b>15</b>	<b>149</b>			<b>20524</b>
<b>% of Totals</b>	<b>0%</b>	<b>66%</b>	<b>14%</b>	<b>0%</b>	<b>13%</b>	<b>2%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>			<b>100%</b>

16,391

3,139

994

<b>AM Volumes</b>	23	6077	1315	21	1310	194	9	77	310	8	73	0	0	9417
<b>% AM</b>	0%	30%	6%	0%	6%	1%	0%	0%	2%	0%	0%			46%
<b>AM Peak Hour</b>	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00			07:00
<b>Volume</b>	5	1206	225	4	227	45	3	15	49	3	15			1797
<b>PM Volumes</b>	19	7498	1459	22	1362	230	10	97	327	7	76	0	0	11107
<b>% PM</b>	0%	37%	7%	0%	7%	1%	0%	0%	2%	0%	0%			54%
<b>PM Peak Hour</b>	15:00	16:00	16:00	16:00	15:00	15:00	16:00	12:00	15:00	14:00	15:00			16:00
<b>Volume</b>	5	1047	220	5	215	45	3	15	49	2	16			1583

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	3336	↔ 16%	2187	↔ 11%	3025	↔ 15%	11976	↔ 58%

**Classification Definitions**

- |                               |                               |                            |                             |                            |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| 1 Motorcycles                 | 4 Buses                       | 7 >=4-Axle Single Units    | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| 2 Passenger Cars              | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers  |                            |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units         | 9 5-Axle Single Trailers   | 12 6-Axle Multi-Trailers    |                            |

**CLASSIFICATION**

SR-118 Bet. Violeta St &amp; Nardo St

Day: Thursday

Date: 9/11/2014

City: Ventura

Project #: CA14\_5580\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	130	28	0	20	2	0	2	9	0	0	0	0	191
01:00	0	89	20	0	19	2	0	1	5	0	1	0	0	137
02:00	0	69	16	0	14	2	0	1	5	0	0	0	0	107
03:00	1	129	34	1	29	4	0	3	9	0	0	0	0	210
04:00	2	323	86	1	66	5	0	5	13	0	10	0	0	511
05:00	4	1035	239	5	231	36	1	10	36	1	11	0	0	1609
06:00	6	1800	425	7	424	79	3	20	76	2	24	0	0	2866
07:00	5	2150	438	11	473	72	5	26	83	3	19	0	0	3285
08:00	7	1733	359	7	386	54	6	23	81	4	18	0	0	2678
09:00	4	1288	304	8	289	47	2	20	65	2	18	0	0	2047
10:00	5	1274	285	4	306	48	2	19	76	2	15	0	0	2036
11:00	6	1359	320	8	309	47	1	21	80	3	14	0	0	2168
12:00 PM	6	1433	332	7	309	59	2	23	78	2	24	0	0	2275
13:00	4	1518	366	7	363	57	2	22	85	1	20	0	0	2445
14:00	3	1745	378	6	403	53	2	25	79	3	20	0	0	2717
15:00	6	2002	468	5	462	77	6	30	98	2	23	0	0	3179
16:00	9	2271	511	9	470	76	2	28	85	2	19	0	0	3482
17:00	7	2310	507	9	399	52	4	25	81	1	18	0	0	3413
18:00	5	1723	360	7	278	31	3	16	51	0	9	0	0	2483
19:00	4	1153	238	4	174	19	0	11	37	1	11	0	0	1652
20:00	3	872	186	2	127	12	0	6	30	1	5	0	0	1244
21:00	2	681	123	2	97	10	0	5	28	0	4	0	0	952
22:00	0	461	84	1	63	6	0	3	16	1	5	0	0	640
23:00	0	235	50	0	34	3	0	3	11	0	1	0	0	337
<b>Totals</b>	<b>89</b>	<b>27783</b>	<b>6157</b>	<b>111</b>	<b>5745</b>	<b>853</b>	<b>41</b>	<b>348</b>	<b>1217</b>	<b>31</b>	<b>289</b>			<b>42664</b>
<b>% of Totals</b>	<b>0%</b>	<b>65%</b>	<b>14%</b>	<b>0%</b>	<b>13%</b>	<b>2%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>			<b>100%</b>

<b>AM Volumes</b>	40	11379	2554	52	2566	398	20	151	538	17	130	0	0	17845
<b>% AM</b>	0%	27%	6%	0%	6%	1%	0%	0%	1%	0%	0%			42%
<b>AM Peak Hour</b>	08:00	07:00	07:00	07:00	07:00	06:00	08:00	07:00	07:00	08:00	06:00			07:00
<b>Volume</b>	7	2150	438	11	473	79	6	26	83	4	24			3285
<b>PM Volumes</b>	49	16404	3603	59	3179	455	21	197	679	14	159	0	0	24819
<b>% PM</b>	0%	38%	8%	0%	7%	1%	0%	0%	2%	0%	0%			58%
<b>PM Peak Hour</b>	16:00	17:00	16:00	16:00	16:00	15:00	15:00	15:00	15:00	14:00	12:00			16:00
<b>Volume</b>	9	2310	511	9	470	77	6	30	98	3	24			3482
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>	
<b>All Classes</b>	Volume			%	Volume		%	Volume		%	Volume		%	
	5963	↔		14%	4720	↔	11%	6895	↔	16%	25086	↔	59%	

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

# CLASSIFICATION

SR-118 Bet. Violeta St & Nardo St

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_002n

**North Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	76	17	0	14	1	0	2	3	0	0	0	0	113
01:00	0	56	16	0	12	1	0	1	2	0	1	0	0	89
02:00	0	34	7	0	5	1	0	0	2	0	0	0	0	49
03:00	0	45	12	0	14	2	0	0	5	0	0	0	0	78
04:00	1	104	33	1	29	3	0	4	7	0	7	0	0	189
05:00	1	403	104	3	95	25	0	3	15	1	5	0	0	655
06:00	2	687	172	4	175	49	1	6	29	0	11	0	0	1136
07:00	2	700	168	3	190	29	2	12	33	1	7	0	0	1147
08:00	4	625	141	5	166	23	1	11	32	1	8	0	0	1017
09:00	2	552	132	4	131	24	1	11	29	1	5	0	0	892
10:00	1	600	148	3	153	23	0	8	39	1	5	0	0	981
11:00	4	650	155	5	158	22	0	12	35	0	8	0	0	1049
12:00 PM	3	716	179	2	155	33	1	12	46	1	11	0	0	1159
13:00	2	791	193	4	182	27	1	11	47	0	14	0	0	1272
14:00	2	879	200	4	201	20	1	12	38	2	6	0	0	1365
15:00	4	1067	265	3	241	30	3	14	53	1	8	0	0	1689
16:00	6	1221	295	5	245	25	1	12	50	1	7	0	0	1868
17:00	5	1281	305	4	225	29	3	13	46	0	9	0	0	1920
18:00	3	996	228	3	167	16	2	7	29	0	5	0	0	1456
19:00	1	657	149	2	100	11	0	7	21	1	5	0	0	954
20:00	2	528	111	1	82	8	0	3	16	1	3	0	0	755
21:00	1	397	81	1	54	6	0	2	14	0	3	0	0	559
22:00	0	267	53	0	38	4	0	1	10	0	1	0	0	374
23:00	0	137	34	0	21	2	0	1	6	0	1	0	0	202
<b>Totals</b>	<b>46</b>	<b>13469</b>	<b>3198</b>	<b>57</b>	<b>2853</b>	<b>414</b>	<b>17</b>	<b>165</b>	<b>607</b>	<b>12</b>	<b>130</b>			<b>20968</b>
<b>% of Totals</b>	<b>0%</b>	<b>64%</b>	<b>15%</b>	<b>0%</b>	<b>14%</b>	<b>2%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>			<b>100%</b>

16,713

3,324

931

<b>AM Volumes</b>	17	4532	1105	28	1142	203	5	70	231	5	57	0	0	7395
<b>% AM</b>	0%	22%	5%	0%	5%	1%	0%	0%	1%	0%	0%			35%
<b>AM Peak Hour</b>	08:00	07:00	06:00	08:00	07:00	06:00	07:00	07:00	10:00	05:00	06:00			07:00
<b>Volume</b>	4	700	172	5	190	49	2	12	39	1	11			1147
<b>PM Volumes</b>	29	8937	2093	29	1711	211	12	95	376	7	73	0	0	13573
<b>% PM</b>	0%	43%	10%	0%	8%	1%	0%	0%	2%	0%	0%			65%
<b>PM Peak Hour</b>	16:00	17:00	17:00	16:00	16:00	12:00	15:00	15:00	15:00	14:00	13:00			17:00
<b>Volume</b>	6	1281	305	5	245	33	3	14	53	2	14			1920

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	2164	↔ 10%	2431	↔ 12%	3788	↔ 18%	12585	↔ 60%

**Classification Definitions**

- |                               |                               |                            |                             |                            |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| 1 Motorcycles                 | 4 Buses                       | 7 >=4-Axle Single Units    | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| 2 Passenger Cars              | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers  |                            |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units         | 9 5-Axle Single Trailers   | 12 6-Axle Multi-Trailers    |                            |

# CLASSIFICATION

SR-118 Bet. Violeta St & Nardo St

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_002s

**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	54	11	0	6	1	0	0	6	0	0	0	0	78
01:00	0	33	4	0	7	1	0	0	3	0	0	0	0	48
02:00	0	35	9	0	9	1	0	1	3	0	0	0	0	58
03:00	1	84	22	1	15	2	0	3	4	0	0	0	0	132
04:00	1	219	53	0	37	2	0	1	6	0	3	0	0	322
05:00	3	632	135	2	136	11	1	7	21	0	6	0	0	954
06:00	4	1113	253	3	249	30	2	14	47	2	13	0	0	1730
07:00	3	1450	270	8	283	43	3	14	50	2	12	0	0	2138
08:00	3	1108	218	2	220	31	5	12	49	3	10	0	0	1661
09:00	2	736	172	4	158	23	1	9	36	1	13	0	0	1155
10:00	4	674	137	1	153	25	2	11	37	1	10	0	0	1055
11:00	2	709	165	3	151	25	1	9	45	3	6	0	0	1119
12:00 PM	3	717	153	5	154	26	1	11	32	1	13	0	0	1116
13:00	2	727	173	3	181	30	1	11	38	1	6	0	0	1173
14:00	1	866	178	2	202	33	1	13	41	1	14	0	0	1352
15:00	2	935	203	2	221	47	3	16	45	1	15	0	0	1490
16:00	3	1050	216	4	225	51	1	16	35	1	12	0	0	1614
17:00	2	1029	202	5	174	23	1	12	35	1	9	0	0	1493
18:00	2	727	132	4	111	15	1	9	22	0	4	0	0	1027
19:00	3	496	89	2	74	8	0	4	16	0	6	0	0	698
20:00	1	344	75	1	45	4	0	3	14	0	2	0	0	489
21:00	1	284	42	1	43	4	0	3	14	0	1	0	0	393
22:00	0	194	31	1	25	2	0	2	6	1	4	0	0	266
23:00	0	98	16	0	13	1	0	2	5	0	0	0	0	135
<b>Totals</b>	<b>43</b>	<b>14314</b>	<b>2959</b>	<b>54</b>	<b>2892</b>	<b>439</b>	<b>24</b>	<b>183</b>	<b>610</b>	<b>19</b>	<b>159</b>			<b>21696</b>
<b>% of Totals</b>	<b>0%</b>	<b>66%</b>	<b>14%</b>	<b>0%</b>	<b>13%</b>	<b>2%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>			<b>100%</b>

17,316

3,385

995

<b>AM Volumes</b>	23	6847	1449	24	1424	195	15	81	307	12	73	0	0	10450		
<b>% AM</b>	0%	32%	7%	0%	7%	1%	0%	0%	1%	0%	0%			48%		
<b>AM Peak Hour</b>	06:00	07:00	07:00	07:00	07:00	07:00	08:00	06:00	07:00	08:00	06:00			07:00		
<b>Volume</b>	4	1450	270	8	283	43	5	14	50	3	13			2138		
<b>PM Volumes</b>	20	7467	1510	30	1468	244	9	102	303	7	86	0	0	11246		
<b>% PM</b>	0%	34%	7%	0%	7%	1%	0%	0%	1%	0%	0%			52%		
<b>PM Peak Hour</b>	12:00	16:00	16:00	12:00	16:00	16:00	15:00	15:00	15:00	12:00	15:00			16:00		
<b>Volume</b>	3	1050	216	5	225	51	3	16	45	1	15			1614		
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>		Volume			%	Volume			%	Volume			%	Volume		
		3799	↔		18%	2289	↔		11%	3107	↔		14%	12501	↔	

**Classification Definitions**

- |                               |                               |                            |                             |                            |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| 1 Motorcycles                 | 4 Buses                       | 7 >=4-Axle Single Units    | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| 2 Passenger Cars              | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers  |                            |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units         | 9 5-Axle Single Trailers   | 12 6-Axle Multi-Trailers    |                            |



# CLASSIFICATION

SR-118 Bet. County Dr & Vineyard Ave

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_003n

## North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	77	14	0	16	1	0	3	3	0	0	0	0	114
01:00	0	56	11	0	12	1	0	2	2	0	1	0	0	85
02:00	0	36	6	0	5	0	0	0	3	0	0	0	0	50
03:00	0	50	10	0	13	1	0	1	7	0	1	0	0	83
04:00	1	128	32	1	27	4	0	3	7	0	7	0	0	210
05:00	1	498	135	2	98	10	0	6	20	1	3	0	0	774
06:00	3	711	177	6	180	22	0	8	28	0	8	0	0	1143
07:00	2	723	169	3	173	24	1	13	31	1	11	0	0	1151
08:00	2	643	177	4	161	22	0	12	28	0	9	0	0	1058
09:00	1	525	125	1	120	21	1	12	27	1	5	0	0	839
10:00	2	526	138	3	137	27	0	14	35	1	4	0	0	887
11:00	3	583	142	1	153	23	0	12	40	0	9	0	0	966
12:00 PM	4	657	150	2	145	23	1	16	37	1	11	0	0	1047
13:00	1	750	170	7	179	24	0	10	47	0	9	0	0	1197
14:00	2	846	194	7	210	28	0	16	42	2	8	0	0	1355
15:00	4	1054	242	3	242	32	1	17	50	1	13	0	0	1659
16:00	3	1194	266	4	226	21	0	12	44	1	7	0	0	1778
17:00	5	1303	236	6	211	24	0	15	37	1	8	0	0	1846
18:00	3	984	186	3	158	14	0	10	29	2	6	0	0	1395
19:00	1	663	130	2	100	10	0	8	22	0	6	0	0	942
20:00	1	543	91	2	81	7	0	4	17	1	4	0	0	751
21:00	1	396	66	1	55	5	0	3	14	0	3	0	0	544
22:00	1	278	42	1	36	3	0	2	10	0	1	0	0	374
23:00	0	149	28	0	23	2	0	1	5	0	1	0	0	209
<b>Totals</b>	<b>41</b>	<b>13373</b>	<b>2937</b>	<b>59</b>	<b>2761</b>	<b>349</b>	<b>4</b>	<b>200</b>	<b>585</b>	<b>13</b>	<b>135</b>			<b>20457</b>
<b>% of Totals</b>	<b>0%</b>	<b>65%</b>	<b>14%</b>	<b>0%</b>	<b>13%</b>	<b>2%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>			<b>100%</b>

16,351

3,169

937

<b>AM Volumes</b>	15	4556	1136	21	1095	156	2	86	231	4	58	0	0	7360
<b>% AM</b>	0%	22%	6%	0%	5%	1%	0%	0%	1%	0%	0%			36%
<b>AM Peak Hour</b>	06:00	07:00	06:00	06:00	06:00	10:00	07:00	10:00	11:00	05:00	07:00			07:00
<b>Volume</b>	3	723	177	6	180	27	1	14	40	1	11			1151
<b>PM Volumes</b>	26	8817	1801	38	1666	193	2	114	354	9	77	0	0	13097
<b>% PM</b>	0%	43%	9%	0%	8%	1%	0%	1%	2%	0%	0%			64%
<b>PM Peak Hour</b>	17:00	17:00	16:00	13:00	15:00	15:00	12:00	15:00	15:00	14:00	15:00			17:00
<b>Volume</b>	5	1303	266	7	242	32	1	17	50	2	13			1846

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	2209	11%	2244	11%	3624	18%	12380	61%

### Classification Definitions

- |                               |                               |                            |                             |                            |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| 1 Motorcycles                 | 4 Buses                       | 7 >=4-Axle Single Units    | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| 2 Passenger Cars              | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers  |                            |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units         | 9 5-Axle Single Trailers   | 12 6-Axle Multi-Trailers    |                            |

# CLASSIFICATION

SR-118 Bet. County Dr & Vineyard Ave

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_003s

**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	46	11	0	7	0	0	2	4	0	0	0	0	70
01:00	0	33	4	0	6	0	0	0	4	0	0	0	0	47
02:00	0	32	11	0	7	0	0	3	2	0	0	0	0	55
03:00	0	76	17	0	16	2	0	4	5	0	0	0	0	120
04:00	1	207	42	1	37	2	0	4	7	0	4	0	0	305
05:00	2	560	126	2	92	22	0	8	16	0	6	0	0	834
06:00	4	999	224	1	236	57	1	13	44	1	9	0	0	1589
07:00	3	1347	264	8	272	49	0	16	43	1	12	0	0	2015
08:00	4	1095	236	2	203	30	1	12	36	1	4	0	0	1624
09:00	2	672	176	2	135	20	0	11	38	0	9	0	0	1065
10:00	3	614	141	5	141	21	0	10	32	1	6	0	0	974
11:00	2	669	172	3	133	26	0	12	43	3	7	0	0	1070
12:00 PM	3	679	176	4	129	21	0	11	31	0	8	0	0	1062
13:00	4	645	159	8	157	25	0	10	32	1	5	0	0	1046
14:00	2	842	185	6	175	22	0	13	34	1	13	0	0	1293
15:00	2	874	198	5	183	19	2	15	36	0	8	0	0	1342
16:00	2	1043	244	6	220	17	0	13	27	1	8	0	0	1581
17:00	3	1105	235	3	179	12	0	11	34	0	6	0	0	1588
18:00	2	735	140	3	101	9	0	9	19	0	2	0	0	1020
19:00	4	494	94	2	76	6	0	8	13	0	5	0	0	702
20:00	1	343	73	1	48	3	0	5	14	0	1	0	0	489
21:00	1	276	42	1	53	2	0	6	13	0	1	0	0	395
22:00	0	195	28	1	24	1	0	2	4	1	1	0	0	257
23:00	0	95	13	0	11	1	0	4	4	0	0	0	0	128
<b>Totals</b>	<b>45</b>	<b>13676</b>	<b>3011</b>	<b>64</b>	<b>2641</b>	<b>367</b>	<b>4</b>	<b>202</b>	<b>535</b>	<b>11</b>	<b>115</b>			<b>20671</b>
<b>% of Totals</b>	<b>0%</b>	<b>66%</b>	<b>15%</b>	<b>0%</b>	<b>13%</b>	<b>2%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>			<b>100%</b>

16,732

3,072

867

<b>AM Volumes</b>	21	6350	1424	24	1285	229	2	95	274	7	57	0	0	9768
<b>% AM</b>	0%	31%	7%	0%	6%	1%	0%	0%	1%	0%	0%			47%
<b>AM Peak Hour</b>	06:00	07:00	07:00	07:00	07:00	06:00	06:00	07:00	06:00	11:00	07:00			07:00
<b>Volume</b>	4	1347	264	8	272	57	1	16	44	3	12			2015
<b>PM Volumes</b>	24	7326	1587	40	1356	138	2	107	261	4	58	0	0	10903
<b>% PM</b>	0%	35%	8%	0%	7%	1%	0%	1%	1%	0%	0%			53%
<b>PM Peak Hour</b>	13:00	17:00	16:00	13:00	16:00	13:00	15:00	15:00	15:00	13:00	14:00			17:00
<b>Volume</b>	4	1105	244	8	220	25	2	15	36	1	13			1588

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	3639	18%	2108	10%	3169	15%	11755	57%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Los Angeles Ave Bet. Aster St & Violeta St

