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October 30, 2013

Mr. David Rice, FAIA
Director of Architecture and Planning
San Diego Zoo
PO Box 120551
San Diego, CA 92112-0551

LLG Reference: 3-11-2089

Subject: **San Diego Zoo Employee Parking Structure Traffic Letter Report**

Dear David:

Per your request, Linscott, Law & Greenspan (LLG) has prepared this traffic letter report to evaluate traffic operations on Old Globe Way and Village Place for the proposed San Diego Zoo Employee Parking Structure project.

Based on LLG's traffic analysis outlined in this letter report, it was determined that Old Globe Way and the study area intersections can reasonably accommodate the additional traffic associated with the Zoo Employee Parking Structure.

1.0 Project Description

The proposed 650 space San Diego Zoo Employee Parking Structure project site is located immediately east of the Zoo Hospital and north of The Old Globe Theatre. Access to the parking structure will be from Old Globe Way via Village Place. In addition, the 24 foot wide Old Globe Way will be repaved and widened to approximately 26 feet and outfitted with increased lighting. A traffic circle around a rare Jerusalem sycamore tree, just north of the Botanical Building, will facilitate truck and car circulation, while improving the existing pick-up / drop-off activities associated with the Casa del Prado Theatre, south of Old Globe Way. ***Figure 1*** shows the project area map. [All figures are provided at the end of this letter report.]

The purpose of this traffic assessment is to determine if Old Globe Way has the capacity to accommodate project traffic, both on a daily and peak hour basis.

2.0 Existing Conditions

Old Globe Way is a non-classified roadway on the City of San Diego General Plan Circulation Element. It is constructed as a long 24 foot wide, 2-lane undivided cul-de-sac that terminates behind the Old Globe Theatre and the Zoo Hospital in Balboa Park. There are no sidewalks, bus stops or bike lanes along the roadway and there is no posted speed limit.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

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Village Place is a non-classified roadway on the City of San Diego General Plan Circulation Element. It is constructed as a 2-lane undivided roadway within Balboa Park. Sidewalks and parking are provided. There are no bus stops along Village Place and the speed limit is not posted.

Figure 2 shows the existing conditions diagram.

3.0 Traffic Volumes

Existing AM peak (8:00-9:00) and PM peak (5:00-6:00) hour intersection turning movement counts were commissioned for two weekdays and two Saturdays to check traffic flow patterns. The higher of the two days of counts were used in the analyses. Average daily traffic (ADTs) counts under both weekday and Saturday conditions were also commissioned. ***Figures 3 and 4*** depict the existing weekday and Saturday traffic volumes, respectively. The manual count sheets are included in ***Attachment A***.

4.0 Analysis Approach and Methodology

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 18 of the 2010 Highway Capacity Manual (HCM), with the assistance of the Synchro version 7 computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS).

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapters 19 and 20 of the 2010 Highway Capacity Manual (HCM), with the assistance of the Synchro 7 computer software.

Intersection analyses were conducted at the following two study area intersections under Existing and Existing + Project conditions. The delay values (represented in seconds) are qualified with a corresponding intersection Level of Service (LOS).

- Village Place / Old Globe Way
- Park Boulevard / Village Place

Street Segments were analyzed was based upon the comparison of daily traffic volumes (ADTs) to the City of San Diego's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The City of San Diego's Roadway Classification, Level of Service, and ADT Table is attached in ***Attachment B***.

Old Globe Way is a non-classified roadway on the City of San Diego General Plan Circulation Element with unique characteristics. Two-lane roadways have varying capacities depending on their physical characteristics. In order the determine the

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appropriate capacity to use in analyzing Old Globe Way, LLG obtained existing traffic volumes on high volume 2-lane roadways with similar characteristics on a daily and peak hour basis.

Table 1 shows the volumes for Pan American Road in Balboa Park, Voigt Drive within the UCSD Campus, and Alvarado Road within the SDSU Campus. All are 2-lane undivided roadways, similar to Old Globe Way. The manual count sheets for these roadways are included in ***Attachment C***.

As shown on *Table 1*, the high volume 2-lane roadways with similar characteristics accommodate, on average, approximately 8,300 ADT with 540 AM peak hour trips and 720 PM peak hour trips. Therefore, LLG feels that it is appropriate to analyze Old Globe Way as Collector with a LOS E capacity of 8,000 ADT as listed on the City's *Roadway Classification, Level of Service, and ADT Table*. A common "rule of thumb" is that peak hour segment volumes are typically about 10% of the ADT. Therefore, it is reasonable to assume Old Globe Way has an LOS E peak hour segment capacity of 800 vehicles (8,000 ADT x 10% = 800). The peak hour segment analysis will be conducted based on this assumption and also using the average peak hour volumes from the similar roadways as a guide.