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_004

## Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	3	0	1	0	0	0	0	0	0	0	0	0	5
08:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
09:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9
10:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
11:00	0	3	1	0	2	0	0	0	0	0	0	0	0	6
12:00 PM	0	5	3	1	1	0	0	0	0	0	0	0	0	10
13:00	1	6	2	0	4	1	0	0	0	0	0	0	0	14
14:00	0	6	2	0	2	3	0	0	0	0	0	0	0	13
15:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
16:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
17:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
18:00	1	5	1	0	1	0	0	0	0	0	0	0	0	8
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>4</b>	<b>71</b>	<b>18</b>	<b>2</b>	<b>15</b>	<b>4</b>								<b>114</b>
<b>% of Totals</b>	<b>4%</b>	<b>62%</b>	<b>16%</b>	<b>2%</b>	<b>13%</b>	<b>4%</b>								<b>100%</b>

<b>AM Volumes</b>	2	23	7	1	4	0	0	0	0	0	0	0	0	37	
<b>% AM</b>	2%	20%	6%	1%	4%									32%	
<b>AM Peak Hour</b>	07:00	10:00	10:00	07:00	09:00									10:00	
<b>Volume</b>	1	7	3	1	2									10	
<b>PM Volumes</b>	2	48	11	1	11	4	0	0	0	0	0	0	0	77	
<b>% PM</b>	2%	42%	10%	1%	10%	4%								68%	
<b>PM Peak Hour</b>	13:00	16:00	12:00	12:00	13:00	14:00								13:00	
<b>Volume</b>	1	8	3	1	4	3								14	
<b>Directional Peak Periods</b>			<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>	Volume				%	Volume			%	Volume		%	Volume	%	
	11	↔			10%	24	↔		21%	17	↔	15%	62	↔	54%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	



# CLASSIFICATION

Los Angeles Ave Bet. Aster St & Violeta St

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_004n

## North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	1	0	0	0	0	0	0	0	0	0	3
08:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
09:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
10:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
12:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
13:00	0	2	1	0	2	0	0	0	0	0	0	0	0	5
14:00	0	3	2	0	1	1	0	0	0	0	0	0	0	7
15:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
16:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>33</b>	<b>10</b>	<b>1</b>	<b>7</b>	<b>1</b>								<b>54</b>
<b>% of Totals</b>	<b>4%</b>	<b>61%</b>	<b>19%</b>	<b>2%</b>	<b>13%</b>	<b>2%</b>								<b>100%</b>

	45				9				0							
<b>AM Volumes</b>	2	11	4	1	2	0	0	0	0	0	0	0	0	20		
<b>% AM</b>	4%	20%	7%	2%	4%									37%		
<b>AM Peak Hour</b>	07:00	10:00	10:00	07:00	09:00									10:00		
<b>Volume</b>	1	5	2	1	1									7		
<b>PM Volumes</b>	0	22	6	0	5	1	0	0	0	0	0	0	0	34		
<b>% PM</b>		41%	11%		9%	2%								63%		
<b>PM Peak Hour</b>		12:00	12:00		13:00	14:00								14:00		
<b>Volume</b>		4	2		2	1								7		
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>		
<b>All Classes</b>		Volume			%	Volume			%	Volume			%	Volume		
		7	↔		13%	11	↔		20%	5	↔		9%	31	↔	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Los Angeles Ave Bet. Aster St & Violeta St

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_004s

**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
12:00 PM	0	1	1	1	1	0	0	0	0	0	0	0	0	4
13:00	1	4	1	0	2	1	0	0	0	0	0	0	0	9
14:00	0	3	0	0	1	2	0	0	0	0	0	0	0	6
15:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
16:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
17:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
18:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>38</b>	<b>8</b>	<b>1</b>	<b>8</b>	<b>3</b>								<b>60</b>
<b>% of Totals</b>	<b>3%</b>	<b>63%</b>	<b>13%</b>	<b>2%</b>	<b>13%</b>	<b>5%</b>								<b>100%</b>

	48			12			0							
<b>AM Volumes</b>	0	12	3	0	2	0	0	0	0	0	0	0	0	17
<b>% AM</b>		20%	5%		3%									28%
<b>AM Peak Hour</b>		09:00	09:00		09:00									09:00
<b>Volume</b>		4	2		1									7
<b>PM Volumes</b>	2	26	5	1	6	3	0	0	0	0	0	0	0	43
<b>% PM</b>	3%	43%	8%	2%	10%	5%								72%
<b>PM Peak Hour</b>	13:00	16:00	12:00	12:00	13:00	14:00								13:00
<b>Volume</b>	1	5	1	1	2	2								9
<b>Directional Peak Periods</b>		<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>		Volume	↔		%	Volume	↔		%	Volume	↔		%	
		4			7%	13			22%	12			52%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Lirio Ave Bet. Nardo St &amp; Jacinto Way

Day: Thursday

Date: 9/11/2014

City: Ventura

Project #: CA14\_5580\_005

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	2	0	0	0	1	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	2	3	5	0	1	0	0	0	0	0	0	0	0	11
04:00	0	22	10	0	3	0	0	0	4	0	0	0	0	39
05:00	1	25	28	1	11	33	1	0	4	0	0	0	0	104
06:00	2	52	36	1	18	42	6	1	3	1	0	0	0	162
07:00	0	35	34	0	24	16	1	1	4	2	0	0	0	117
08:00	0	32	18	2	27	7	0	0	6	0	0	0	0	92
09:00	0	27	20	3	24	5	1	0	2	2	0	0	0	84
10:00	0	34	16	3	21	8	0	0	2	1	0	0	0	85
11:00	0	36	31	2	24	9	3	0	3	0	0	0	0	108
12:00 PM	0	34	23	0	10	11	1	0	2	1	0	0	0	82
13:00	2	35	27	3	30	16	1	0	4	0	0	0	0	118
14:00	0	27	21	6	29	26	2	0	4	2	0	0	0	117
15:00	0	55	45	1	23	42	3	2	3	1	0	0	0	175
16:00	1	83	64	2	30	51	1	0	1	0	0	0	0	233
17:00	2	55	16	2	7	9	0	1	2	1	0	0	0	95
18:00	1	24	18	0	10	2	0	2	1	0	0	0	0	58
19:00	1	13	11	0	3	0	0	0	0	0	0	0	0	28
20:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
21:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>17</b>	<b>600</b>	<b>429</b>	<b>26</b>	<b>297</b>	<b>277</b>	<b>20</b>	<b>7</b>	<b>46</b>	<b>11</b>				<b>1730</b>
<b>% of Totals</b>	<b>1%</b>	<b>35%</b>	<b>25%</b>	<b>2%</b>	<b>17%</b>	<b>16%</b>	<b>1%</b>	<b>0%</b>	<b>3%</b>	<b>1%</b>				<b>100%</b>

<b>AM Volumes</b>	7	267	199	12	155	120	12	2	29	6	0	0	0	809
<b>% AM</b>	0%	15%	12%	1%	9%	7%	1%	0%	2%	0%				47%
<b>AM Peak Hour</b>		06:00	06:00	09:00	08:00	06:00	06:00	06:00	08:00	07:00				06:00
<b>Volume</b>	2	52	36	3	27	42	6	1	6	2				162
<b>PM Volumes</b>	10	333	230	14	142	157	8	5	17	5	0	0	0	921
<b>% PM</b>	1%	19%	13%	1%	8%	9%	0%	0%	1%	0%				53%
<b>PM Peak Hour</b>	13:00	16:00	16:00	14:00	13:00	16:00	15:00	15:00	13:00	14:00				16:00
<b>Volume</b>	2	83	64	6	30	51	3	2	4	2				233
<b>Directional Peak Periods</b>														
<b>All Classes</b>														
<b>Volume</b>	209		↔		12%		Volume		200		↔		12%	
<b>%</b>														
<b>Volume</b>	328		↔		19%		<b>Volume</b>		993		↔		57%	
<b>%</b>														
<b>Off Peak Volumes</b>														

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Lirio Ave Bet. Nardo St & Jacinto Way

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_005n

## North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	1	1	0	1	0	0	0	0	0	0	0	0	4
04:00	0	2	1	0	1	0	0	0	3	0	0	0	0	7
05:00	0	1	9	1	2	33	1	0	1	0	0	0	0	48
06:00	1	3	7	1	9	41	5	1	1	1	0	0	0	70
07:00	0	6	19	0	16	12	0	1	1	2	0	0	0	57
08:00	0	16	10	0	12	4	0	0	3	0	0	0	0	45
09:00	0	12	12	2	10	3	0	0	1	1	0	0	0	41
10:00	0	16	7	1	12	5	0	0	0	0	0	0	0	41
11:00	0	21	15	2	13	2	3	0	1	0	0	0	0	57
12:00 PM	0	22	15	0	4	5	1	0	0	1	0	0	0	48
13:00	0	15	12	1	14	6	0	0	2	0	0	0	0	50
14:00	0	17	11	3	13	9	2	0	1	1	0	0	0	57
15:00	0	39	26	1	7	8	3	1	0	1	0	0	0	86
16:00	1	72	48	1	14	6	1	0	1	0	0	0	0	144
17:00	1	47	16	0	3	0	0	0	1	1	0	0	0	69
18:00	1	18	14	0	7	2	0	1	0	0	0	0	0	43
19:00	0	12	7	0	2	0	0	0	0	0	0	0	0	21
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	1	2	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>8</b>	<b>325</b>	<b>233</b>	<b>13</b>	<b>141</b>	<b>136</b>	<b>16</b>	<b>4</b>	<b>16</b>	<b>8</b>				<b>900</b>
<b>% of Totals</b>	<b>1%</b>	<b>36%</b>	<b>26%</b>	<b>1%</b>	<b>16%</b>	<b>15%</b>	<b>2%</b>	<b>0%</b>	<b>2%</b>	<b>1%</b>				<b>100%</b>

	566			290			44								
<b>AM Volumes</b>	3	78	82	7	77	100	9	2	11	4	0	0	0	373	
<b>% AM</b>	0%	9%	9%	1%	9%	11%	1%	0%	1%	0%				41%	
<b>AM Peak Hour</b>		11:00	07:00	09:00	07:00	06:00	06:00	06:00	04:00	07:00				06:00	
<b>Volume</b>	1	21	19	2	16	41	5	1	3	2				70	
<b>PM Volumes</b>	5	247	151	6	64	36	7	2	5	4	0	0	0	527	
<b>% PM</b>	1%	27%	17%	1%	7%	4%	1%	0%	1%	0%				59%	
<b>PM Peak Hour</b>	16:00	16:00	16:00	14:00	13:00	14:00	15:00	15:00	13:00	12:00				16:00	
<b>Volume</b>	1	72	48	3	14	9	3	1	2	1				144	
<b>Directional Peak Periods</b>				<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Classes</b>				Volume	%	Volume	%	Volume	%	Volume	%				
				102	11%	98	11%	213	24%	487	54%				

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Lirio Ave Bet. Nardo St & Jacinto Way

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_005s

## South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	0	0	0	1	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	2	4	0	0	0	0	0	0	0	0	0	0	7
04:00	0	20	9	0	2	0	0	0	1	0	0	0	0	32
05:00	1	24	19	0	9	0	0	0	3	0	0	0	0	56
06:00	1	49	29	0	9	1	1	0	2	0	0	0	0	92
07:00	0	29	15	0	8	4	1	0	3	0	0	0	0	60
08:00	0	16	8	2	15	3	0	0	3	0	0	0	0	47
09:00	0	15	8	1	14	2	1	0	1	1	0	0	0	43
10:00	0	18	9	2	9	3	0	0	2	1	0	0	0	44
11:00	0	15	16	0	11	7	0	0	2	0	0	0	0	51
12:00 PM	0	12	8	0	6	6	0	0	2	0	0	0	0	34
13:00	2	20	15	2	16	10	1	0	2	0	0	0	0	68
14:00	0	10	10	3	16	17	0	0	3	1	0	0	0	60
15:00	0	16	19	0	16	34	0	1	3	0	0	0	0	89
16:00	0	11	16	1	16	45	0	0	0	0	0	0	0	89
17:00	1	8	0	2	4	9	0	1	1	0	0	0	0	26
18:00	0	6	4	0	3	0	0	1	1	0	0	0	0	15
19:00	1	1	4	0	1	0	0	0	0	0	0	0	0	7
20:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>9</b>	<b>275</b>	<b>196</b>	<b>13</b>	<b>156</b>	<b>141</b>	<b>4</b>	<b>3</b>	<b>30</b>	<b>3</b>				<b>830</b>
<b>% of Totals</b>	<b>1%</b>	<b>33%</b>	<b>24%</b>	<b>2%</b>	<b>19%</b>	<b>17%</b>	<b>0%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>				<b>100%</b>

	480				310				40						
<b>AM Volumes</b>	4	189	117	5	78	20	3	0	18	2	0	0	0	436	
<b>% AM</b>	0%	23%	14%	1%	9%	2%	0%		2%	0%				53%	
<b>AM Peak Hour</b>		06:00	06:00	08:00	08:00	11:00	06:00		05:00	09:00				06:00	
<b>Volume</b>	1	49	29	2	15	7	1		3	1				92	
<b>PM Volumes</b>	5	86	79	8	78	121	1	3	12	1	0	0	0	394	
<b>% PM</b>	1%	10%	10%	1%	9%	15%	0%	0%	1%	0%				47%	
<b>PM Peak Hour</b>	13:00	13:00	15:00	14:00	13:00	16:00	13:00	15:00	14:00	14:00				15:00	
<b>Volume</b>	2	20	19	3	16	45	1	1	3	1				89	
<b>Directional Peak Periods</b>															
<b>All Classes</b>															
	Volume		%		Volume		%		Volume		%		Volume	%	
	107	↔	13%		102	↔	12%		115	↔	14%		506	↔	61%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

County Dr Bet. SR-118 & Rosal Ln

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_006

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	20	10	2	8	0	0	0	0	0	0	0	0	40
06:00	0	13	9	1	9	1	0	0	0	0	2	0	0	35
07:00	0	13	9	0	2	2	0	1	0	0	1	0	0	28
08:00	2	14	12	1	1	3	0	0	0	0	0	0	0	33
09:00	0	6	2	0	3	0	0	1	1	0	0	0	0	13
10:00	0	8	11	0	6	0	0	0	0	0	0	0	0	25
11:00	0	9	6	0	1	0	0	0	2	0	0	0	0	18
12:00 PM	0	17	6	2	1	1	0	0	1	0	0	0	0	28
13:00	0	16	6	1	8	0	0	0	4	0	0	0	0	35
14:00	0	9	6	0	8	1	0	0	0	0	0	0	0	24
15:00	1	8	2	0	4	3	0	0	1	1	2	0	0	22
16:00	0	11	5	3	6	4	0	0	0	0	0	0	0	29
17:00	1	22	11	0	8	0	0	0	2	0	0	0	0	44
18:00	0	9	0	0	4	0	0	0	0	0	0	0	0	13
19:00	0	8	3	0	1	0	0	0	1	0	0	0	0	13
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>4</b>	<b>191</b>	<b>101</b>	<b>10</b>	<b>72</b>	<b>15</b>		<b>2</b>	<b>14</b>	<b>1</b>	<b>5</b>			<b>415</b>
<b>% of Totals</b>	<b>1%</b>	<b>46%</b>	<b>24%</b>	<b>2%</b>	<b>17%</b>	<b>4%</b>		<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>			<b>100%</b>

<b>AM Volumes</b>	2	85	60	4	32	6	0	2	5	0	3	0	0	199
<b>% AM</b>	0%	20%	14%	1%	8%	1%		0%	1%		1%			48%
<b>AM Peak Hour</b>	08:00	05:00	08:00	05:00	06:00	08:00		07:00	11:00		06:00			05:00
<b>Volume</b>	2	20	12	2	9	3		1	2		2			40
<b>PM Volumes</b>	2	106	41	6	40	9	0	0	9	1	2	0	0	216
<b>% PM</b>	0%	26%	10%	1%	10%	2%			2%	0%	0%			52%
<b>PM Peak Hour</b>	15:00	17:00	17:00	16:00	13:00	16:00			13:00	15:00	15:00			17:00
<b>Volume</b>	1	22	11	3	8	4			4	1	2			44

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	61	15%	63	15%	73	18%	218	53%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

County Dr Bet. SR-118 & Rosal Ln

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_006e

**East Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	18	10	0	2	0	0	0	0	0	0	0	0	30
06:00	0	13	8	0	3	0	0	0	0	0	0	0	0	24
07:00	0	9	5	0	1	0	0	1	0	0	0	0	0	16
08:00	1	10	6	0	0	1	0	0	0	0	0	0	0	18
09:00	0	3	1	0	2	0	0	0	1	0	0	0	0	7
10:00	0	5	7	0	1	0	0	0	0	0	0	0	0	13
11:00	0	3	2	0	1	0	0	0	1	0	0	0	0	7
12:00 PM	0	5	1	1	1	0	0	0	0	0	0	0	0	8
13:00	0	7	2	1	2	0	0	0	2	0	0	0	0	14
14:00	0	4	5	0	3	1	0	0	0	0	0	0	0	13
15:00	0	2	0	0	4	3	0	0	1	1	2	0	0	13
16:00	0	1	0	2	2	4	0	0	0	0	0	0	0	9
17:00	1	1	1	0	6	0	0	0	1	0	0	0	0	10
18:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5
19:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>88</b>	<b>49</b>	<b>4</b>	<b>32</b>	<b>9</b>		<b>1</b>	<b>7</b>	<b>1</b>	<b>2</b>			<b>195</b>
<b>% of Totals</b>	<b>1%</b>	<b>45%</b>	<b>25%</b>	<b>2%</b>	<b>16%</b>	<b>5%</b>		<b>1%</b>	<b>4%</b>	<b>1%</b>	<b>1%</b>			<b>100%</b>

	139				45				11							
<b>AM Volumes</b>	1	62	40	0	12	1	0	1	2	0	0	0	0	119		
<b>% AM</b>	1%	32%	21%		6%	1%		1%	1%					61%		
<b>AM Peak Hour</b>	08:00	05:00	05:00		06:00	08:00		07:00	09:00					05:00		
<b>Volume</b>	1	18	10		3	1		1	1					30		
<b>PM Volumes</b>	1	26	9	4	20	8	0	0	5	1	2	0	0	76		
<b>% PM</b>	1%	13%	5%	2%	10%	4%			3%	1%	1%			39%		
<b>PM Peak Hour</b>	17:00	13:00	14:00	16:00	17:00	16:00			13:00	15:00	15:00			13:00		
<b>Volume</b>	1	7	5	2	6	4			2	1	2			14		
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>		
<b>All Classes</b>		Volume	↔		%	Volume	↔		%	Volume	↔		%	Volume	↔	
		34			17%	22			11%	19			10%	120		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

County Dr Bet. SR-118 & Rosal Ln

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_006w

**West Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	2	0	2	6	0	0	0	0	0	0	0	0	10
06:00	0	0	1	1	6	1	0	0	0	0	2	0	0	11
07:00	0	4	4	0	1	2	0	0	0	0	1	0	0	12
08:00	1	4	6	1	1	2	0	0	0	0	0	0	0	15
09:00	0	3	1	0	1	0	0	1	0	0	0	0	0	6
10:00	0	3	4	0	5	0	0	0	0	0	0	0	0	12
11:00	0	6	4	0	0	0	0	0	1	0	0	0	0	11
12:00 PM	0	12	5	1	0	1	0	0	1	0	0	0	0	20
13:00	0	9	4	0	6	0	0	0	2	0	0	0	0	21
14:00	0	5	1	0	5	0	0	0	0	0	0	0	0	11
15:00	1	6	2	0	0	0	0	0	0	0	0	0	0	9
16:00	0	10	5	1	4	0	0	0	0	0	0	0	0	20
17:00	0	21	10	0	2	0	0	0	1	0	0	0	0	34
18:00	0	6	0	0	2	0	0	0	0	0	0	0	0	8
19:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>103</b>	<b>52</b>	<b>6</b>	<b>40</b>	<b>6</b>		<b>1</b>	<b>7</b>		<b>3</b>			<b>220</b>
<b>% of Totals</b>	<b>1%</b>	<b>47%</b>	<b>24%</b>	<b>3%</b>	<b>18%</b>	<b>3%</b>		<b>0%</b>	<b>3%</b>		<b>1%</b>			<b>100%</b>

	157				52				11							
<b>AM Volumes</b>	1	23	20	4	20	5	0	1	3	0	3	0	0	80		
<b>% AM</b>	0%	10%	9%	2%	9%	2%		0%	1%		1%			36%		
<b>AM Peak Hour</b>	08:00	11:00	08:00	05:00	05:00	07:00		09:00	03:00		06:00			08:00		
<b>Volume</b>	1	6	6	2	6	2		1	1		2			15		
<b>PM Volumes</b>	1	80	32	2	20	1	0	0	4	0	0	0	0	140		
<b>% PM</b>	0%	36%	15%	1%	9%	0%			2%					64%		
<b>PM Peak Hour</b>	15:00	17:00	17:00	12:00	13:00	12:00			13:00					17:00		
<b>Volume</b>	1	21	10	1	6	1			2					34		
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>		
<b>All Classes</b>		Volume	↔		%	Volume	↔		%	Volume	↔		%	Volume	↔	
		27			12%	41			19%	54			25%	98		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	



# CLASSIFICATION

Telephone Rd Bet. Saticoy Ave & Wells Rd

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_007

## Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	57	4	0	1	0	0	0	0	0	0	0	0	62
01:00	0	37	5	0	2	0	0	0	0	0	0	0	0	44
02:00	0	15	4	0	3	0	0	0	0	0	0	0	0	22
03:00	0	27	7	0	3	0	0	0	0	0	0	0	0	37
04:00	2	69	9	0	7	0	0	0	0	0	0	0	0	87
05:00	2	180	36	1	23	1	0	1	0	0	0	0	0	244
06:00	4	393	69	1	45	2	0	0	2	0	0	0	0	516
07:00	7	666	118	4	63	8	0	1	0	0	0	0	0	867
08:00	6	592	102	4	59	4	0	0	2	0	0	0	0	769
09:00	3	440	78	3	46	2	0	2	1	0	0	0	0	575
10:00	4	494	90	4	55	4	0	1	1	0	0	0	0	653
11:00	2	537	101	5	54	2	0	1	3	0	0	0	0	705
12:00 PM	4	507	92	2	58	5	0	1	2	0	0	0	0	671
13:00	4	569	92	5	60	6	0	2	3	0	0	0	0	741
14:00	3	552	94	3	58	10	0	1	2	0	0	0	0	723
15:00	5	649	105	5	75	10	0	3	1	0	0	0	0	853
16:00	6	766	138	7	71	6	0	2	2	0	0	0	0	998
17:00	6	870	133	8	72	3	0	2	3	0	0	0	0	1097
18:00	2	697	102	4	63	1	0	3	1	0	0	0	0	873
19:00	2	499	75	2	36	2	0	2	1	0	0	0	0	619
20:00	1	376	53	1	27	0	0	1	0	0	0	0	0	459
21:00	2	249	34	0	21	0	0	0	0	0	0	0	0	306
22:00	0	156	15	0	12	0	0	0	1	0	0	0	0	184
23:00	0	102	13	0	4	0	0	0	0	0	0	0	0	119
<b>Totals</b>	<b>65</b>	<b>9499</b>	<b>1569</b>	<b>59</b>	<b>918</b>	<b>66</b>		<b>23</b>	<b>25</b>					<b>12224</b>
<b>% of Totals</b>	<b>1%</b>	<b>78%</b>	<b>13%</b>	<b>0%</b>	<b>8%</b>	<b>1%</b>		<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	30	3507	623	22	361	23	0	6	9	0	0	0	0	4581	
<b>% AM</b>	0%	29%	5%	0%	3%	0%		0%	0%					37%	
<b>AM Peak Hour</b>	07:00	07:00	07:00	11:00	07:00	07:00		09:00	11:00					07:00	
<b>Volume</b>	7	666	118	5	63	8		2	3					867	
<b>PM Volumes</b>	35	5992	946	37	557	43	0	17	16	0	0	0	0	7643	
<b>% PM</b>	0%	49%	8%	0%	5%	0%		0%	0%					63%	
<b>PM Peak Hour</b>	16:00	17:00	16:00	17:00	15:00	14:00		15:00	13:00					17:00	
<b>Volume</b>	6	870	138	8	75	10		3	3					1097	
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>		
<b>All Classes</b>	Volume			%		Volume		%	Volume		%	Volume		%	
	1636	↔		13%	1412	↔		12%	2095	↔		17%	7081	↔	58%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Telephone Rd Bet. Saticoy Ave & Wells Rd

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_007e

**East Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
01:00	0	16	2	0	1	0	0	0	0	0	0	0	0	19
02:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
03:00	0	23	6	0	3	0	0	0	0	0	0	0	0	32
04:00	2	53	8	0	5	0	0	0	0	0	0	0	0	68
05:00	1	155	31	1	19	1	0	1	0	0	0	0	0	209
06:00	2	311	54	1	36	2	0	0	0	0	0	0	0	406
07:00	5	520	85	2	40	3	0	0	0	0	0	0	0	655
08:00	3	385	62	1	31	2	0	0	2	0	0	0	0	486
09:00	2	260	47	1	24	1	0	1	0	0	0	0	0	336
10:00	3	282	46	2	22	2	0	1	0	0	0	0	0	358
11:00	1	280	47	2	25	2	0	0	2	0	0	0	0	359
12:00 PM	1	257	50	1	25	2	0	1	2	0	0	0	0	339
13:00	2	303	46	3	27	3	0	2	1	0	0	0	0	387
14:00	2	282	46	1	29	2	0	1	2	0	0	0	0	365
15:00	3	331	50	1	27	4	0	2	0	0	0	0	0	418
16:00	3	338	58	3	28	4	0	1	1	0	0	0	0	436
17:00	2	366	53	3	22	1	0	0	1	0	0	0	0	448
18:00	1	257	36	1	22	1	0	1	1	0	0	0	0	320
19:00	2	212	36	1	11	1	0	1	0	0	0	0	0	264
20:00	0	148	25	1	9	0	0	1	0	0	0	0	0	184
21:00	1	92	14	0	6	0	0	0	0	0	0	0	0	113
22:00	0	65	6	0	5	0	0	0	0	0	0	0	0	76
23:00	0	37	7	0	1	0	0	0	0	0	0	0	0	45
<b>Totals</b>	<b>36</b>	<b>4996</b>	<b>817</b>	<b>25</b>	<b>419</b>	<b>31</b>		<b>13</b>	<b>12</b>					<b>6349</b>
<b>% of Totals</b>	<b>1%</b>	<b>79%</b>	<b>13%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>		<b>0%</b>	<b>0%</b>					<b>100%</b>

	5,849				475				25						
<b>AM Volumes</b>	19	2308	390	10	207	13	0	3	4	0	0	0	0	2954	
<b>% AM</b>	0%	36%	6%	0%	3%	0%		0%	0%					47%	
<b>AM Peak Hour</b>	07:00	07:00	07:00	07:00	07:00	07:00		05:00	08:00					07:00	
<b>Volume</b>	5	520	85	2	40	3		1	2					655	
<b>PM Volumes</b>	17	2688	427	15	212	18	0	10	8	0	0	0	0	3395	
<b>% PM</b>	0%	42%	7%	0%	3%	0%		0%	0%					53%	
<b>PM Peak Hour</b>	15:00	17:00	16:00	13:00	14:00	15:00		13:00	12:00					17:00	
<b>Volume</b>	3	366	58	3	29	4		2	2					448	
<b>Directional Peak Periods</b>															
<b>All Classes</b>															
	Volume		%		Volume		%		Volume		%		Volume	%	
	1141	↔	18%		726	↔	11%		884	↔	14%		3598	↔	57%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Telephone Rd Bet. Saticoy Ave &amp; Wells Rd

Day: Thursday

Date: 9/11/2014

City: Ventura

Project #: CA14\_5580\_007w

**West Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	40	3	0	1	0	0	0	0	0	0	0	0	44
01:00	0	21	3	0	1	0	0	0	0	0	0	0	0	25
02:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	16	1	0	2	0	0	0	0	0	0	0	0	19
05:00	1	25	5	0	4	0	0	0	0	0	0	0	0	35
06:00	2	82	15	0	9	0	0	0	2	0	0	0	0	110
07:00	2	146	33	2	23	5	0	1	0	0	0	0	0	212
08:00	3	207	40	3	28	2	0	0	0	0	0	0	0	283
09:00	1	180	31	2	22	1	0	1	1	0	0	0	0	239
10:00	1	212	44	2	33	2	0	0	1	0	0	0	0	295
11:00	1	257	54	3	29	0	0	1	1	0	0	0	0	346
12:00 PM	3	250	42	1	33	3	0	0	0	0	0	0	0	332
13:00	2	266	46	2	33	3	0	0	2	0	0	0	0	354
14:00	1	270	48	2	29	8	0	0	0	0	0	0	0	358
15:00	2	318	55	4	48	6	0	1	1	0	0	0	0	435
16:00	3	428	80	4	43	2	0	1	1	0	0	0	0	562
17:00	4	504	80	5	50	2	0	2	2	0	0	0	0	649
18:00	1	440	66	3	41	0	0	2	0	0	0	0	0	553
19:00	0	287	39	1	25	1	0	1	1	0	0	0	0	355
20:00	1	228	28	0	18	0	0	0	0	0	0	0	0	275
21:00	1	157	20	0	15	0	0	0	0	0	0	0	0	193
22:00	0	91	9	0	7	0	0	0	1	0	0	0	0	108
23:00	0	65	6	0	3	0	0	0	0	0	0	0	0	74
<b>Totals</b>	<b>29</b>	<b>4503</b>	<b>752</b>	<b>34</b>	<b>499</b>	<b>35</b>		<b>10</b>	<b>13</b>					<b>5875</b>
<b>% of Totals</b>	<b>0%</b>	<b>77%</b>	<b>13%</b>	<b>1%</b>	<b>8%</b>	<b>1%</b>		<b>0%</b>	<b>0%</b>					<b>100%</b>

5,284

568

23

<b>AM Volumes</b>	11	1199	233	12	154	10	0	3	5	0	0	0	0	1627
<b>% AM</b>	0%	20%	4%	0%	3%	0%		0%	0%					28%
<b>AM Peak Hour</b>	08:00	11:00	11:00	08:00	10:00	07:00		07:00	06:00					11:00
<b>Volume</b>	3	257	54	3	33	5		1	2					346
<b>PM Volumes</b>	18	3304	519	22	345	25	0	7	8	0	0	0	0	4248
<b>% PM</b>	0%	56%	9%	0%	6%	0%		0%	0%					72%
<b>PM Peak Hour</b>	17:00	17:00	16:00	17:00	17:00	14:00		17:00	13:00					17:00
<b>Volume</b>	4	504	80	5	50	8		2	2					649
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	495	↔	8%	686	↔	12%	1211	↔	21%	3483	↔	59%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Azahar St Bet. Alelia Ave &amp; Campanula Ave

Day: Thursday

Date: 9/11/2014

City: Ventura

Project #: CA14\_5580\_008

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:00	0	32	7	0	3	0	0	0	0	0	0	0	0	42
06:00	0	24	5	0	4	0	0	0	0	0	0	0	0	33
07:00	0	30	7	0	6	1	0	0	0	0	0	0	0	44
08:00	3	20	7	0	4	0	0	0	0	0	0	0	0	34
09:00	0	7	6	1	2	1	0	0	0	0	0	0	0	17
10:00	0	19	3	0	6	1	0	0	0	0	0	0	0	29
11:00	0	27	6	0	2	1	0	0	0	0	0	0	0	36
12:00 PM	0	26	4	0	2	1	0	0	0	0	0	0	0	33
13:00	0	23	4	0	3	1	1	0	0	0	0	0	0	32
14:00	1	37	6	0	5	1	1	0	0	0	0	0	0	51
15:00	2	39	8	0	5	1	0	0	0	0	0	0	0	55
16:00	1	41	9	0	4	0	0	0	0	0	0	0	0	55
17:00	0	76	15	0	4	0	0	0	0	0	0	0	0	95
18:00	2	34	6	0	4	0	0	0	0	0	0	0	0	46
19:00	2	18	7	0	3	0	0	0	0	0	0	0	0	30
20:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
21:00	1	10	1	0	1	0	0	0	0	0	0	0	0	13
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>12</b>	<b>505</b>	<b>108</b>	<b>1</b>	<b>60</b>	<b>8</b>	<b>2</b>							<b>696</b>
<b>% of Totals</b>	<b>2%</b>	<b>73%</b>	<b>16%</b>	<b>0%</b>	<b>9%</b>	<b>1%</b>	<b>0%</b>							<b>100%</b>

<b>AM Volumes</b>	3	172	43	1	29	4	0	0	0	0	0	0	0	252
<b>% AM</b>	0%	25%	6%	0%	4%	1%								36%
<b>AM Peak Hour</b>	08:00	05:00	05:00	09:00	07:00	07:00								07:00
<b>Volume</b>	3	32	7	1	6	1								44
<b>PM Volumes</b>	9	333	65	0	31	4	2	0	0	0	0	0	0	444
<b>% PM</b>	1%	48%	9%		4%	1%	0%							64%
<b>PM Peak Hour</b>	15:00	17:00	17:00		14:00	12:00	13:00							17:00
<b>Volume</b>	2	76	15		5	1	1							95
<b>Directional Peak Periods</b>			<b>AM 7-9</b>		<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>	Volume		%	Volume	%	Volume	%	Volume	%	Volume	%			
	78	↔	11%	65	↔	9%	150	↔	22%	403	↔	58%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Azahar St Bet. Alelia Ave & Campanula Ave

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_008e

**East Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	30	7	0	3	0	0	0	0	0	0	0	0	40
06:00	0	13	1	0	2	0	0	0	0	0	0	0	0	16
07:00	0	12	1	0	3	0	0	0	0	0	0	0	0	16
08:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
09:00	0	1	4	1	2	1	0	0	0	0	0	0	0	9
10:00	0	8	0	0	3	1	0	0	0	0	0	0	0	12
11:00	0	14	2	0	2	1	0	0	0	0	0	0	0	19
12:00 PM	0	15	3	0	2	0	0	0	0	0	0	0	0	20
13:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14
14:00	1	15	4	0	3	1	1	0	0	0	0	0	0	25
15:00	1	23	4	0	3	0	0	0	0	0	0	0	0	31
16:00	1	23	6	0	3	0	0	0	0	0	0	0	0	33
17:00	0	21	5	0	1	0	0	0	0	0	0	0	0	27
18:00	2	18	3	0	2	0	0	0	0	0	0	0	0	25
19:00	2	10	3	0	2	0	0	0	0	0	0	0	0	17
20:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
21:00	1	5	0	0	1	0	0	0	0	0	0	0	0	7
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>8</b>	<b>245</b>	<b>50</b>	<b>1</b>	<b>36</b>	<b>4</b>	<b>1</b>							<b>345</b>
<b>% of Totals</b>	<b>2%</b>	<b>71%</b>	<b>14%</b>	<b>0%</b>	<b>10%</b>	<b>1%</b>	<b>0%</b>							<b>100%</b>

	303			41			1							
<b>AM Volumes</b>	0	90	19	1	17	3	0	0	0	0	0	0	0	130
<b>% AM</b>		26%	6%	0%	5%	1%								38%
<b>AM Peak Hour</b>		05:00	05:00	09:00	05:00	09:00								05:00
<b>Volume</b>		30	7	1	3	1								40
<b>PM Volumes</b>	8	155	31	0	19	1	1	0	0	0	0	0	0	215
<b>% PM</b>	2%	45%	9%		6%	0%	0%							62%
<b>PM Peak Hour</b>	18:00	15:00	16:00		14:00	14:00	14:00							16:00
<b>Volume</b>	2	23	6		3	1	1							33
<b>Directional Peak Periods</b>		<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>		Volume			Volume			Volume			Volume			
		26	↔	8%	34	↔	10%	60	↔	17%	225	↔	65%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Azahar St Bet. Alelia Ave & Campanula Ave

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_008w

**West Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	11	4	0	2	0	0	0	0	0	0	0	0	17
07:00	0	18	6	0	3	1	0	0	0	0	0	0	0	28
08:00	3	14	4	0	3	0	0	0	0	0	0	0	0	24
09:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
10:00	0	11	3	0	3	0	0	0	0	0	0	0	0	17
11:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
12:00 PM	0	11	1	0	0	1	0	0	0	0	0	0	0	13
13:00	0	14	1	0	1	1	1	0	0	0	0	0	0	18
14:00	0	22	2	0	2	0	0	0	0	0	0	0	0	26
15:00	1	16	4	0	2	1	0	0	0	0	0	0	0	24
16:00	0	18	3	0	1	0	0	0	0	0	0	0	0	22
17:00	0	55	10	0	3	0	0	0	0	0	0	0	0	68
18:00	0	16	3	0	2	0	0	0	0	0	0	0	0	21
19:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
20:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>4</b>	<b>260</b>	<b>58</b>		<b>24</b>	<b>4</b>	<b>1</b>							<b>351</b>
<b>% of Totals</b>	<b>1%</b>	<b>74%</b>	<b>17%</b>		<b>7%</b>	<b>1%</b>	<b>0%</b>							<b>100%</b>

	322			28			1							
<b>AM Volumes</b>	3	82	24	0	12	1	0	0	0	0	0	0	0	122
<b>% AM</b>	1%	23%	7%		3%	0%								35%
<b>AM Peak Hour</b>	08:00	07:00	07:00		07:00	07:00								07:00
<b>Volume</b>	3	18	6		3	1								28
<b>PM Volumes</b>	1	178	34	0	12	3	1	0	0	0	0	0	0	229
<b>% PM</b>	0%	51%	10%		3%	1%	0%							65%
<b>PM Peak Hour</b>	15:00	17:00	17:00		17:00	12:00	13:00							17:00
<b>Volume</b>	1	55	10		3	1	1							68
<b>Directional Peak Periods All Classes</b>	<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
	Volume		%	Volume	%	Volume	%	Volume	%	Volume	%			
	52	↔	15%	31	↔	9%	90	↔	26%	178	↔	51%		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Nardo St W/O Sr-118

Day: Thursday

Date: 9/11/2014

City: Ventura

Project #: CA14\_5580\_009

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	1	1	0	0	1	0	0	0	0	0	0	0	4
01:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
03:00	1	2	5	0	0	0	0	0	0	0	0	0	0	8
04:00	0	26	16	0	5	1	1	0	6	1	0	0	0	56
05:00	2	43	35	2	6	34	1	2	3	0	0	0	0	128
06:00	0	75	55	2	19	41	3	3	3	0	0	0	0	201
07:00	2	47	42	1	30	12	1	3	3	0	0	0	0	141
08:00	0	48	31	2	30	10	0	2	5	1	0	0	0	129
09:00	0	38	29	3	34	4	0	0	1	0	0	0	0	109
10:00	0	41	25	3	28	8	0	1	2	0	0	0	0	108
11:00	1	52	34	6	30	12	0	2	3	1	0	0	0	141
12:00 PM	2	53	31	1	23	12	1	0	5	0	0	0	0	128
13:00	1	48	35	3	44	15	0	0	5	0	0	0	0	151
14:00	0	46	29	6	34	27	2	0	6	1	0	0	0	151
15:00	2	70	35	1	47	40	5	2	2	1	0	0	0	205
16:00	2	91	60	2	39	41	1	0	0	1	0	0	0	237
17:00	2	59	18	1	23	8	2	2	2	0	0	0	0	117
18:00	1	34	24	0	18	0	0	2	1	0	0	0	0	80
19:00	2	16	12	0	9	0	0	0	0	0	0	0	0	39
20:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
21:00	1	5	2	0	2	0	0	0	0	0	0	0	0	10
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>21</b>	<b>812</b>	<b>523</b>	<b>33</b>	<b>423</b>	<b>266</b>	<b>17</b>	<b>19</b>	<b>48</b>	<b>6</b>				<b>2168</b>
<b>% of Totals</b>	<b>1%</b>	<b>37%</b>	<b>24%</b>	<b>2%</b>	<b>20%</b>	<b>12%</b>	<b>1%</b>	<b>1%</b>	<b>2%</b>	<b>0%</b>				<b>100%</b>

<b>AM Volumes</b>	7	376	273	19	183	123	6	13	27	3	0	0	0	1030
<b>% AM</b>	0%	17%	13%	1%	8%	6%	0%	1%	1%	0%				48%
<b>AM Peak Hour</b>	05:00	06:00	06:00	11:00	09:00	06:00	06:00	06:00	04:00	04:00				06:00
<b>Volume</b>	2	75	55	6	34	41	3	3	6	1				201
<b>PM Volumes</b>	14	436	250	14	240	143	11	6	21	3	0	0	0	1138
<b>% PM</b>	1%	20%	12%	1%	11%	7%	1%	0%	1%	0%				52%
<b>PM Peak Hour</b>	12:00	16:00	16:00	14:00	15:00	16:00	15:00	15:00	14:00	14:00				16:00
<b>Volume</b>	2	91	60	6	47	41	5	2	6	1				237
<b>Directional Peak Periods</b>														
<b>All Classes</b>														
<b>Volume</b>	270		↔		12%		Volume		279		↔		13%	
<b>%</b>														
<b>Volume</b>	354		↔		16%		Volume		1265		↔		58%	
<b>%</b>														