Table 1
Volumes on Similar Roads

Location	Roadway Configuration	Volume		
		ADT	Peak Hour	
			AM	PM
Pan American Road	2-lane Undivided, 30 ft width, Balboa Park	6,259	295	638
Voigt Drive	2-lane Undivided, 30 ft width, UCSD Campus	10,250	659	1,003
Alvarado Road	2-lane Undivided, 30 ft width, SDSU Campus	8,300	668	509
	Average	**8,270**	**540**	**720**

5.0 Existing Operations

Intersections

Table 2 summarizes the Existing peak hour intersection operations under weekday and Saturday conditions. As shown on *Table 2*, the study intersections are calculated to operate acceptably at LOS B or better during both the AM and PM peak hours. The intersection analysis worksheets are included in ***Attachment D***.

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Table 2
Existing Intersection Operations

Intersection	Control Type	Peak Hour	Weekday		Saturday	
			Delay[a]	LOS[b]	Delay[a]	LOS[b]
1. Village Place / Old Globe Way	OWSC[c]	AM	8.9	A	9.7	A
		PM	10.2	B	10.3	B
2. Park Boulevard / Village Place	Signal	AM	4.7	A	6.5	A
		PM	8.9	A	9.3	A

Footnotes:

a. Average delay expressed in seconds per vehicle.

b. Level of Service.

c. OWSC: One-way Stop Controlled intersection. Minor Street left turn delay is reported.

Daily Segment Analysis

Table 3 summarizes the daily segment analysis for Old Globe Way. As shown in *Table 3*, under Existing conditions, Old Globe Way is currently operating at LOS A during the week and on Saturdays.

Table 3
Existing Street Segment Operations

Roadway	Capacity at LOS E	Week Day			Saturday		
		ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS
Old Globe Way: West of Village Place	8,000[a]	1,093	0.137	A	1,547	0.193	A

Footnotes:

a. Capacities based on the City of San Diego's Roadway Classification & LOS Table
b. Average Daily Traffic
c. Volume to Capacity Ratio
d. Level of Service

Peak Hour Segment Assessment

Peak hour assessment was conducted using the average AM and PM peak hour volumes from similar roadways, as shown on *Table 1*, as a guide. ***Table 4*** compares the average AM and PM peak hour volumes on similar roadways to the existing AM and PM peak hour volumes on Old Globe Way. As shown on *Table 4*, under Existing conditions the peak hour volumes on Old Globe Way are considerably lower than the volumes on the similar roadways.

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Table 4
Existing Peak Hour Street Segment Comparison

Scenario	AM Peak Hour Volume (Bi-Directional)	PM Peak Hour Volume (Bi-Directional)
Average of Similar Streets[a]	540	720
Old Globe Way: West of Village Place – Weekday	49	156
Old Globe Way: West of Village Place – Saturday	41	127

Footnotes:
a. Average Peak Hour Volumes of Similar Streets from *Table 1* of this Report.

6.0 Project Trip Generation Summary

The project trip generation for the San Diego Zoo Parking Structure project is based on the existing work schedules of San Diego Zoo employees. Employee arrival / departure data was obtained from the San Diego Zoo on an hourly basis during the week of July 15th, 2013. The data is based on employees clocking in and out of work. The data is not based on the arrival and departure of vehicles and does not take into account car pools, bus riders, and employees who walk or bike to work. Therefore the use of this data in analyzing the traffic conditions associated with the proposed parking structure is conservative.

During the weekday time period it was found that the AM peak hour for employee arrivals was between 8:00 and 9:00 AM, with 189 inbound employee vehicles and 0 outbound employee vehicles and that the PM peak hour for employee departures was between 4:00 and 5:00 PM, with 23 inbound employee vehicles and 178 outbound employee vehicles (based on an average of the counts obtained on Tuesday, Wednesday and Thursday). The accumulation of employee arrivals less departures peaked at 823, 882 and 870 during the three weekdays. This equates to the total vehicles being parked. This tended to occur at 1:00 PM.

Similarly, on Saturday, the AM peak hour was between 8:00 and 9:00 AM, with 188 inbound employee vehicles and 1 outbound employee vehicle and the PM peak hour was between 4:00 and 5:00 PM, with 23 inbound employee vehicles and 171 outbound employee vehicles. The maximum number of vehicles parked on Saturday was 847 cars at 1:00 PM. ***Attachment E*** includes the employee count data.