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

## Nardo St W/O Sr-118

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_009e

### East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	0	1	0	0	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	2	1	1	0	5	1	0	0	0	10
05:00	0	3	6	2	3	34	1	2	0	0	0	0	0	51
06:00	0	2	4	1	12	41	3	3	1	0	0	0	0	67
07:00	0	8	18	1	22	11	1	3	1	0	0	0	0	65
08:00	0	17	12	0	16	6	0	2	3	0	0	0	0	56
09:00	0	15	10	2	21	2	0	0	1	0	0	0	0	51
10:00	0	18	12	2	15	3	0	1	1	0	0	0	0	52
11:00	0	30	12	5	21	3	0	1	1	1	0	0	0	74
12:00 PM	1	28	14	1	12	7	0	0	3	0	0	0	0	66
13:00	0	14	10	1	26	4	0	0	2	0	0	0	0	57
14:00	0	28	14	4	16	10	1	0	1	0	0	0	0	74
15:00	1	45	15	1	24	7	4	2	0	0	0	0	0	99
16:00	2	73	43	2	25	2	1	0	0	1	0	0	0	149
17:00	2	52	14	0	15	0	2	0	1	0	0	0	0	86
18:00	1	24	17	0	13	0	0	1	0	0	0	0	0	56
19:00	1	13	8	0	7	0	0	0	0	0	0	0	0	29
20:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
21:00	1	3	2	0	1	0	0	0	0	0	0	0	0	7
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>12</b>	<b>380</b>	<b>213</b>	<b>22</b>	<b>252</b>	<b>132</b>	<b>14</b>	<b>15</b>	<b>21</b>	<b>3</b>				<b>1064</b>
<b>% of Totals</b>	<b>1%</b>	<b>36%</b>	<b>20%</b>	<b>2%</b>	<b>24%</b>	<b>12%</b>	<b>1%</b>	<b>1%</b>	<b>2%</b>	<b>0%</b>				<b>100%</b>

	605				406				53							
<b>AM Volumes</b>	2	93	75	13	112	102	6	12	14	2	0	0	0	431		
<b>% AM</b>	0%	9%	7%	1%	11%	10%	1%	1%	1%	0%				41%		
<b>AM Peak Hour</b>		11:00	07:00	11:00	07:00	06:00	06:00	06:00	04:00	04:00				11:00		
<b>Volume</b>	1	30	18	5	22	41	3	3	5	1				74		
<b>PM Volumes</b>	10	287	138	9	140	30	8	3	7	1	0	0	0	633		
<b>% PM</b>	1%	27%	13%	1%	13%	3%	1%	0%	1%	0%				59%		
<b>PM Peak Hour</b>	16:00	16:00	16:00	14:00	13:00	14:00	15:00	15:00	12:00	16:00				16:00		
<b>Volume</b>	2	73	43	4	26	10	4	2	3	1				149		
<b>Directional Peak Periods</b>																
<b>All Classes</b>																
	Volume		%		Volume		%		Volume		%		Volume		%	
	121		11%		123		12%		235		22%		585		55%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	



# CLASSIFICATION

## Nardo St W/O Sr-118

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_009w

### West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	5	0	0	0	0	0	0	0	0	0	0	7
04:00	0	26	16	0	3	0	0	0	1	0	0	0	0	46
05:00	2	40	29	0	3	0	0	0	3	0	0	0	0	77
06:00	0	73	51	1	7	0	0	0	2	0	0	0	0	134
07:00	2	39	24	0	8	1	0	0	2	0	0	0	0	76
08:00	0	31	19	2	14	4	0	0	2	1	0	0	0	73
09:00	0	23	19	1	13	2	0	0	0	0	0	0	0	58
10:00	0	23	13	1	13	5	0	0	1	0	0	0	0	56
11:00	1	22	22	1	9	9	0	1	2	0	0	0	0	67
12:00 PM	1	25	17	0	11	5	1	0	2	0	0	0	0	62
13:00	1	34	25	2	18	11	0	0	3	0	0	0	0	94
14:00	0	18	15	2	18	17	1	0	5	1	0	0	0	77
15:00	1	25	20	0	23	33	1	0	2	1	0	0	0	106
16:00	0	18	17	0	14	39	0	0	0	0	0	0	0	88
17:00	0	7	4	1	8	8	0	2	1	0	0	0	0	31
18:00	0	10	7	0	5	0	0	1	1	0	0	0	0	24
19:00	1	3	4	0	2	0	0	0	0	0	0	0	0	10
20:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
21:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>9</b>	<b>432</b>	<b>310</b>	<b>11</b>	<b>171</b>	<b>134</b>	<b>3</b>	<b>4</b>	<b>27</b>	<b>3</b>				<b>1104</b>
<b>% of Totals</b>	<b>1%</b>	<b>39%</b>	<b>28%</b>	<b>1%</b>	<b>15%</b>	<b>12%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>				<b>100%</b>

	751				316				37											
<b>AM Volumes</b>	5	283	198	6	71	21	0	1	13	1	0	0	0	599						
<b>% AM</b>	0%	26%	18%	1%	6%	2%		0%	1%	0%				54%						
<b>AM Peak Hour</b>	05:00	06:00	06:00	08:00	08:00	11:00		11:00	05:00	08:00				06:00						
<b>Volume</b>	2	73	51	2	14	9		1	3	1				134						
<b>PM Volumes</b>	4	149	112	5	100	113	3	3	14	2	0	0	0	505						
<b>% PM</b>	0%	13%	10%	0%	9%	10%	0%	0%	1%	0%				46%						
<b>PM Peak Hour</b>	12:00	13:00	13:00	13:00	15:00	16:00	12:00	17:00	14:00	14:00				15:00						
<b>Volume</b>	1	34	25	2	23	39	1	2	5	1				106						
<b>Directional Peak Periods</b>																				
<b>All Classes</b>					<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>			
					Volume	↔		%	Volume	↔		%	Volume	↔		%	Volume	↔		%
					149	13%		156	14%		119	11%		680	62%					

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Rosal Ln Bet. Alelia Ave & Amapola Ave

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_010

## Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
08:00	0	6	1	0	1	1	0	0	0	0	0	0	0	9
09:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:00	0	6	0	0	1	1	0	0	0	0	0	0	0	8
11:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
12:00 PM	0	5	5	0	1	0	0	0	0	0	0	0	0	11
13:00	0	5	3	0	1	1	0	0	0	0	0	0	0	10
14:00	0	9	2	0	0	1	0	0	0	0	0	0	0	12
15:00	0	5	3	0	0	1	0	0	0	0	0	0	0	9
16:00	0	8	1	0	4	0	0	0	0	0	0	0	0	13
17:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
18:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>		<b>97</b>	<b>25</b>		<b>10</b>	<b>5</b>								<b>137</b>
<b>% of Totals</b>		<b>71%</b>	<b>18%</b>		<b>7%</b>	<b>4%</b>								<b>100%</b>

AM Volumes	0	37	7	0	3	2	0	0	0	0	0	0	0	49
% AM		27%	5%		2%	1%								36%
AM Peak Hour		06:00	07:00		08:00	08:00								08:00
Volume		8	2		1	1								9
PM Volumes	0	60	18	0	7	3	0	0	0	0	0	0	0	88
% PM		44%	13%		5%	2%								64%
PM Peak Hour		14:00	12:00		16:00	13:00								16:00
Volume		9	5		4	1								13
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Classes</b>		Volume		%	Volume		%	Volume		%	Volume		%	
		16	↔	12%	21	↔	15%	20	↔	15%	80	↔	58%	

### Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Rosal Ln Bet. Alelia Ave & Amapola Ave

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_010e

## East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
08:00	0	3	0	0	0	1	0	0	0	0	0	0	0	4
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00	0	2	0	0	1	1	0	0	0	0	0	0	0	4
11:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
16:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
17:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
18:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>		<b>41</b>	<b>10</b>		<b>5</b>	<b>2</b>								<b>58</b>
<b>% of Totals</b>		71%	17%		9%	3%								100%

		51		7		0										
<b>AM Volumes</b>	0	15	4	0	1	2	0	0	0	0	0	0	0	22		
<b>% AM</b>		26%	7%		2%	3%								38%		
<b>AM Peak Hour</b>		11:00	03:00		10:00	08:00								11:00		
<b>Volume</b>		4	1		1	1								5		
<b>PM Volumes</b>	0	26	6	0	4	0	0	0	0	0	0	0	0	36		
<b>% PM</b>		45%	10%		7%									62%		
<b>PM Peak Hour</b>		16:00	12:00		16:00									16:00		
<b>Volume</b>		4	2		2									7		
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>		Volume			%	Volume			%	Volume			%	Volume		
		7	↔		12%	9	↔		16%	11	↔		19%	31	↔	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Rosal Ln Bet. Alelia Ave & Amapola Ave

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_010w

## West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
12:00 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
13:00	0	2	2	0	1	1	0	0	0	0	0	0	0	6
14:00	0	7	1	0	0	1	0	0	0	0	0	0	0	9
15:00	0	2	3	0	0	1	0	0	0	0	0	0	0	6
16:00	0	4	0	0	2	0	0	0	0	0	0	0	0	6
17:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>		<b>56</b>	<b>15</b>		<b>5</b>	<b>3</b>								<b>79</b>
<b>% of Totals</b>		<b>71%</b>	<b>19%</b>		<b>6%</b>	<b>4%</b>								<b>100%</b>

		71			8			0						
<b>AM Volumes</b>	0	22	3	0	2	0	0	0	0	0	0	0	0	27
<b>% AM</b>		28%	4%		3%									34%
<b>AM Peak Hour</b>		06:00	07:00		08:00									06:00
<b>Volume</b>		6	1		1									6
<b>PM Volumes</b>	0	34	12	0	3	3	0	0	0	0	0	0	0	52
<b>% PM</b>		43%	15%		4%	4%								66%
<b>PM Peak Hour</b>		14:00	12:00		16:00	13:00								14:00
<b>Volume</b>		7	3		2	1								9
<b>Directional Peak Periods</b>		<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>		Volume			Volume			Volume			Volume			
		9	↔	11%	12	↔	15%	9	↔	11%	49	↔	62%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Snapdragon St Bet. Los Angeles Ave &amp; Jonquill Ave

Day: Thursday

Date: 9/11/2014

City: Ventura

Project #: CA14\_5580\_011

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	5	2	0	4	0	0	0	0	0	0	0	0	11
07:00	0	15	3	0	2	1	0	0	0	0	0	0	0	21
08:00	0	15	4	0	2	0	0	0	0	0	0	0	0	21
09:00	0	13	3	0	2	0	0	0	0	0	0	0	0	18
10:00	0	11	9	0	2	0	0	0	0	0	0	0	0	22
11:00	0	24	7	0	5	0	0	0	0	0	0	0	0	36
12:00 PM	0	20	3	0	6	3	0	0	0	0	0	0	0	32
13:00	0	24	2	0	5	1	0	0	0	0	0	0	0	32
14:00	0	19	3	0	2	0	0	0	0	0	0	0	0	24
15:00	0	19	0	0	0	1	0	0	0	0	0	0	0	20
16:00	0	26	4	0	3	1	0	0	0	0	0	0	0	34
17:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29
18:00	0	21	1	0	4	0	0	0	0	0	0	0	0	26
19:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
20:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	11	0	0	0	1	0	0	0	0	0	0	0	12
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>		<b>274</b>	<b>46</b>		<b>38</b>	<b>8</b>								<b>366</b>
<b>% of Totals</b>		<b>75%</b>	<b>13%</b>		<b>10%</b>	<b>2%</b>								<b>100%</b>

<b>AM Volumes</b>	0	87	29	0	18	1	0	0	0	0	0	0	0	135
<b>% AM</b>		24%	8%		5%	0%								37%
<b>AM Peak Hour</b>		11:00	10:00		11:00	07:00								11:00
<b>Volume</b>		24	9		5	1								36
<b>PM Volumes</b>	0	187	17	0	20	7	0	0	0	0	0	0	0	231
<b>% PM</b>		51%	5%		5%	2%								63%
<b>PM Peak Hour</b>		17:00	16:00		12:00	12:00								16:00
<b>Volume</b>		28	4		6	3								34
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Classes</b>		Volume		%	Volume		%	Volume		%	Volume		%	
		42	↔	11%	64	↔	17%	63	↔	17%	197	↔	54%	

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Snapdragon St Bet. Los Angeles Ave & Jonquill Ave

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_011e

**East Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
07:00	0	5	1	0	0	1	0	0	0	0	0	0	0	7
08:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
09:00	0	9	1	0	2	0	0	0	0	0	0	0	0	12
10:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
11:00	0	13	2	0	2	0	0	0	0	0	0	0	0	17
12:00 PM	0	8	1	0	2	2	0	0	0	0	0	0	0	13
13:00	0	12	2	0	3	1	0	0	0	0	0	0	0	18
14:00	0	13	1	0	2	0	0	0	0	0	0	0	0	16
15:00	0	8	0	0	0	1	0	0	0	0	0	0	0	9
16:00	0	11	3	0	1	1	0	0	0	0	0	0	0	16
17:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
18:00	0	7	1	0	2	0	0	0	0	0	0	0	0	10
19:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	6	0	0	0	1	0	0	0	0	0	0	0	7
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>		<b>132</b>	<b>22</b>		<b>18</b>	<b>7</b>								<b>179</b>
<b>% of Totals</b>		<b>74%</b>	<b>12%</b>		<b>10%</b>	<b>4%</b>								<b>100%</b>

		154				25				0						
<b>AM Volumes</b>	0	42	10	0	8	1	0	0	0	0	0	0	0	61		
<b>% AM</b>		23%	6%		4%	1%								34%		
<b>AM Peak Hour</b>		11:00	08:00		09:00	07:00								11:00		
<b>Volume</b>		13	3		2	1								17		
<b>PM Volumes</b>	0	90	12	0	10	6	0	0	0	0	0	0	0	118		
<b>% PM</b>		50%	7%		6%	3%								66%		
<b>PM Peak Hour</b>		17:00	16:00		13:00	12:00								13:00		
<b>Volume</b>		17	3		3	2								18		
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>		
<b>All Classes</b>		Volume			%	Volume			%	Volume			%	Volume		
		16	↔		9%	31	↔		17%	34	↔		19%	98	↔	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Snapdragon St Bet. Los Angeles Ave & Jonquill Ave

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_011w

**West Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	4	2	0	3	0	0	0	0	0	0	0	0	9
07:00	0	10	2	0	2	0	0	0	0	0	0	0	0	14
08:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
09:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:00	0	5	6	0	1	0	0	0	0	0	0	0	0	12
11:00	0	11	5	0	3	0	0	0	0	0	0	0	0	19
12:00 PM	0	12	2	0	4	1	0	0	0	0	0	0	0	19
13:00	0	12	0	0	2	0	0	0	0	0	0	0	0	14
14:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
16:00	0	15	1	0	2	0	0	0	0	0	0	0	0	18
17:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
18:00	0	14	0	0	2	0	0	0	0	0	0	0	0	16
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>		<b>142</b>	<b>24</b>		<b>20</b>	<b>1</b>								<b>187</b>
<b>% of Totals</b>		<b>76%</b>	<b>13%</b>		<b>11%</b>	<b>1%</b>								<b>100%</b>

		166		21		0								
<b>AM Volumes</b>	0	45	19	0	10	0	0	0	0	0	0	0	0	74
<b>% AM</b>		24%	10%		5%									40%
<b>AM Peak Hour</b>		11:00	10:00		06:00									11:00
<b>Volume</b>		11	6		3									19
<b>PM Volumes</b>	0	97	5	0	10	1	0	0	0	0	0	0	0	113
<b>% PM</b>		52%	3%		5%	1%								60%
<b>PM Peak Hour</b>		16:00	12:00		12:00	12:00								12:00
<b>Volume</b>		15	2		4	1								19
<b>Directional Peak Periods</b>		<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>		Volume		%	Volume		%	Volume		%	Volume		%	
		26	↔	14%	33	↔	18%	29	↔	16%	99	↔	53%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

Aster St Bet. Los Angeles Ave & SR-118

Day: Thursday  
Date: 9/11/2014

City: Ventura  
Project #: CA14\_5580\_012

DAILY TOTALS					NB	SB						Total		
					0	0						850		
							420					430		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			1	2	3	12:00			4	5	9			
00:15			0	1	1	12:15			3	4	7			
00:30			1	0	1	12:30			7	6	13			
00:45			1	3	2	12:45			9	23	10	25	19	48
01:00			0	2	2	13:00			6	6	12			
01:15			0	1	1	13:15			3	6	9			
01:30			0	1	1	13:30			6	7	13			
01:45			0	0	4	13:45			10	25	9	28	19	53
02:00			0	0	0	14:00			10	9	19			
02:15			0	0	0	14:15			10	8	18			
02:30			0	0	0	14:30			4	8	12			
02:45			0	0	0	14:45			10	34	5	30	15	64
03:00			1	0	1	15:00			7	4	11			
03:15			1	3	4	15:15			8	4	12			
03:30			0	3	3	15:30			6	7	13			
03:45			0	2	0	15:45			5	26	6	21	11	47
04:00			0	0	0	16:00			9	3	12			
04:15			0	1	1	16:15			3	6	9			
04:30			1	3	4	16:30			6	8	14			
04:45			0	1	3	16:45			7	25	7	24	14	49
05:00			1	2	3	17:00			11	6	17			
05:15			0	5	5	17:15			9	3	12			
05:30			1	5	6	17:30			12	16	28			
05:45			2	4	6	17:45			9	41	4	29	13	70
06:00			4	4	8	18:00			9	5	14			
06:15			3	4	7	18:15			5	14	19			
06:30			5	7	12	18:30			8	4	12			
06:45			2	14	3	18:45			9	31	3	26	12	57
07:00			8	8	16	19:00			8	5	13			
07:15			2	8	10	19:15			5	5	10			
07:30			5	6	11	19:30			9	4	13			
07:45			7	22	17	19:45			7	29	1	15	8	44
08:00			5	4	9	20:00			4	4	8			
08:15			7	11	18	20:15			6	3	9			
08:30			4	5	9	20:30			4	1	5			
08:45			5	21	11	20:45			3	17	7	15	10	32
09:00			6	3	9	21:00			5	3	8			
09:15			6	5	11	21:15			4	4	8			
09:30			6	8	14	21:30			8	4	12			
09:45			7	25	6	21:45			4	21	1	12	5	33
10:00			3	4	7	22:00			2	0	2			
10:15			5	7	12	22:15			1	0	1			
10:30			6	8	14	22:30			1	0	1			
10:45			4	18	3	22:45			1	5	2	2	3	7
11:00			9	7	16	23:00			1	1	2			
11:15			9	10	19	23:15			1	0	1			
11:30			4	6	10	23:30			0	0	0			
11:45			9	31	7	23:45			0	2	0	1	0	3
<b>TOTALS</b>				141	202	<b>343</b>	<b>TOTALS</b>			279	228	<b>507</b>		
<b>SPLIT %</b>				41.1%	58.9%	<b>40.4%</b>	<b>SPLIT %</b>			55.0%	45.0%	<b>59.6%</b>		

DAILY TOTALS					NB	SB						Total	
					0	0						850	
							420					430	
AM Peak Hour			11:00	07:00	07:30	PM Peak Hour			17:00	17:30	17:30		
AM Pk Volume			31	39	62	PM Pk Volume			41	39	74		
Pk Hr Factor			0.861	0.574	0.646	Pk Hr Factor			0.854	0.609	0.661		
7 - 9 Volume	0	0	43	70	113	4 - 6 Volume	0	0	66	53	119		
7 - 9 Peak Hour			07:30	07:00	07:30	4 - 6 Peak Hour			17:00	16:45	16:45		
7 - 9 Pk Volume	0	0	24	39	62	4 - 6 Pk Volume	0	0	41	32	71		
Pk Hr Factor	0.000	0.000	0.857	0.574	0.646	Pk Hr Factor	0.000	0.000	0.854	0.500	0.634		



**APPENDIX B:  
TRAFFIC VOLUMES**

**BASE YEAR (2014) VOLUMES**

Street	Cross-Street	AM												PM											
		Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound		
		Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
SR-118	Telephone Rd	84	1610	2	16	14	20	6	909	201	440	6	163	206	1227	6	9	11	11	12	1857	433	265	15	167
SR-118	Nardo St	34	1959	8	33	24	55	2	1011	23	36	1	32	16	1381	27	59	11	82	3	2133	6	68	6	53
SR-118	Violeta St	1	2,152	47	35	0	0	2	1,102	2	1	0	0	2	1,581	77	65	0	0	5	1,997	1	2	0	3
SR-118	Los Angeles Ave	0	2,221	0	0	0	0	53	1,081	0	0	0	0	0	1,682	0	0	0	0	111	1,922	0	0	0	0
SR-118	County Dr	49	2,136	40	41	0	16	25	1,039	20	20	0	25	16	1,698	18	84	1	55	18	1,905	6	26	0	40
SR-118	Darling Rd	64	1,655	51	68	21	28	19	1,023	59	85	23	98	86	1,404	103	59	16	19	37	1,920	51	32	18	52

**PROJECT ONLY VOLUMES**

Street	Cross-Street	AM												PM											
		Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound		
		Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
SR-118	Telephone Rd		925	4	3	3	3	4	242	93	331	4		0	227	4	6	5	5	3	631	272	95	3	0
SR-118	Nardo St	498	278	236	27	0	66	2	115	214	59	0	137	139	31	22	249	0	206	2	206	60	122	0	283
SR-118	Violeta St	-8	1012	256	119	0	0	61	220	-3	0	0	-1	9	189	129	204	0	0	42	694	3	3	0	8
SR-118	Los Angeles Ave		403					161	331					0	359	0	0	0	0	25	268	0	0	0	0
SR-118	County Dr		135	197	36	0	15	85	471	0	0	0	0	0	336	36	156	0	67	16	129	0	0	0	0
SR-118	Darling Rd	0	887	0	0	0	-2	0	231	14	45	0	0	0	214	0	0	0	2	2	592	43	15	0	0

**EXISTING + PROJECT VOLUME**

Street	Cross-Street	AM												PM											
		Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound		
		Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
SR-118	Telephone Rd	84	2535	6	19	17	23	10	1151	294	771	10	163	206	1454	10	15	16	16	15	2488	705	360	18	167
SR-118	Nardo St	532	2237	244	60	24	121	4	1126	237	95	1	169	155	1412	49	308	11	288	5	2339	66	190	6	336
SR-118	Violeta St	-7	3,164	303	154	0	0	63	1,322	-1	1	0	-1	11	1,770	206	269	0	0	47	2,691	4	5	0	11
SR-118	Los Angeles Ave	0	2,624	0	0	0	0	214	1,412	0	0	0	0	0	2,041	0	0	0	0	136	2,190	0	0	0	0
SR-118	County Dr	49	2,271	237	77	0	31	110	1,510	20	20	0	25	16	2,034	54	240	1	122	34	2,034	6	26	0	40
SR-118	Darling Rd	64	2,542	51	68	21	26	19	1,254	73	130	23	98	86	1,618	103	59	16	21	39	2,512	94	47	18	52

**CUMULATIVE BASE YEAR (2035) VOLUMES**

Street	Cross-Street	AM												PM											
		Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound		
		Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
SR-118	Telephone Rd	164	2064	2	20	24	32	10	1142	254	563	10	272	344	1559	7	11	19	19	23	2373	557	340	26	288
SR-118	Nardo St	42	2521	10	41	30	68	2	1278	28	44	1	39	20	1766	33	73	14	101	4	2743	7	84	7	65
SR-118	Violeta St	1	2,758	58	43	0	0	2	1,389	2	1	0	0	2	2,012	95	80	0	0	6	2,575	1	2	0	4
SR-118	Los Angeles Ave	0	2,843	0	0	0	0	65	1,364	0	0	0	0	0	2,136	0	0	0	0	137	2,483	0	0	0	0
SR-118	County Dr	60	2,738	49	50	0	20	31	1,312	25	25	0	31	20	2,156	22	103	1	68	22	2,462	7	32	0	49
SR-118	Darling Rd	65	1,784	54	75	22	28	19	1,110	58	84	24	98	86	1,529	111	65	17	19	37	2,072	50	32	20	53

**CUMULATIVE PLUS PROJECT (2035) VOLUMES**

Street	Cross-Street	AM												PM											
		Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound		
		Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
SR-118	Telephone Rd	164	2989	6	23	27	35	14	1384	347	894	14	272	344	1786	11	17	24	24	26	3004	829	435	29	288
SR-118	Nardo St	540	2799	246	68	30	134	4	1393	242	103	1	176	159	1797	55	322	14	307	6	2949	67	206	7	348
SR-118	Violeta St	-7	3,770	314	162	0	0	63	1,609	-1	1	0	-1	11	2,201	224	284	0	0	48	3,269	4	5	0	12
SR-118	Los Angeles Ave	0	3,246	0	0	0	0	226	1,695	0	0	0	0	0	2,495	0	0	0	0	162	2,751	0	0	0	0
SR-118	County Dr	60	2,873	246	86	0	35	116	1,783	25	25	0	31	20	2,492	58	259	1	135	38	2,591	7	32	0	49
SR-118	Darling Rd	65	2,671	54	75	22	26	19	1,341	72	129	24	98	86	1,743	111	65	17	21	39	2,664	93	47	20	53

**APPENDIX C:  
LOS ANALYSIS SHEETS**

<b>Project Title: SATICOY AREA PLAN (LA14-2704)</b>						
<b>Intersection: LOS ANGELES AVE &amp; COUNTY DR</b>						
<b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.350
	TH	2.00	2,136	3,200	0.683 *	N-S(2): 0.696 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.022 *
Westbound	RT	1.00	41	1,600	0.001	E-W(2): 0.017
	TH	0.00	0	0	0.000	
	LT	2.00	16	2,560	0.006 *	V/C: 0.718
Northbound	RT	1.00	25	1,600	0.013	Lost Time: 0.100
	TH	2.00	1,039	3,200	0.325	ITS: 0.000
	LT	1.00	20	1,600	0.013 *	
Eastbound	RT	1.00	20	1,600	0.008	ICU: 0.82
	TH	1.00	0	1,600	0.016 *	
	LT	0.00	25	1,600	0.016	LOS: D
<b>Date/Time: PM PEAK HOUR</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.606 *
	TH	2.00	1,698	3,200	0.536	N-S(2): 0.540
	LT	1.00	18	1,600	0.011 *	E-W(1): 0.047
Westbound	RT	1.00	84	1,600	0.041 *	E-W(2): 0.066 *
	TH	0.04	1	57	0.018	
	LT	1.96	55	2,514	0.022	V/C: 0.672
Northbound	RT	1.00	18	1,600	0.003	Lost Time: 0.100
	TH	2.00	1,905	3,200	0.595 *	ITS: 0.000
	LT	1.00	6	1,600	0.004	
Eastbound	RT	1.00	26	1,600	0.015	ICU: 0.77
	TH	1.00	0	1,600	0.025	
	LT	0.00	40	1,600	0.025 *	LOS: C

\* - Denotes critical movement



<b>Project Title:</b>		<b>SATICOY AREA PLAN (LA14-2704)</b>				
<b>Intersection:</b>		<b>LOS ANGELES AVE &amp; COUNTY DR</b>				
<b>Description:</b>		<b>EXISTING PLUS PROJECT CONDITIONS</b>				
<b>Date/Time:</b>		<b>AM PEAK HOUR</b>				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.620
	TH	2.00	2,271	3,200	0.725 *	N-S(2): 0.738 *
	LT	1.00	237	1,600	0.148	E-W(1): 0.028 *
Westbound	RT	1.00	77	1,600	0.000	E-W(2): 0.016
	TH	0.00	0	0	0.000	
	LT	2.00	31	2,560	0.012 *	V/C: 0.766
Northbound	RT	1.00	110	1,600	0.064	Lost Time: 0.100
	TH	2.00	1,510	3,200	0.472	ITS: 0.000
	LT	1.00	20	1,600	0.013 *	
Eastbound	RT	1.00	20	1,600	0.008	ICU: 0.87
	TH	1.00	0	1,600	0.016 *	
	LT	0.00	25	1,600	0.016	LOS: D
<b>Date/Time:</b>		<b>PM PEAK HOUR</b>				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.670 *
	TH	2.00	2,034	3,200	0.641	N-S(2): 0.645
	LT	1.00	54	1,600	0.034 *	E-W(1): 0.073
Westbound	RT	1.00	240	1,600	0.116 *	E-W(2): 0.141 *
	TH	0.02	1	26	0.038	
	LT	1.98	122	2,539	0.048	V/C: 0.811
Northbound	RT	1.00	34	1,600	0.002	Lost Time: 0.100
	TH	2.00	2,034	3,200	0.636 *	ITS: 0.000
	LT	1.00	6	1,600	0.004	
Eastbound	RT	1.00	26	1,600	0.015	ICU: 0.91
	TH	1.00	0	1,600	0.025	
	LT	0.00	40	1,600	0.025 *	LOS: E

\* - Denotes critical movement

<b>Project Title:</b>		<b>SATICOY AREA PLAN (LA14-2704)</b>				
<b>Intersection:</b>		<b>LOS ANGELES AVE &amp; COUNTY DR</b>				
<b>Description:</b>		<b>CUMULATIVE NO PROJECT CONDITIONS</b>				
<b>Date/Time:</b>		<b>AM PEAK HOUR</b>				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.441
	TH	2.00	2,738	3,200	0.874 *	N-S(2): 0.890 *
	LT	1.00	49	1,600	0.031	E-W(1): 0.027 *
Westbound	RT	1.00	50	1,600	0.001	E-W(2): 0.020
	TH	0.00	0	0	0.000	
	LT	2.00	20	2,560	0.008 *	V/C: 0.917
Northbound	RT	1.00	31	1,600	0.016	Lost Time: 0.100
	TH	2.00	1,312	3,200	0.410	ITS: 0.000
	LT	1.00	25	1,600	0.016 *	
Eastbound	RT	1.00	25	1,600	0.009	ICU: 1.02
	TH	1.00	0	1,600	0.019 *	
	LT	0.00	31	1,600	0.019	LOS: F
<b>Date/Time:</b>		<b>PM PEAK HOUR</b>				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.783 *
	TH	2.00	2,156	3,200	0.680	N-S(2): 0.684
	LT	1.00	22	1,600	0.014 *	E-W(1): 0.058
Westbound	RT	1.00	103	1,600	0.051 *	E-W(2): 0.082 *
	TH	0.03	1	46	0.022	
	LT	1.97	68	2,523	0.027	V/C: 0.865
Northbound	RT	1.00	22	1,600	0.003	Lost Time: 0.100
	TH	2.00	2,462	3,200	0.769 *	ITS: 0.000
	LT	1.00	7	1,600	0.004	
Eastbound	RT	1.00	32	1,600	0.018	ICU: 0.97
	TH	1.00	0	1,600	0.031	
	LT	0.00	49	1,600	0.031 *	LOS: E

\* - Denotes critical movement

<b>Project Title: SATICOY AREA PLAN (LA14-2704)</b> <b>Intersection: LOS ANGELES AVE &amp; COUNTY DR</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :	WBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.711
	TH	2.00	2,873	3,200	0.917 *	N-S(2): 0.933 *
	LT	1.00	246	1,600	0.154	E-W(1): 0.033 *
Westbound	RT	1.00	86	1,600	0.000	E-W(2): 0.019
	TH	0.00	0	0	0.000	
	LT	2.00	35	2,560	0.014 *	V/C: 0.966
Northbound	RT	1.00	116	1,600	0.067	Lost Time: 0.100
	TH	2.00	1,783	3,200	0.557	ITS: 0.000
	LT	1.00	25	1,600	0.016 *	
Eastbound	RT	1.00	25	1,600	0.009	ICU: 1.07
	TH	1.00	0	1,600	0.019 *	
	LT	0.00	31	1,600	0.019	LOS: F
<b>Date/Time: PM PEAK HOUR</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.846 *
	TH	2.00	2,492	3,200	0.785	N-S(2): 0.789
	LT	1.00	58	1,600	0.036 *	E-W(1): 0.084
Westbound	RT	1.00	259	1,600	0.126 *	E-W(2): 0.157 *
	TH	0.01	1	24	0.043	
	LT	1.99	135	2,541	0.053	V/C: 1.003
Northbound	RT	1.00	38	1,600	0.003	Lost Time: 0.100
	TH	2.00	2,591	3,200	0.810 *	ITS: 0.000
	LT	1.00	7	1,600	0.004	
Eastbound	RT	1.00	32	1,600	0.018	ICU: 1.10
	TH	1.00	0	1,600	0.031	
	LT	0.00	49	1,600	0.031 *	LOS: F

\* - Denotes critical movement

<b>Project Title: SATICOY AREA PLAN (LA14-2704)</b> <b>Intersection: SR-118 &amp; TELEPHONE RD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :	EBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	84	1,600	0.027	N-S(1): 0.287
	TH	2.00	1,610	3,200	0.503 *	N-S(2): 0.582 *
	LT	1.00	2	1,600	0.001	E-W(1): 0.072
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.083 *
	TH	1.00	14	1,600	0.019 *	
	LT	1.00	20	1,600	0.013	V/C: 0.665
Northbound	RT	0.00	6	0	0.000	Lost Time: 0.100
	TH	2.00	909	3,200	0.286	ITS: 0.000
	LT	2.00	201	2,560	0.079 *	
Eastbound	RT	2.00	440	3,200	0.059	ICU: 0.77
	TH	1.00	6	1,600	0.004	
	LT	2.00	163	2,560	0.064 *	LOS: C
<b>Date/Time: PM PEAK HOUR</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	206	1,600	0.103	N-S(1): 0.588 *
	TH	2.00	1,227	3,200	0.383	N-S(2): 0.552
	LT	1.00	6	1,600	0.004 *	E-W(1): 0.016
Westbound	RT	0.00	9	0	0.000	E-W(2): 0.078 *
	TH	1.00	11	1,600	0.013 *	
	LT	1.00	11	1,600	0.007	V/C: 0.666
Northbound	RT	0.00	12	0	0.000	Lost Time: 0.100
	TH	2.00	1,857	3,200	0.584 *	ITS: 0.000
	LT	2.00	433	2,560	0.169	
Eastbound	RT	2.00	265	3,200	0.000	ICU: 0.77
	TH	1.00	15	1,600	0.009	
	LT	2.00	167	2,560	0.065 *	LOS: C

\* - Denotes critical movement

<b>Project Title: SATICOY AREA PLAN (LA14-2704)</b> <b>Intersection: SR-118 &amp; TELEPHONE RD</b> <b>Description: EXISTING PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :	EBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	84	1,600	0.025	N-S(1): 0.367
	TH	2.00	2,535	3,200	0.792 *	N-S(2): 0.907 *
	LT	1.00	6	1,600	0.004	E-W(1): 0.140 *
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.091
	TH	1.00	17	1,600	0.023	
	LT	1.00	23	1,600	0.014 *	V/C: 1.047
Northbound	RT	0.00	10	0	0.000	Lost Time: 0.100
	TH	2.00	1,151	3,200	0.363	ITS: 0.000
	LT	2.00	294	2,560	0.115 *	
Eastbound	RT	2.00	771	3,200	0.126 *	ICU: 1.15
	TH	0.12	10	185	0.054	
	LT	1.88	163	2,412	0.068	LOS: F
<b>Date/Time: PM PEAK HOUR</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	206	1,600	0.100	N-S(1): 0.788 *
	TH	2.00	1,454	3,200	0.454	N-S(2): 0.729
	LT	1.00	10	1,600	0.006 *	E-W(1): 0.068
Westbound	RT	0.00	15	0	0.000	E-W(2): 0.091 *
	TH	1.00	16	1,600	0.019 *	
	LT	1.00	16	1,600	0.010	V/C: 0.879
Northbound	RT	0.00	15	0	0.000	Lost Time: 0.100
	TH	2.00	2,488	3,200	0.782 *	ITS: 0.000
	LT	2.00	705	2,560	0.275	
Eastbound	RT	2.00	360	3,200	0.000	ICU: 0.98
	TH	0.19	18	311	0.058	
	LT	1.81	167	2,311	0.072 *	LOS: E

\* - Denotes critical movement

<b>Project Title: SATICOY AREA PLAN (LA14-2704)</b>						
<b>Intersection: SR-118 &amp; TELEPHONE RD</b>						
<b>Description: CUMULATIVE NO PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :	EBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	164	1,600	0.058	N-S(1): 0.361
	TH	2.00	2,064	3,200	0.645 *	N-S(2): 0.744 *
	LT	1.00	2	1,600	0.001	E-W(1): 0.108
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.138 *
	TH	1.00	24	1,600	0.028 *	V/C: 0.882
	LT	1.00	32	1,600	0.020	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	2.00	1,142	3,200	0.360	ICU: 0.98
	LT	2.00	254	2,560	0.099 *	LOS: E
Eastbound	RT	2.00	563	3,200	0.077	
	TH	0.07	10	113	0.088	
	LT	1.93	272	2,469	0.110 *	
<b>Date/Time: PM PEAK HOUR</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	344	1,600	0.166	N-S(1): 0.753 *
	TH	2.00	1,559	3,200	0.487	N-S(2): 0.705
	LT	1.00	7	1,600	0.004 *	E-W(1): 0.110
Westbound	RT	0.00	11	0	0.000	E-W(2): 0.142 *
	TH	1.00	19	1,600	0.019 *	V/C: 0.895
	LT	1.00	19	1,600	0.012	Lost Time: 0.100
Northbound	RT	0.00	23	0	0.000	ITS: 0.000
	TH	2.00	2,373	3,200	0.749 *	ICU: 1.00
	LT	2.00	557	2,560	0.218	LOS: E
Eastbound	RT	2.00	340	3,200	0.000	
	TH	0.17	26	265	0.098	
	LT	1.83	288	2,348	0.123 *	

\* - Denotes critical movement

<b>Project Title:</b>		<b>SATICOY AREA PLAN (LA14-2704)</b>				
<b>Intersection:</b>		<b>SR-118 &amp; TELEPHONE RD</b>				
<b>Description:</b>		<b>CUMULATIVE PLUS PROJECT CONDITIONS</b>				
<b>Date/Time:</b>		<b>AM PEAK HOUR</b>				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :	EBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	164	1,600	0.058	N-S(1): 0.441
	TH	2.00	2,989	3,200	0.934 *	N-S(2): 1.070 *
	LT	1.00	6	1,600	0.004	E-W(1): 0.166 *
Westbound	RT	0.00	23	0	0.000	E-W(2): 0.143
	TH	1.00	27	1,600	0.031	V/C: 1.236
	LT	1.00	35	1,600	0.022 *	Lost Time: 0.100
Northbound	RT	0.00	14	0	0.000	ITS: 0.000
	TH	2.00	1,384	3,200	0.437	ICU: 1.34
	LT	2.00	347	2,560	0.136 *	LOS: F
Eastbound	RT	2.00	894	3,200	0.144 *	
	TH	0.10	14	157	0.089	
	LT	1.90	272	2,435	0.112	
<b>Date/Time:</b>		<b>PM PEAK HOUR</b>				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	344	1,600	0.165	N-S(1): 0.954 *
	TH	2.00	1,786	3,200	0.558	N-S(2): 0.882
	LT	1.00	11	1,600	0.007 *	E-W(1): 0.114
Westbound	RT	0.00	17	0	0.000	E-W(2): 0.150 *
	TH	1.00	24	1,600	0.026 *	V/C: 1.104
	LT	1.00	24	1,600	0.015	Lost Time: 0.100
Northbound	RT	0.00	26	0	0.000	ITS: 0.000
	TH	2.00	3,004	3,200	0.947 *	ICU: 1.20
	LT	2.00	829	2,560	0.324	LOS: F
Eastbound	RT	2.00	435	3,200	0.000	
	TH	0.18	29	293	0.099	
	LT	1.82	288	2,326	0.124 *	

\* - Denotes critical movement

<b>Project Title:</b>		<b>SATICOY AREA PLAN (LA14-2704)</b>				
<b>Intersection:</b>		<b>SR-118 &amp; NARDO ST</b>				
<b>Description:</b>		<b>EXISTING CONDITIONS</b>				
<b>Date/Time:</b>		<b>AM PEAK HOUR</b>				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	34	1,600	0.013	N-S(1): 0.322
	TH	2.00	1,959	3,200	0.612 *	N-S(2): 0.626 *
	LT	1.00	8	1,600	0.005	E-W(1): 0.057 *
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.056
	TH	1.00	24	1,600	0.036	
	LT	1.00	55	1,600	0.034 *	V/C: 0.683
Northbound	RT	0.00	2	0	0.000	Lost Time: 0.100
	TH	2.00	1,011	3,200	0.317	ITS: 0.000
	LT	1.00	23	1,600	0.014 *	
Eastbound	RT	0.00	36	0	0.000	ICU: 0.78
	TH	1.00	1	1,600	0.023 *	
	LT	1.00	32	1,600	0.020	LOS: C
<b>Date/Time:</b>		<b>PM PEAK HOUR</b>				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	16	1,600	0.000	N-S(1): 0.685 *
	TH	2.00	1,381	3,200	0.432	N-S(2): 0.436
	LT	1.00	27	1,600	0.017 *	E-W(1): 0.097 *
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.077
	TH	1.00	11	1,600	0.044	
	LT	1.00	82	1,600	0.051 *	V/C: 0.782
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.100
	TH	2.00	2,133	3,200	0.668 *	ITS: 0.000
	LT	1.00	6	1,600	0.004	
Eastbound	RT	0.00	68	0	0.000	ICU: 0.88
	TH	1.00	6	1,600	0.046 *	
	LT	1.00	53	1,600	0.033	LOS: D