The current employee arrival/departure data reveals that in total there are more employees working at the Zoo than can be accommodated in the 650 space parking structure. Assuming nothing changes within employee work schedules, then about 200 employees will have to park in the existing Zoo parking lot, where they currently park. This analysis could proceed by factoring the employee parking demand (about 850 vehicles) to the parking structure supply of 650 spaces (75%). However, to be

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conservative, the analysis will proceed assuming all employees travel to and from and can be accommodated in the proposed parking structure.

However, it should be noted that the Zoo will actively monitor the use of the parking structure, which will be restricted exclusively to specific employees of the Zoo. Spaces in the parking structure will be assigned to employees based on their work schedules to ensure the parking structure is adequately utilized while simultaneously ensuring that the number of vehicles traveling along Old Globe Way to park does not exceed capacity of the structure. The additional 200 employees mentioned above who will continue to park in the existing Zoo parking lot will be aware of the parking situation and will not travel along Old Globe Way to seek out parking in the structure. The traffic on Old Globe Way associated with the parking structure will be strategically managed to eliminate parking seekers as much as possible.

The project trip generation summary is shown on ***Table 5***. As mentioned above, these volumes are based on counts that do not take into account carpooling and employees who walk, bike or take the bus to work. These volumes are also based on the maximum number of parking spaces required by the entire Zoo staff, and not just the employees who will be assigned to the parking garage once it is constructed. Therefore this trip generation estimate is considered very conservative.

Figures 5 and 6 depict the project only traffic volumes on a weekday and Saturday. ***Figures 7 and 8*** depict the Existing weekday and Saturday + Zoo Parking Structure traffic volumes, respectively.

Table 5
Trip Generation Summary

Land Use	Quantity	Daily Trip Ends (ADT)[a]	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
Parking Structure – Weekday	650 Spaces	2,064	189	0	23	178
Parking Structure – Saturday	650 Spaces	2,069	188	1	23	171

Footnotes:
a. ADT and peak hour trip generation obtained from existing San Diego Zoo employee parking counts conducted during the week of July 15, 2013.

7.0 Existing + Project Operations

Intersections

Table 6 summarizes the Existing + Project peak hour intersection operations under weekday and Saturday conditions. As shown on *Table 6*, the study intersections are calculated to continue to operate acceptably at LOS B or better during both the AM

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and PM peak hours. The intersection analysis worksheets are included in *Attachment D.*

The actual traffic impacts to the roadway network due to the proposed parking structure will be even less, given the conservative nature of the analysis.

Table 6
Existing + Project Intersection Operations

Intersection	Control Type	Peak Hour	Existing Weekday		Existing Weekday+ Zoo Parking Structure		Existing Saturday		Existing Saturday+ Zoo Parking Structure	
			Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Delay	LOS
1. Village Place / Old Globe Way	OWSC[c]	AM	8.9	A	9.4	A	9.7	A	10.4	B
		PM	10.2	B	12.7	B	10.3	B	12.7	B
2. Park Boulevard / Village Place	Signal	AM	4.7	A	6.9	A	6.5	A	8.8	A
		PM	8.9	A	9.9	A	9.3	A	11.0	B

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service
c. OWSC: One-way stop controlled intersection. Minor street left turn delay is reported.

Daily Segment Analysis

Table 7 summarizes the daily segment analysis for Old Globe Way under Existing + Project conditions. As shown in *Table 7*, with the addition of project traffic, Old Globe Way is calculated to operate at LOS B during the week and LOS C on Saturdays. The project does contribute to lower levels of service on Old Globe Way as compared to Existing conditions (LOS A). However, the addition of project traffic will not cause Old Globe Way to operate unacceptable levels of service.

Table 7
Existing + Project Street Segment Operations

Roadway	Capacity at LOS E	Week Day			Saturday		
		ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS
Old Globe Way: West of Village Place	8,000[a]	3,157	0.395	B	3,616	0.452	C

Footnotes:
a. Capacities based on the City of San Diego's Roadway Classification & LOS Table
b. Average Daily Traffic
c. Volume to Capacity Ratio
d. Level of Service

Peak Hour Segment Assessment

Peak hour assessment was conducted using the average AM and PM peak hour volumes from similar roadways, as shown on *Table 1*, as a guide. ***Table 8*** compares

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the average AM and PM peak hour volumes on similar roadways to the Existing + Project AM and PM peak hour volumes on Old Globe Way. As shown on *Table 8*, with the addition of project traffic, the peak hour volumes on Old Globe Way remain considerably lower than the volumes accommodated on the similar roadways. Therefore, acceptable peak hour operations are expected.