\* - Denotes critical movement



<b>Project Title: SATICOY AREA PLAN (LA14-2704)</b> <b>Intersection: SR-118 &amp; NARDO ST</b> <b>Description: EXISTING PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	532	1,600	0.290	N-S(1): 0.506
	TH	2.00	2,237	3,200	0.699 *	N-S(2): 0.847 *
	LT	1.00	244	1,600	0.153	E-W(1): 0.136
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.159 *
	TH	1.00	24	1,600	0.053 *	V/C: 1.006
	LT	1.00	121	1,600	0.076	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	ITS: 0.000
	TH	2.00	1,126	3,200	0.353	ICU: 1.11
	LT	1.00	237	1,600	0.148 *	LOS: F
Eastbound	RT	0.00	95	0	0.000	
	TH	1.00	1	1,600	0.060	
	LT	1.00	169	1,600	0.106 *	
<b>Date/Time: PM PEAK HOUR</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	155	1,600	0.013	N-S(1): 0.764 *
	TH	2.00	1,412	3,200	0.441	N-S(2): 0.482
	LT	1.00	49	1,600	0.031 *	E-W(1): 0.303
Westbound	RT	0.00	308	0	0.000	E-W(2): 0.409 *
	TH	1.00	11	1,600	0.199 *	V/C: 1.173
	LT	1.00	288	1,600	0.180	Lost Time: 0.100
Northbound	RT	0.00	5	0	0.000	ITS: 0.000
	TH	2.00	2,339	3,200	0.733 *	ICU: 1.27
	LT	1.00	66	1,600	0.041	LOS: F
Eastbound	RT	0.00	190	0	0.000	
	TH	1.00	6	1,600	0.123	
	LT	1.00	336	1,600	0.210 *	

\* - Denotes critical movement

<b>Project Title: SATICOY AREA PLAN (LA14-2704)</b> <b>Intersection: SR-118 &amp; NARDO ST</b> <b>Description: CUMULATIVE NO PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	42	1,600	0.017	N-S(1): 0.406
	TH	2.00	2,521	3,200	0.788 *	N-S(2): 0.806 *
	LT	1.00	10	1,600	0.006	E-W(1): 0.071 *
Westbound	RT	0.00	41	0	0.000	E-W(2): 0.068
	TH	1.00	30	1,600	0.044	
	LT	1.00	68	1,600	0.043 *	V/C: 0.877
Northbound	RT	0.00	2	0	0.000	Lost Time: 0.100
	TH	2.00	1,278	3,200	0.400	ITS: 0.000
	LT	1.00	28	1,600	0.018 *	
Eastbound	RT	0.00	44	0	0.000	ICU: 0.98
	TH	1.00	1	1,600	0.028 *	
	LT	1.00	39	1,600	0.024	LOS: E
<b>Date/Time: PM PEAK HOUR</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	20	1,600	0.000	N-S(1): 0.879 *
	TH	2.00	1,766	3,200	0.552	N-S(2): 0.556
	LT	1.00	33	1,600	0.021 *	E-W(1): 0.120 *
Westbound	RT	0.00	73	0	0.000	E-W(2): 0.095
	TH	1.00	14	1,600	0.054	
	LT	1.00	101	1,600	0.063 *	V/C: 0.999
Northbound	RT	0.00	4	0	0.000	Lost Time: 0.100
	TH	2.00	2,743	3,200	0.858 *	ITS: 0.000
	LT	1.00	7	1,600	0.004	
Eastbound	RT	0.00	84	0	0.000	ICU: 1.10
	TH	1.00	7	1,600	0.057 *	
	LT	1.00	65	1,600	0.041	LOS: F

\* - Denotes critical movement

<b>Project Title: SATICOY AREA PLAN (LA14-2704)</b> <b>Intersection: SR-118 &amp; NARDO ST</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	540	1,600	0.294	N-S(1): 0.591
	TH	2.00	2,799	3,200	0.875 *	N-S(2): 1.026 *
	LT	1.00	246	1,600	0.154	E-W(1): 0.149
Westbound	RT	0.00	68	0	0.000	E-W(2): 0.171 *
	TH	1.00	30	1,600	0.061 *	V/C: 1.197
	LT	1.00	134	1,600	0.084	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	ITS: 0.000
	TH	2.00	1,393	3,200	0.437	ICU: 1.30
	LT	1.00	242	1,600	0.151 *	LOS: F
Eastbound	RT	0.00	103	0	0.000	
	TH	1.00	1	1,600	0.065	
	LT	1.00	176	1,600	0.110 *	
<b>Date/Time: PM PEAK HOUR</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	159	1,600	0.012	N-S(1): 0.957 *
	TH	2.00	1,797	3,200	0.562	N-S(2): 0.604
	LT	1.00	55	1,600	0.034 *	E-W(1): 0.325
Westbound	RT	0.00	322	0	0.000	E-W(2): 0.428 *
	TH	1.00	14	1,600	0.210 *	V/C: 1.385
	LT	1.00	307	1,600	0.192	Lost Time: 0.100
Northbound	RT	0.00	6	0	0.000	ITS: 0.000
	TH	2.00	2,949	3,200	0.923 *	ICU: 1.49
	LT	1.00	67	1,600	0.042	LOS: F
Eastbound	RT	0.00	206	0	0.000	
	TH	1.00	7	1,600	0.133	
	LT	1.00	348	1,600	0.218 *	

\* - Denotes critical movement

<b>Project Title:</b>		<b>SATICOY AREA PLAN (LA14-2704)</b>				
<b>Intersection:</b>		<b>SR-118 &amp; DARLING RD</b>				
<b>Description:</b>		<b>EXISTING CONDITIONS</b>				
<b>Date/Time:</b>		<b>AM PEAK HOUR</b>				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.358
	TH	2.00	1,655	3,200	0.537 *	N-S(2): 0.574 *
	LT	1.00	51	1,600	0.032	E-W(1): 0.147 *
Westbound	RT	0.00	68	0	0.000	E-W(2): 0.117
	TH	1.00	21	1,600	0.056	V/C: 0.721
	LT	1.00	28	1,600	0.018 *	Lost Time: 0.100
Northbound	RT	0.00	19	0	0.000	ITS: 0.000
	TH	2.00	1,023	3,200	0.326	ICU: 0.82
	LT	1.00	59	1,600	0.037 *	LOS: D
Eastbound	RT	0.00	85	0	0.000	
	TH	1.00	23	1,600	0.129 *	
	LT	0.00	98	1,600	0.061	
<b>Date/Time:</b>		<b>PM PEAK HOUR</b>				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	86	0	0.000	N-S(1): 0.676 *
	TH	2.00	1,404	3,200	0.466	N-S(2): 0.498
	LT	1.00	103	1,600	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.080 *
	TH	1.00	16	1,600	0.047 *	V/C: 0.756
	LT	1.00	19	1,600	0.012	Lost Time: 0.100
Northbound	RT	0.00	37	0	0.000	ITS: 0.000
	TH	2.00	1,920	3,200	0.612 *	ICU: 0.86
	LT	1.00	51	1,600	0.032	LOS: D
Eastbound	RT	0.00	32	0	0.000	
	TH	1.00	18	1,600	0.064	
	LT	0.00	52	1,600	0.033 *	

\* - Denotes critical movement

<b>Project Title:</b>		<b>SATICOY AREA PLAN (LA14-2704)</b>				
<b>Intersection:</b>		<b>SR-118 &amp; DARLING RD</b>				
<b>Description:</b>		<b>EXISTING PLUS PROJECT CONDITIONS</b>				
<b>Date/Time:</b>		<b>AM PEAK HOUR</b>				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.430
	TH	2.00	2,542	3,200	0.814 *	N-S(2): 0.860 *
	LT	1.00	51	1,600	0.032	E-W(1): 0.173 *
Westbound	RT	0.00	68	0	0.000	E-W(2): 0.117
	TH	1.00	21	1,600	0.056	V/C: 1.033
	LT	1.00	26	1,600	0.016 *	Lost Time: 0.100
Northbound	RT	0.00	19	0	0.000	ITS: 0.000
	TH	2.00	1,254	3,200	0.398	ICU: 1.13
	LT	1.00	73	1,600	0.046 *	LOS: F
Eastbound	RT	0.00	130	0	0.000	
	TH	1.00	23	1,600	0.157 *	
	LT	0.00	98	1,600	0.061	
<b>Date/Time:</b>		<b>PM PEAK HOUR</b>				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	86	0	0.000	N-S(1): 0.861 *
	TH	2.00	1,618	3,200	0.533	N-S(2): 0.592
	LT	1.00	103	1,600	0.064 *	E-W(1): 0.086 *
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.080
	TH	1.00	16	1,600	0.047	V/C: 0.947
	LT	1.00	21	1,600	0.013 *	Lost Time: 0.100
Northbound	RT	0.00	39	0	0.000	ITS: 0.000
	TH	2.00	2,512	3,200	0.797 *	ICU: 1.05
	LT	1.00	94	1,600	0.059	LOS: F
Eastbound	RT	0.00	47	0	0.000	
	TH	1.00	18	1,600	0.073 *	
	LT	0.00	52	1,600	0.033	

\* - Denotes critical movement

<b>Project Title:</b>		<b>SATICOY AREA PLAN (LA14-2704)</b>				
<b>Intersection:</b>		<b>SR-118 &amp; DARLING RD</b>				
<b>Description:</b>		<b>CUMULATIVE NO PROJECT CONDITIONS</b>				
<b>Date/Time:</b>		<b>AM PEAK HOUR</b>				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	65	0	0.000	N-S(1): 0.387
	TH	2.00	1,784	3,200	0.578 *	N-S(2): 0.614 *
	LT	1.00	54	1,600	0.034	E-W(1): 0.147 *
Westbound	RT	0.00	75	0	0.000	E-W(2): 0.122
	TH	1.00	22	1,600	0.061	V/C: 0.761
	LT	1.00	28	1,600	0.018 *	Lost Time: 0.100
Northbound	RT	0.00	19	0	0.000	ITS: 0.000
	TH	2.00	1,110	3,200	0.353	ICU: 0.86
	LT	1.00	58	1,600	0.036 *	LOS: D
Eastbound	RT	0.00	84	0	0.000	
	TH	1.00	24	1,600	0.129 *	
	LT	0.00	98	1,600	0.061	
<b>Date/Time:</b>		<b>PM PEAK HOUR</b>				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	86	0	0.000	N-S(1): 0.728 *
	TH	2.00	1,529	3,200	0.505	N-S(2): 0.536
	LT	1.00	111	1,600	0.069 *	E-W(1): 0.078
Westbound	RT	0.00	65	0	0.000	E-W(2): 0.084 *
	TH	1.00	17	1,600	0.051 *	V/C: 0.812
	LT	1.00	19	1,600	0.012	Lost Time: 0.100
Northbound	RT	0.00	37	0	0.000	ITS: 0.000
	TH	2.00	2,072	3,200	0.659 *	ICU: 0.91
	LT	1.00	50	1,600	0.031	LOS: E
Eastbound	RT	0.00	32	0	0.000	
	TH	1.00	20	1,600	0.066	
	LT	0.00	53	1,600	0.033 *	

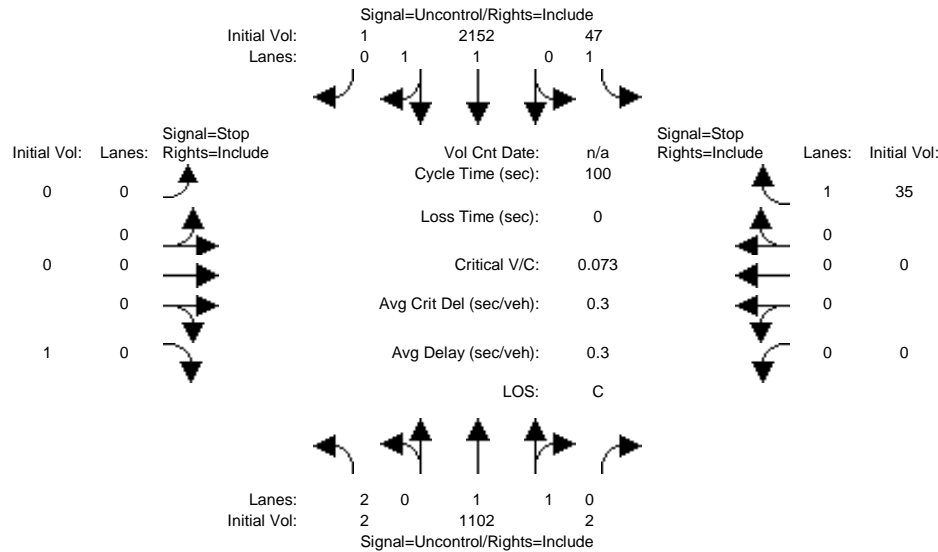
\* - Denotes critical movement

<b>Project Title: SATICOY AREA PLAN (LA14-2704)</b>						
<b>Intersection: SR-118 &amp; DARLING RD</b>						
<b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	65	0	0.000	N-S(1): 0.459
	TH	2.00	2,671	3,200	0.855 *	N-S(2): 0.900 *
	LT	1.00	54	1,600	0.034	E-W(1): 0.173 *
Westbound	RT	0.00	75	0	0.000	E-W(2): 0.122
	TH	1.00	22	1,600	0.061	V/C: 1.073
	LT	1.00	26	1,600	0.016 *	Lost Time: 0.100
Northbound	RT	0.00	19	0	0.000	ITS: 0.000
	TH	2.00	1,341	3,200	0.425	ICU: 1.17
	LT	1.00	72	1,600	0.045 *	LOS: F
Eastbound	RT	0.00	129	0	0.000	
	TH	1.00	24	1,600	0.157 *	
	LT	0.00	98	1,600	0.061	
<b>Date/Time: PM PEAK HOUR</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	86	0	0.000	N-S(1): 0.914 *
	TH	2.00	1,743	3,200	0.572	N-S(2): 0.630
	LT	1.00	111	1,600	0.069 *	E-W(1): 0.088 *
Westbound	RT	0.00	65	0	0.000	E-W(2): 0.084
	TH	1.00	17	1,600	0.051	V/C: 1.002
	LT	1.00	21	1,600	0.013 *	Lost Time: 0.100
Northbound	RT	0.00	39	0	0.000	ITS: 0.000
	TH	2.00	2,664	3,200	0.845 *	ICU: 1.10
	LT	1.00	93	1,600	0.058	LOS: F
Eastbound	RT	0.00	47	0	0.000	
	TH	1.00	20	1,600	0.075 *	
	LT	0.00	53	1,600	0.033	

\* - Denotes critical movement

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EX AM

Intersection #3: Wells Rd & Violeta St



Street Name: Wells Rd (SR-118) Violeta St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with 12 columns representing movements and rows for Critical Gap Module metrics: Critical Gp, FollowUpTim.

Table with 12 columns representing movements and rows for Capacity Module metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with 12 columns representing movements and rows for Level Of Service Module metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #3 Wells Rd & Violeta St
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met



	North Bound	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	2 1102	2 47 2152	1 0 0 0 1	0 0 0 35
ApproachDel:	xxxxxx	xxxxxx	21.6	13.0

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=1]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3342]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=35]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3342]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #3 Wells Rd & Violeta St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	2 1102	2 47 2152	1 0 0 0 1	0 0 0 35

Major Street Volume: 3306  
 Minor Approach Volume: 35  
 Minor Approach Volume Threshold: -127 [less than minimum of 100]

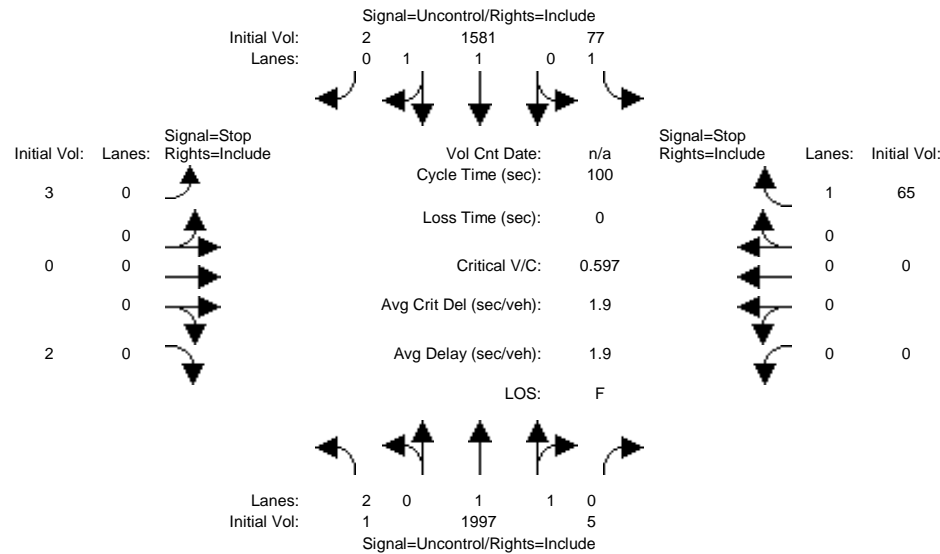
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EX PM

Intersection #3: Wells Rd & Violeta St



Street Name: Wells Rd (SR-118) Violeta St  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	1	1997	5	77	1581	2	3	0	2	0	0	65
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:	1	1997	5	77	1581	2	3	0	2	0	0	65
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:	1	1997	5	77	1581	2	3	0	2	0	0	65
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:	1	2032	5	78	1608	2	3	0	2	0	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	2032	5	78	1608	2	3	0	2	0	0	66

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	3.3

Capacity Module:												
Cnflct Vol:	1610	xxxx	xxxxxx	2037	xxxx	xxxxxx	2784	3805	805	xxxx	xxxx	1018
Potent Cap.:	411	xxxx	xxxxxx	281	xxxx	xxxxxx	9	4	330	xxxx	xxxx	238
Move Cap.:	411	xxxx	xxxxxx	281	xxxx	xxxxxx	5	3	330	xxxx	xxxx	238
Volume/Cap:	0.00	xxxx	xxxx	0.28	xxxx	xxxx	0.60	0.00	0.01	xxxx	xxxx	0.28

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	1.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	1.1
Control Del:	13.8	xxxx	xxxxxx	22.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	25.8
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	D
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	8	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	694	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			694.3			25.8		
ApproachLOS:		*			*		F			D		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #3 Wells Rd & Violeta St  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 0 0 1
Initial Vol:	1 1997 5	77 1581 2	3 0 2	0 0 65
ApproachDel:	xxxxxx	xxxxxx	694.3	25.8

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=5]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3733]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.5]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=65]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3733]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 Wells Rd & Violeta St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

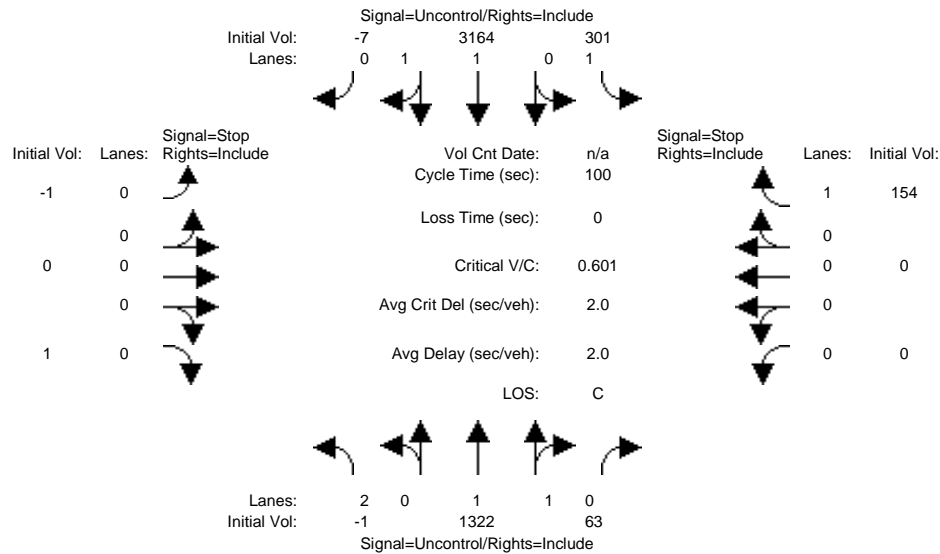
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 0 0 1
Initial Vol:	1 1997 5	77 1581 2	3 0 2	0 0 65
Major Street Volume:	3663			
Minor Approach Volume:	65			
Minor Approach Volume Threshold:	-162 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER  
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EP AM

Intersection #3: Wells Rd & Violeta St



Street Name: Wells Rd (SR-118) Violeta St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing movements and 2 rows of critical gap data including Critical Gap and FollowUp Time.

Table with 12 columns representing movements and 4 rows of capacity data including Conflict Vol, Potent Cap, Move Cap, and Volume/Cap.

Table with 12 columns representing movements and 8 rows of level of service data including 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #3 Wells Rd & Violeta St
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 0 0 0	0 0 0 0 1
Initial Vol:	-1 1322 63	301 3164 -7	-1 0 1	0 0 154
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	20.1

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=0]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=4996]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.9]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=154]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=4996]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #3 Wells Rd & Violeta St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

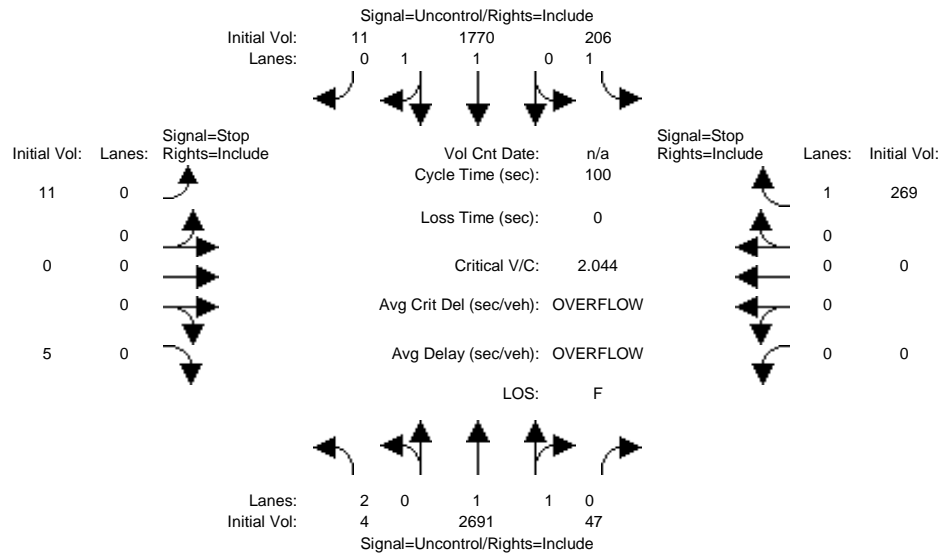
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 0 0 0	0 0 0 0 1
Initial Vol:	-1 1322 63	301 3164 -7	-1 0 1	0 0 154
Major Street Volume:	4842			
Minor Approach Volume:	154			
Minor Approach Volume Threshold:	-259 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER  
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EP PM

Intersection #3: Wells Rd & Violeta St



Street Name: Wells Rd (SR-118) Violeta St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume).

Table with 12 columns representing movements and rows for Critical Gap Module (Critical Gp, FollowUpTim).

Table with 12 columns representing movements and rows for Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.).

Table with 12 columns representing movements and rows for Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #3 Wells Rd & Violeta St
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 0 0 1
Initial Vol:	4 2691 47	206 1770 11	11 0 5	0 0 269
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	549.6

Approach[eastbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=16]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=5014]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=41.1]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=269]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=5014]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #3 Wells Rd & Violeta St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 0 0 1
Initial Vol:	4 2691 47	206 1770 11	11 0 5	0 0 269
Major Street Volume:	4729			
Minor Approach Volume:	269			
Minor Approach Volume Threshold:	-250 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER  
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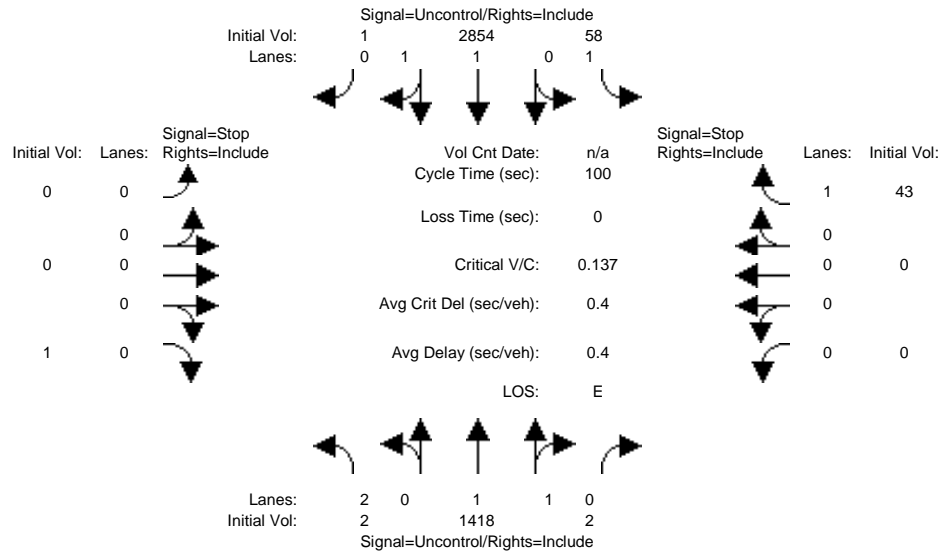
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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2035 NP AM

Intersection #3: Wells Rd & Violeta St



Street Name: Wells Rd (SR-118) Violeta St  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	2	1360	2	58	2662	1	0	0	1	0	0	43
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:	2	1360	2	58	2662	1	0	0	1	0	0	43
Added Vol:	0	29	0	0	96	0	0	0	0	0	0	0
RPs:	0	29	0	0	96	0	0	0	0	0	0	0
Initial Fut:	2	1418	2	58	2854	1	0	0	1	0	0	43
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	2	1507	2	62	3033	1	0	0	1	0	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1507	2	62	3033	1	0	0	1	0	0	46

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	3034	xxxx	xxxxxx	1509	xxxx	xxxxxx	xxxx	xxxx	1517	xxxx	xxxx	755
Potent Cap.:	114	xxxx	xxxxxx	449	xxxx	xxxxxx	xxxx	xxxx	110	xxxx	xxxx	356
Move Cap.:	114	xxxx	xxxxxx	449	xxxx	xxxxxx	xxxx	xxxx	110	xxxx	xxxx	356
Volume/Cap:	0.02	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.13

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.5	xxxx	xxxxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.4
Control Del:	37.3	xxxx	xxxxxx	14.3	xxxx	xxxxxx	xxxxxx	xxxx	38.0	xxxxxx	xxxx	16.6
LOS by Move:	E	*	*	B	*	*	*	*	E	*	*	C
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx					38.0			16.6
ApproachLOS:	*			*					E			C

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #3 Wells Rd & Violeta St  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	2 1418	2 58 2854	1 0 0 1	0 0 43
ApproachDel:	xxxxxx	xxxxxx	38.0	16.6

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=1]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=4379]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=43]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=4379]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 Wells Rd & Violeta St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	2 1418	2 58 2854	1 0 0 1	0 0 43

Major Street Volume: 4335  
 Minor Approach Volume: 43  
 Minor Approach Volume Threshold: -220 [less than minimum of 100]

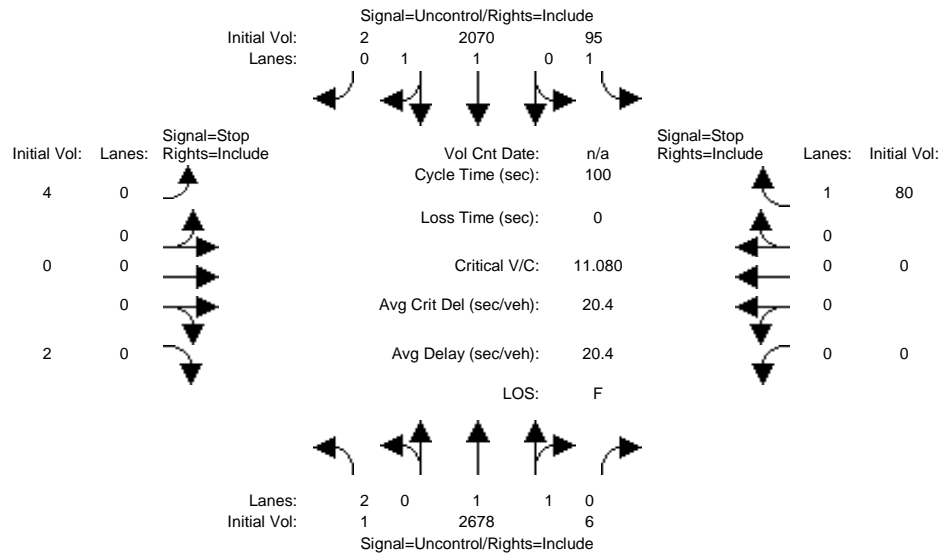
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 NP PM

Intersection #3: Wells Rd & Violeta St



Street Name: Wells Rd (SR-118) Violeta St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table for Critical Gap Module with 12 columns and 2 rows: Critical Gp, FollowUpTim.

Table for Capacity Module with 12 columns and 4 rows: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table for Level Of Service Module with 12 columns and 8 rows: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #3 Wells Rd & Violeta St
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 0 0 1
Initial Vol:	1 2678 6	95 2070 2	4 0 2	0 0 80
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	61.7

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=24.9]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=6]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=4938]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.4]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=80]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=4938]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 Wells Rd & Violeta St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 0 0 1
Initial Vol:	1 2678 6	95 2070 2	4 0 2	0 0 80

Major Street Volume: 4852  
 Minor Approach Volume: 80  
 Minor Approach Volume Threshold: -259 [less than minimum of 100]

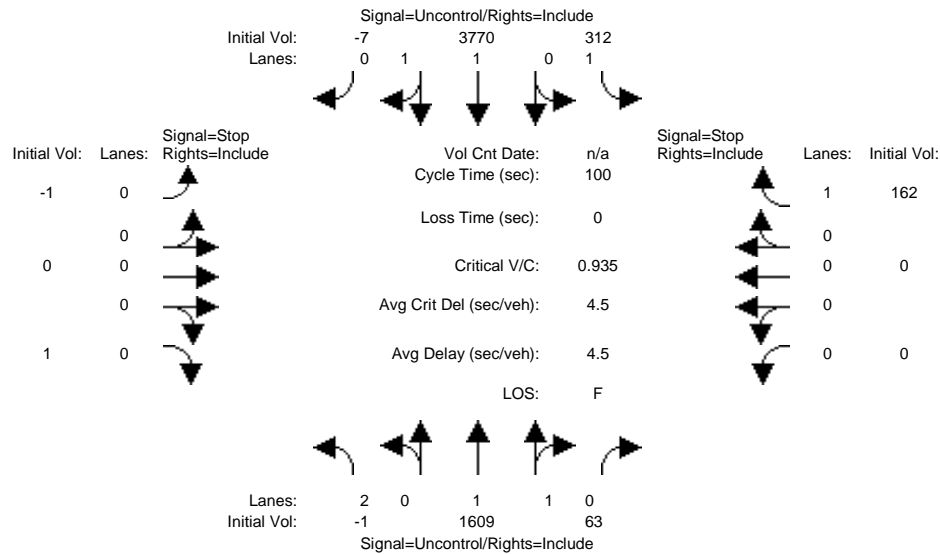
SIGNAL WARRANT DISCLAIMER

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 P AM

Intersection #3: Wells Rd & Violeta St



Street Name: Wells Rd (SR-118) Violeta St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, RPs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module with 4 columns and 2 rows of data including Critical Gp and FollowUpTim.

Table for Capacity Module with 4 columns and 4 rows of data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table for Level Of Service Module with 4 columns and 10 rows of data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #3 Wells Rd & Violeta St
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 0 0 0	0 0 0 0 1
Initial Vol:	-1 1609 63	312 3770 -7	-1 0 1	0 0 162
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	33.9

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=0]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=5908]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.5]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=162]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=5908]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 Wells Rd & Violeta St  
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Future Volume Alternative: Peak Hour Warrant Met

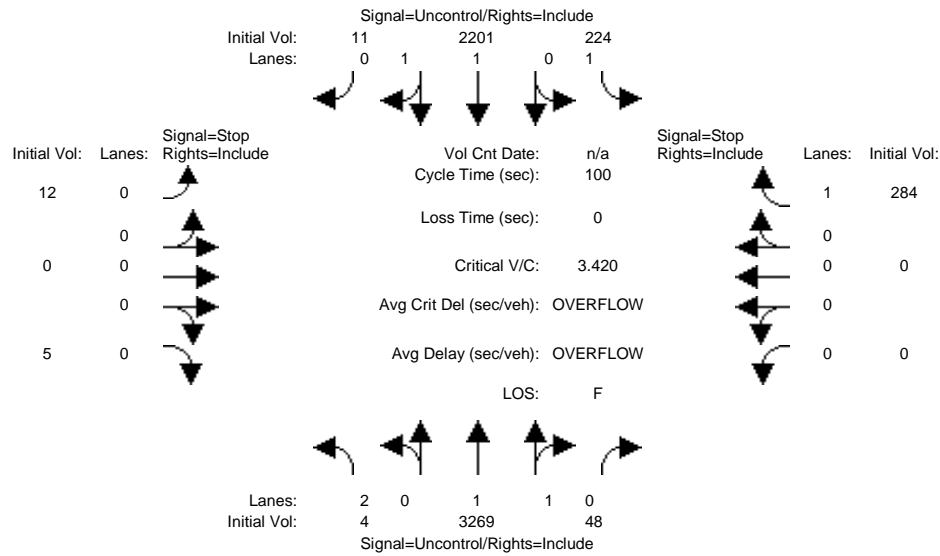
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 0 0 0	0 0 0 0 1
Initial Vol:	-1 1609 63	312 3770 -7	-1 0 1	0 0 162
Major Street Volume:	5746			
Minor Approach Volume:	162			
Minor Approach Volume Threshold:	-318 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER  
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 P PM

Intersection #3: Wells Rd & Violeta St



Street Name: Wells Rd (SR-118) Violeta St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume).

Table for Critical Gap Module with 12 columns and 2 rows (Critical Gp, FollowUpTim).

Table for Capacity Module with 12 columns and 4 rows (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.).

Table for Level Of Service Module with 12 columns and 8 rows (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #3 Wells Rd & Violeta St
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 0 0 1
Initial Vol:	4 3269 48	224 2201 11	12 0 5	0 0 284
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	1193.7

Approach[eastbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=17]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=6058]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=94.2]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=284]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=6058]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #3 Wells Rd & Violeta St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	2 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 0 0 1
Initial Vol:	4 3269 48	224 2201 11	12 0 5	0 0 284

Major Street Volume: 5757  
 Minor Approach Volume: 284  
 Minor Approach Volume Threshold: -318 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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**APPENDIX D:  
TRIP GENERATION BY ZONE**

LAND USE BY ZONE - EXISTING

Zone #	Single Family (DU)	Multi Family (DU)	Convalescent Housing (DU)	Office (KSF)	Shopping Center (KSF)**	Specialty Retail (KSF)	Restaurant (KSF)	fast food (KSF)	Gas Station	Light Industrial	Medium Industrial	Heavy Industrial	Warehousing	assembly	self storage
1	16			0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.800	0.000	0.000		
2	23			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3	
3	10			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
4	9			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
5	14			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
6	7	4		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1	
7	2			0.000	0.000	0.000	1.342	0.000	0.000	0.000	8.276	0.000	0.000		
8				3.402	0.000	0.000	0.000	0.000	0.000	0.000	19.926	0.000	0.000		
9	3			0.000	0.000	11.498	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
10	1			6.314	2.096	20.091	3.750	1.149	0.000	0.000	0.000	0.000	0.000		
11	9			0.000	0.000	0.000	0.000	0.000	0.000	0.000	11.798	0.000	0.000		
12	2			0.000	0.000	7.550	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4	
13				0.000	7.000	10.029	0.000	0.000	0.000	0.000	16.248	0.000	0.000	2.952	
14	8			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
15	10	2		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
16	17			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
17				0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.228	0.000	0.000		
18	12	5		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
19	11	2		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
20				0.000	0.000	0.000	0.000	0.000	0.000	0.000	13.377	0.000	0.000		
21	16			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2	
22			10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	19.305	0.000	0.000		
23				0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.148	0.000	0.000		
24				0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.842	0.000	0.000		
25	10	6		0.000	0.000	0.000	0.000	0.000	0.000	0.000	18.091	0.000	0.000		
26				0.000	0.000	2.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
27	8	12		0.000	0.000	0.000	0.000	0.000	0.000	0.000	88.284	0.000	0.000		
28	2			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
29	20	8		0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.763	0.000	0.000		
30	1	2		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
31				0.000	0.000	0.000	0.000	0.000	0.000	0.000	62.752	0.000	0.000		
32				0.000	8.160	0.000	0.000	0.000	0.000	0.000	71.723	15.784	0.000		
33				0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.581	0.000	0.000		
34				0.000	0.000	0.000	0.000	0.000	0.000	0.000	122.162	19.179	0.000		
35				0.000	0.000	0.000	0.000	0.000	0.000	0.000	31.647	0.000	0.000		166.83
36				0.000	0.000	0.000	0.000	0.000	0.000	101.881	0.000	0.000	0.000		94.42

LAND USE BY ZONE - PROPOSED

Zone #	Single Family (DU)	Multi Family (DU)	Senior Housing (DU)	Convalescent Housing (DU)	Office (KSF)	Shopping Center (KSF)	Specialty Retail (KSF)	Restaurant (KSF)	Fast Food	Gas Station	Light Industrial (K)	Medium Industrial (K)	Heavy Industrial (K)	Warehousing	Assembly (KSF)	Self Storage (KSF)
1	19	4			0	0	0	0	0	0	0	0	0	0	0	0
2	25	4			0	0	0	0	0	0	0	0	0	0	3	0
3	11	2			0	0	0	0	0	0	0	0	0	0	0	0
4	11	2			0	0	0	0	0	0	0	0	0	0	0	0
5	15	6			0	0	0	0	0	0	0	0	0	0	0	0
6	7	2			0	0	0	0	0	0	0	0	0	0	1	0
7	2	2			14.438	0	11.813	2.625	0	0	0	0	0	0	0	0
8		0			6.908	0	22.551	0	0	0	0	0	0	0	0	0
9	3	2			20.854	0	13.904	6.95	0	0	0	0	0	0	0	0
10		0			52.701	0	35.134	17.567	0	0	0	0	0	0	0	0
11	10	4			0	0	11.678	5.839	0	0	0	0	0	0	0	0
12	2	4			19.464	0	11.678	5.839	0	0	0	0	0	0	4.41	0
13		22			37.8	0	19.728	11.34	0	0	0	0	0	0	2.952	0
14	10	4			0	0	0	0	0	0	0	0	0	0	0	0
15	11	2			0	0	0	0	0	0	0	0	0	0	0	0
16	17	6			0	0	0	0	0	0	0	0	0	0	0	0
17		0			0	0	6.228	0	0	0	0	0	0	0	0	0
18	13	2			0	0	0	0	0	0	0	0	0	0	0	0
19	11	4			0	0	0	0	0	0	0	0	0	0	0	0
20					0	0	0	0	0	0	100.35	0	0	0	0	0
21	21	7			0	0	0	0	0	0	0	0	0	0	2.4	0
22					0	0	0	0	0	0	0	57.397	0	0	0	0
23					0	0	0	0	0	0	0	182.074	0	0	0	0
24					11.082	0	11.082	0	0	0	0	0	0	0	0	0
25		65			0	0	10.478	0	0	0	0	0	0	0	0	0
26		30			15.246	0	15.246	0	0	0	0	0	0	0	0	0
27					0	0	0	0	0	0	87.369	0	0	0	0	0
28					0	0	0	0	0	0	51.12	0	0	0	0	0
29					0	0	0	0	0	0	118.704	0	0	0	0	0
30					0	0	0	0	0	0	105.698	0	0	0	0	0
31					0	0	0	0	0	0	0	110.96	190.872	0	0	0
32					0	0	0	0	0	0	0	48.13	217.678	0	0	0
33					0	0	0	0	0	0	0	28.786	37.374	0	0	0
34					0	0	0	0	0	0	0	323.666	131.273	0	0	0
35					0	0	0	0	0	0	0	126.099	0	0	0	166.825
36					0	0	0	0	0	0	243.526	0	0	0	0	94.415

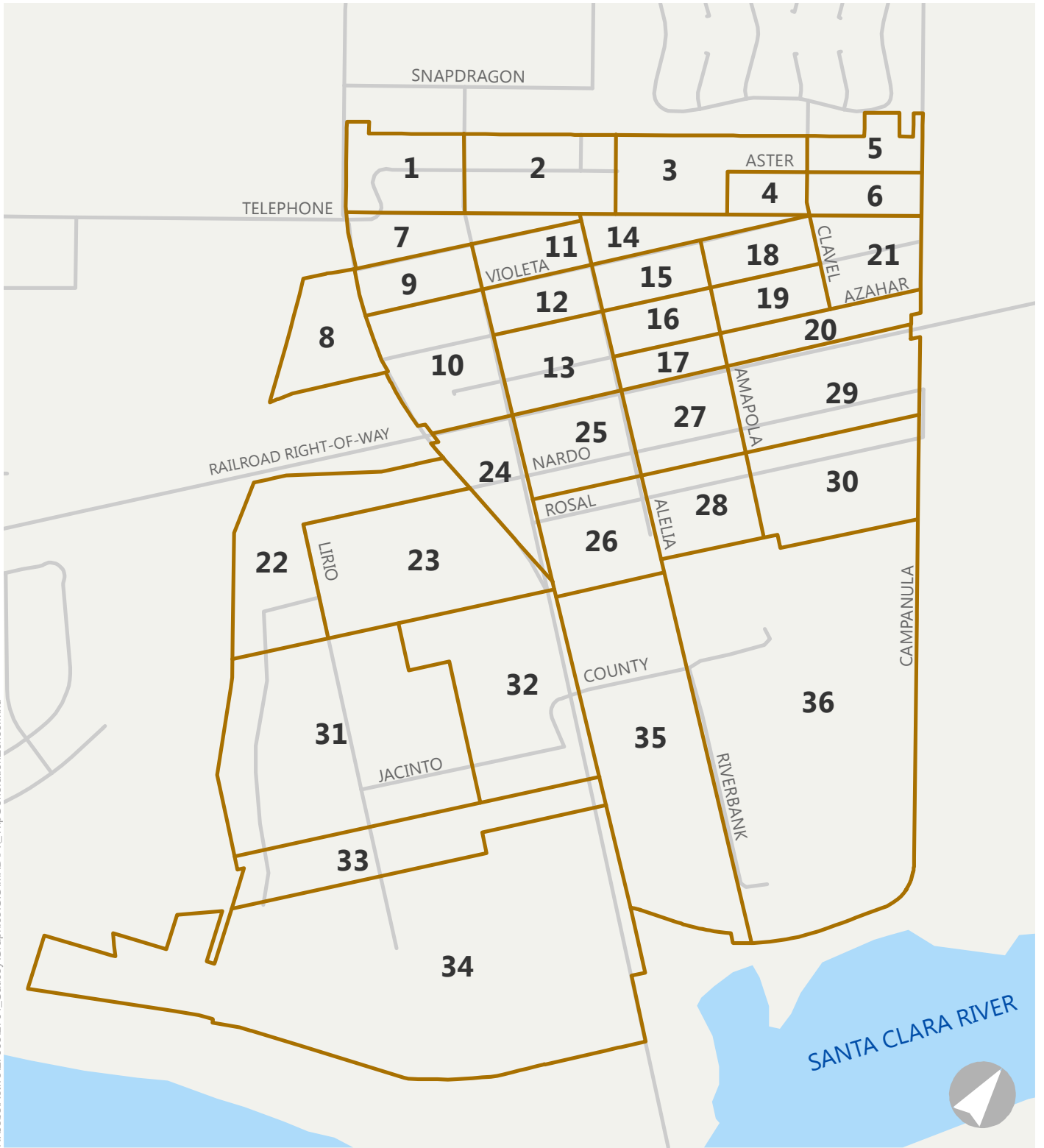
<b>ITE TRIP GENERATION RATES</b>			
<b>Land Use</b>	<b>Trip Generation</b>		
	<b>DAILY</b>	<b>AM</b>	<b>PM</b>
Single Family (DU) (210)	9.52	0.75	1
Multi Family (DU) (220)	6.65	0.51	0.62
Senior Housing (DU) (252)	3.44	0.2	0.25
Convalescent Housing (DU) (253)	2.02	0.06	0.17
Office (SF) (710)	11.03	1.56	1.49
Shopping Center (SF) (820)	42.7	0.96	3.71
Specialty Retail (SF) (826)	44.32	0.7	2.71
Restaurant (SF) (932)	127.15	10.81	9.85
Fast Food Restaurant (KSF) (933)	716	43.87	26.15
Gas Station (944)	168.56	12.16	13.87
Light Industrial (110)*	6.97	0.92	0.97
Medium Industrial (140)*	3.82	0.73	0.73
Heavy Industrial (120)*	1.5	0.51	0.19
Warehousing (150)*	3.56	0.3	0.32
Assembly (495)	33.82	2.05	2.74
Self Storage (151)*	2.5	0.14	0.26

\* PCE Factor of 2.0 later applied to reflect truck trips

\*\* Rates subsequently adjusted based on MXD+ guidance

Source: Trip Generation Manual, 9th Edition (Institute of Transportation Engineers, 2012)

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TRIP GENERATION CHANGE BY ZONE						
Zone	AM		PM		DA	
	In	Out	In	Out	In	Out
1	-5	2	-2	-3	2	1
2	0	2	-1	-1	3	3
3	0	0	0	0	5	5
4	0	1	1	0	10	9
5	1	1	1	0	15	15
6	0	-1	-2	-1	-14	-13
7	19	7	16	24	340	340
8	-10	-1	12	11	384	384
9	64	35	37	43	519	518
10	102	47	61	81	766	766
11	21	27	33	23	528	527
12	55	31	35	41	492	492
13	89	57	55	57	842	842
14	0	3	1	1	17	16
15	0	-1	-1	0	-2	-1
16	0	1	0	0	9	9
17	-6	0	2	2	99	99
18	0	-2	-2	-1	-13	-12
19	0	0	0	-1	-1	0
20	130	16	12	126	572	572
21	1	3	3	0	29	29
22	36	11	13	25	111	111
23	176	50	73	129	584	584
24	9	2	9	16	243	243
25	-13	13	14	2	263	262
26	26	17	24	35	412	411
27	24	-20	-39	34	127	127
28	73	9	9	69	308	307
29	161	8	3	150	593	592
30	155	19	18	146	645	644
31	183	47	26	72	392	392
32	111	25	-19	3	-17	-17
33	44	12	8	22	108	108
34	273	75	79	157	779	779
35	93	25	33	63	285	285
36	189	26	19	160	788	788

**APPENDIX E:  
SIGNAL WARRANT ANALYSIS**



**TRAFFIC SIGNAL WARRANTS  
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street: SR-118 Minor Street: Violeta Ave Scenario: EX Urban/Rural: r (U=urban, R=rural [a])			
<b>PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)</b>			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	1,998	Major Street Left Turn (see note [b]):	77
Major Street (Approach 2):	<u>1,658</u>	Minor Street (Higher Volume App.):	<u>65</u>
Major Street Total (Both Approaches):	3,656	Minor Street Total:	142
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	350	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	75
PEAK HOUR VOLUME WARRANT SATISFIED?		<b>YES</b>	

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-2.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-4.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

**APPENDIX F:  
MMLOS WORKSHEETS**

# Pedestrian MMLOS

Los Angeles Avenue  
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5
<b>TOTAL</b>		<b>5</b>
<b>MMLOS</b>	<b>E</b>	

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

# Pedestrian MMLOS

Los Angeles Avenue - Future  
Attributes of a Ped-Friendly Street

	VALUE	SCORE	
Number of Lanes to Cross (Choose One)			
2 or fewer	4	4	
3	3		
4	2		
5	1		
5 or more	0		
Unsignalized Crossing			
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5		
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5	Xwalk map
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5	Road standards
Drivers and pedestrians have unobstructed views of each other	0.5	0.5	
Appropriate speed (typically 25 mph or less zone)	0.5		
Other Elements			
Active building frontages	1	1	per goal LU 1.2
Pedestrian lighting	0.5	0.5	per goals MOB 3.1 and 3.3
Street trees and quality street furniture facing businesses	0.5	0.5	per goals MOB 3.1 and 3.3
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.5	per road classification
Sense of security by presence of other people and clear sight lines	0.5	0.5	per goal MOB 3.2
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5	

<b>TOTAL</b>	<b>9</b>
<b>MMLOS</b>	<b>A</b>

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Pedestrian MMLOS

Lirio Avenue - Existing  
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	
Drivers and pedestrians have unobstructed views of each other	0.5	
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	

<b>TOTAL</b>	<b>4</b>
<b>MMLOS</b>	<b>F</b>

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

# Pedestrian MMLOS

Lirio Avenue - Future  
 Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5 presence of sidewalks
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5

**TOTAL** 6  
**MMLOS** D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Pedestrian MMLOS

County Drive - Existing  
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5
<b>TOTAL</b>		<b>6</b>
<b>MMLOS</b>	<b>D</b>	

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Pedestrian MMLOS

County Drive - Future  
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.5
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5
<b>TOTAL</b>		<b>6.5</b>
<b>MMLOS</b>	<b>D</b>	

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F



## Pedestrian MMLOS

Azahar Street - Existing  
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	
Drivers and pedestrians have unobstructed views of each other	0.5	
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	1
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5
<b>TOTAL</b>		<b>5.5</b>
<b>MMLOS</b>	<b>E</b>	

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

# Pedestrian MMLOS

Azahar Street - Future  
Attributes of a Ped-Friendly Street

	VALUE	SCORE	
<b>Number of Lanes to Cross (Choose One)</b>			
2 or fewer	4	4	
3	3		
4	2		
5	1		
5 or more	0		
<b>Unsignalized Crossing</b>			
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5		
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5	Xwalk map
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5	Road standards
Drivers and pedestrians have unobstructed views of each other	0.5	0.5	
Appropriate speed (typically 25 mph or less zone)	0.5		
<b>Other Elements</b>			
Active building frontages	1	1	per goal LU 1.2
Pedestrian lighting	0.5	0.5	per goals MOB 3.1 and 3.3
Street trees and quality street furniture facing businesses	0.5	0.5	per goals MOB 3.1 and 3.3
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.5	per road classification
Sense of security by presence of other people and clear sight lines	0.5	0.5	per goal MOB 3.2
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5	

<b>TOTAL</b>	<b>9</b>
<b>MMLOS</b>	<b>A</b>

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Pedestrian MMLOS

Nardo Street - Existing  
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	
Drivers and pedestrians have unobstructed views of each other	0.5	
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	

<b>TOTAL</b>	<b>4</b>
<b>MMLOS</b>	<b>F</b>

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Pedestrian MMLOS

Nardo Street - Future  
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5 presence of sidewalks
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5

**TOTAL** 6  
**MMLOS** D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

# Pedestrian MMLOS

Rosal Ln - Existing  
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	
Drivers and pedestrians have unobstructed views of each other	0.5	
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	

<b>TOTAL</b>	<b>4</b>
<b>MMLOS</b>	<b>F</b>

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Pedestrian MMLOS

Rosal Ln - Future  
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	4
3	3	
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5 presence of sidewalks
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.5 per roadway standards
Sense of security by presence of other people and clear sight lines	0.5	
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5

**TOTAL** 6  
**MMLOS** D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

Los Angeles Avenue - Existing

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

<b>TOTAL</b>	1
<b>MMLOS</b>	F

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

Los Angeles Avenue - Future

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	3
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	0.5
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

<b>TOTAL</b>	5.5
<b>MMLOS</b>	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F



## Biking MMLOS

Lirio Ave - Existing

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

<b>TOTAL</b>	1
<b>MMLOS</b>	F

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

Lirio Ave - Future

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	3
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	0.5
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

<b>TOTAL</b>	5.5
<b>MMLOS</b>	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

County Drive - Existing

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

<b>TOTAL</b>	1.5
<b>MMLOS</b>	F

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

County Drive - Future

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	3
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	0.5
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

<b>TOTAL</b>	5.5
<b>MMLOS</b>	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

Azahar St - Existing

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	
Angled Parking	0	0

<b>TOTAL</b>	0.5
<b>MMLOS</b>	F

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

Lirio Ave - Future

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	6 plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	0.5
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	
Angled Parking	0	0

<b>TOTAL</b>	8
<b>MMLOS</b>	B

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

Nardo Street - Existing

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

<b>TOTAL</b>	1
<b>MMLOS</b>	F

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

Nardo Street - Future

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	4
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	0.5
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	1.5
Back-in Angled	1	
Parallel	0.5	
Angled Parking	0	

<b>TOTAL</b>	7.5
<b>MMLOS</b>	C

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F



## Biking MMLOS

Rosal Ln - Existing

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	1.5
Back-in Angled	1	
Parallel	0.5	
Angled Parking	0	

<b>TOTAL</b>	2
<b>MMLOS</b>	F

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Biking MMLOS

Rosal Ln - Future

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	
Class III Bike Lane	3	3
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	
Amenities		
Bike racks provided frequently	0.5	0.5
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

<b>TOTAL</b>	5.5
<b>MMLOS</b>	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

**Transit MMLOS**

Wells Rd - Existing

	<b>VALUE</b>	<b>SCORE</b>
<b>Right-of-Way</b>		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
<b>Service</b>		
Provides at least 15 minute headways during the peak hours	2	0
Provides at least 30 minute headways during the peak hours	1	1
Provides at least 60 minute headways during the peak hours	0.5	
Good on-time performance	2	2
<b>Visual Interest and Amenity</b>		
Provides covered bus stop	0.5	0.25
Provides Bench	0.5	0.25
Bus stop well lit and have a sense of security	0.5	0.25
<b>Other Elements</b>		
Corridor has transit preemption to reduce delays along the entire corridor	1	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	0.5
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

<b>TOTAL</b>	5.75
<b>MMLOS</b>	<b>E</b>

<b>MMLOS KEY</b>	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

## Transit MMLOS

Wells Rd - Future

	VALUE	SCORE
<b>Right-of-Way</b>		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
<b>Service</b>		
Provides at least 15 minute headways during the peak hours	2	
Provides at least 30 minute headways during the peak hours	1	1
Provides at least 60 minute headways during the peak hours	0.5	
Good on-time performance	2	2
<b>Visual Interest and Amenity</b>		
Provides covered bus stop	0.5	0.5
Provides Bench	0.5	0.5
Bus stop well lit and have a sense of security	0.5	0.5
<b>Other Elements</b>		
Corridor has transit preemption to reduce delays along the entire corridor	1	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	0.5
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

**TOTAL** 6.5

**MMLOS** D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

**APPENDIX G:  
XWALK+ WORKSHEET**

Input instructions (refer to Field Visit Checklist for data collection guidelines):

- 1 Enter the name of the intersection above the Inputs Table
- 2 An input value is required for every category except Fields 4, 5, 10, and 11 (which are required only if a median refuge island is present), and Field 26
- 3 Refer to the Documentation tab for more detailed descriptions of inputs and calculations.
- 4 There are available defaults for Fields 6, 7, 8, and 13, as listed in the "description" section
- 5 Select inputs for Fields 14-25 from the drop-down menus
- 6 Refer to the User's Guide for pedestrian crossing treatment descriptions and additional guidelines

Intersection: Violeta & Wells

required input  
 optional/default input (update if location-specific data is available)  
 required only when a median refuge island is present

## INPUTS

FIELD	CATEGORY	INPUT	UNITS	DESCRIPTION/NOTES
1	Speed Limit	45	mph	Posted or statutory speed limit or the 85th percentile speed on the major street
2	Peak Hour Pedestrian Volume	0	ped/h	Number of pedestrians crossing the major roadway in a peak hour
3	Major Road Peak Hour Volume (Total)	3666	veh/h	Total number of vehicles and bicyclists on both approaches during the peak hour
4	Major Road Peak Hour Volume Direction 1		veh/h	Include only if a painted or raised median is present (min of 6 feet wide)
5	Major Road Peak Hour Volume Direction 2		veh/h	Include only if a painted or raised median is present (min of 6 feet wide)
6	Average Pedestrian Walking Speed	3.5	ft/s	Average pedestrian walking speed, default speed = 3.5 feet/second
7	15th Percentile Crossing Speed	3	ft/s	Speed for the slowest 15% of pedestrians; default speed = 3 feet/second
8	Pedestrian start-up time and end clearance time	3	s	The <i>Highway Capacity Manual</i> suggests 3 seconds
9	Pedestrian Crossing Distance (curb to curb)	90	ft	Distance between the near and far curbs
10	First Half Crossing Distance		ft	Distance between the near curb and a painted or raised median refuge island
11	Second Half Crossing Distance		ft	Distance between a painted or raised median refuge island and the far curb
12	Number of Lanes (total both directions)	6	Lanes	Number of lanes on major roadway
13	Expected Motorist Compliance	Low		Typical motorist compliance, default = Low
14	Is frequent at-grade transit present?	Yes		Does frequent surface transit run along major or minor road at the intersection?
15	Are bicycle lanes present?	Yes		
16	Is there heavy bicycle traffic?	No		
17	Is there a clear major and minor road?	Yes		Is there a clear differentiation in the traffic volume between the two roads?
18	Is this a midblock location or off-set intersection?	No		
19	Is there heavy truck traffic?	Yes		
20	Does existing infrastructure limit potential treatments?	No		Are there storm drains, poles, or other permanent structures at any corner of the intersection?
21	Is there on-street parking at the location?	No		
22	Is the location in a downtown area?	Yes		
23	Is it located within the built-up area of an isolated community?	Yes		Does the community have a population of less than 10,000?
24	Is a median refuge island present?	No		Does the refuge island have a width of at least 6 feet to accommodate pedestrian queues?
25	Is there sufficient width to accommodate a median?	No		At least 4 feet (with lane widths reduced to 10 or 11 feet)
26	Actual Total Pedestrian Delay		s	Optional (if calculated at the site)

## OUTPUTS

Signalized Crossing or Unsignalized Crossing?	Unsignalized Crossing	TREATMENT IDENTIFICATION MATRIX FOR UNCONTROLLED LOCATIONS			
Pedestrian LOS	F	PEDESTRIAN LEVEL OF SERVICE	EXPECTED MOTORIST COMPLIANCE		
Candidate Pedestrian Treatment Identified	Direct pedestrians to the nearest safe crossing and consider channelization		LOW (or Speed > 35 MPH)	MODERATE	HIGH
Candidate for Median Refuge Island?	NO	LOS A-D (average delay up to 30 seconds)	<b>LEVEL 3</b> 2 Lane Road: In-Pavement Flashers, Overhead Flashing Beacons Multi-Lane Road: RRFB Plus LEVELS 1 and 2	<b>LEVEL 2</b> Curb Extensions, Bus Bulb, Reduced Curb Radii, Staggered Pedestrian Refuge Plus LEVEL 1	<b>LEVEL 1</b> High Visibility Crosswalk Markings, Advanced Yield Lines, Advance Signage
Candidate for Road Diet?	NO	LOS E-F (average delay greater than 30 seconds)	<b>LEVEL 4</b> HAWK*, RRFB, or Direct Pedestrians to Nearest Safe Crossing Plus LEVELS 1, 2, and 3	<b>LEVEL 3</b> 2 Lane Road: In-Pavement Flashers, Overhead Flashing Beacons Multi-Lane Road: RRFB Plus LEVELS 1 and 2	<b>LEVEL 2</b> Curb Extensions, Bus Bulb, Reduced Curb Radii, Staggered Pedestrian Refuge Plus LEVEL 1
Other Treatments for Consideration**	RRFB				
Paired Treatments for Consideration**	Curb Extensions, Bus Bulb, Reduced Curb Radii, Staggered Pedestrian Refuge, High Visibility Crosswalk Markings, Advance Yield Lines, Advance signage				



\* Treatment has provisional approval under the CaMUTCD

\*\* Note that not all treatments are appropriate for multi-lane roads; refer to suitability notes in treatment fact sheets. Check local codes for each treatment.

\*\*\* Note that curb extensions should not be used in instances where bicycle lanes are present and no on-street parking is available.

DRAFT TREATMENT IDENTIFICATION TOOL, FEHR & PEERS, VERSION 2.1 (February 23, 2012)

**NOTE: This worksheet should be used in conjunction with the User's Guide and Treatment Descriptions. This worksheet provides general recommendations; in all cases, engineering judgment and site review should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings.**