Table 8
Existing + Project Peak Hour Street Segment Comparison

Scenario	AM Peak Hour Volume (Bi-Directional)	PM Peak Hour Volume (Bi-Directional)
Average of Similar Streets[a]	540	720
Old Globe Way: West of Village Place – Weekday	238	318
Old Globe Way: West of Village Place – Saturday	230	321

Footnotes:
a. Average Peak Hour Volumes of Similar Streets from *Table 1* of this Report.

8.0 Casa del Prado Theatre Discussion

The Casa del Prado Theatre is located within the Casa del Prado Building just south of Old Globe Way, and hosts activities associated with the Youth Symphony, the Youth Ballet, the Junior Theatre and the Civic Dance Program. A portion of the existing traffic on Old Globe Way is comprised of Casa del Prado Theatre pick-up / drop-off traffic, in which children are driven to and from the Theater. A popular pick-up / drop-off point is on Old Globe Way, just north of the Botanical Building. The installation of a traffic circle on Old Globe Way will further facilitate Theatre pick-up / drop-off traffic.

The primary pick-up / drop-off times for Youth Symphony activities are September thru June on Saturdays from 8 AM to 7 PM and on Sundays from 11:30 AM to 5 PM. On these days there are multiple waves of pick-up / drop-off activity. Approximately 500 students participate in the Saturday programs and 150 participate in the Sunday programs. Weekday rehearsals also take place during this time on Monday and Thursday evenings with drop-off times at around 6 PM and pick-up times between 8:30 and 9 PM. In addition, during the month of July, there are daily drop-offs at 8 AM and pick-ups at 1:30 PM.

The Youth Ballet uses the Casa del Prado Theatre four times a year, for a total of 20 performances with corresponding rehearsals. Pick-up / drop-off times for performances and rehearsals are usually between 4 PM and 9 PM Wednesday thru Saturday and 12 PM and 4 PM Saturdays and Sundays. With each performance or rehearsal, approximately 150-200 vehicles utilize Old Globe Way for pick-up / drop-

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off activities about an hour before and after the scheduled activity. Parents are required to park to sign their children in and out of the performances or rehearsals. The busiest season occurs in December during the performance of the Nutcracker, which runs three weeks of the month.

The Junior Theatre offers educational and community programs, including classes in drama, voice, dance, and theatre production for children age three to eighteen. The Junior Theatre uses the Casa del Prado Theatre throughout the year for stage productions and corresponding rehearsals. Rehearsals for each stage production typically begin ten weeks prior to opening night, and are generally between 4 and 6 PM during first eight weeks and between 4 and 9 or 10 PM during the last two weeks. Standard show times are Fridays at 7 PM and Saturdays and Sundays at 2 PM. Depending on the size of the cast and crew, anywhere between 40-80 vehicles pick-up and drop-off students on Old Globe Way during rehearsals and main stage productions.

The Civic Dance program offers dance classes in cooperation with the San Diego Park and Recreation Department Dance Arts Program. The Civic Dance Program uses the Casa del Prado Theatre throughout the year for stage productions and corresponding rehearsals. Rehearsals for each stage production typically begin four to ten weeks prior to opening night, and occur at differing times. Standard show times also vary throughout the year to offer weekday performances geared towards students, weekend matinees and evening performances. Typical show times are1 PM, 4 PM, and 7 PM on Saturdays and Sundays. The longer shows feature up to 250 dancers plus support staff and occur 6-8 times per year. Smaller shows feature only a dozen or so dancers.

The potential impact of the Zoo parking structure on the Casa del Prado Theatre was assessed, particularly the pick-up / drop-off activity associated with the Youth Symphony, the Youth Ballet, the Junior Theatre and the Civic Dance Program. As mentioned in *Section 4* of this report, the assumption of an LOS E peak hour segment capacity of 800 vehicles on Old Globe Way is reasonable. ***Charts 1 and 2*** show that, on an hourly basis, the Existing + Project traffic on Old Globe Way is always well under 800 vehicles, with a maximum of 318 vehicles during the week between 5 -6 PM and a maximum of 337 vehicles on Saturday between 2-3 PM. These volumes correlate with acceptable levels of service on Old Globe Way. Therefore, the construction of the Zoo parking structure is not expected to materially affect the Casa del Prado Theatre's pick-up / drop-off operations.

9.0 Conclusions

The Existing + Project intersection, daily segment, and peak hour segment analyses outlined in this letter report show acceptable operations within the study area. The actual traffic impacts to the roadway network due to the proposed parking structure will be even less, given the conservative nature of the analysis. Therefore, it was concluded that Old Globe Way and the study area intersections can reasonably

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accommodate the additional traffic associated with the Zoo Employee Parking Structure.

Please let me know if you have any questions. Thank you.

Sincerely,

Linscott, Law & Greenspan, Engineers

John Keating, P.E
Principal

cc: File

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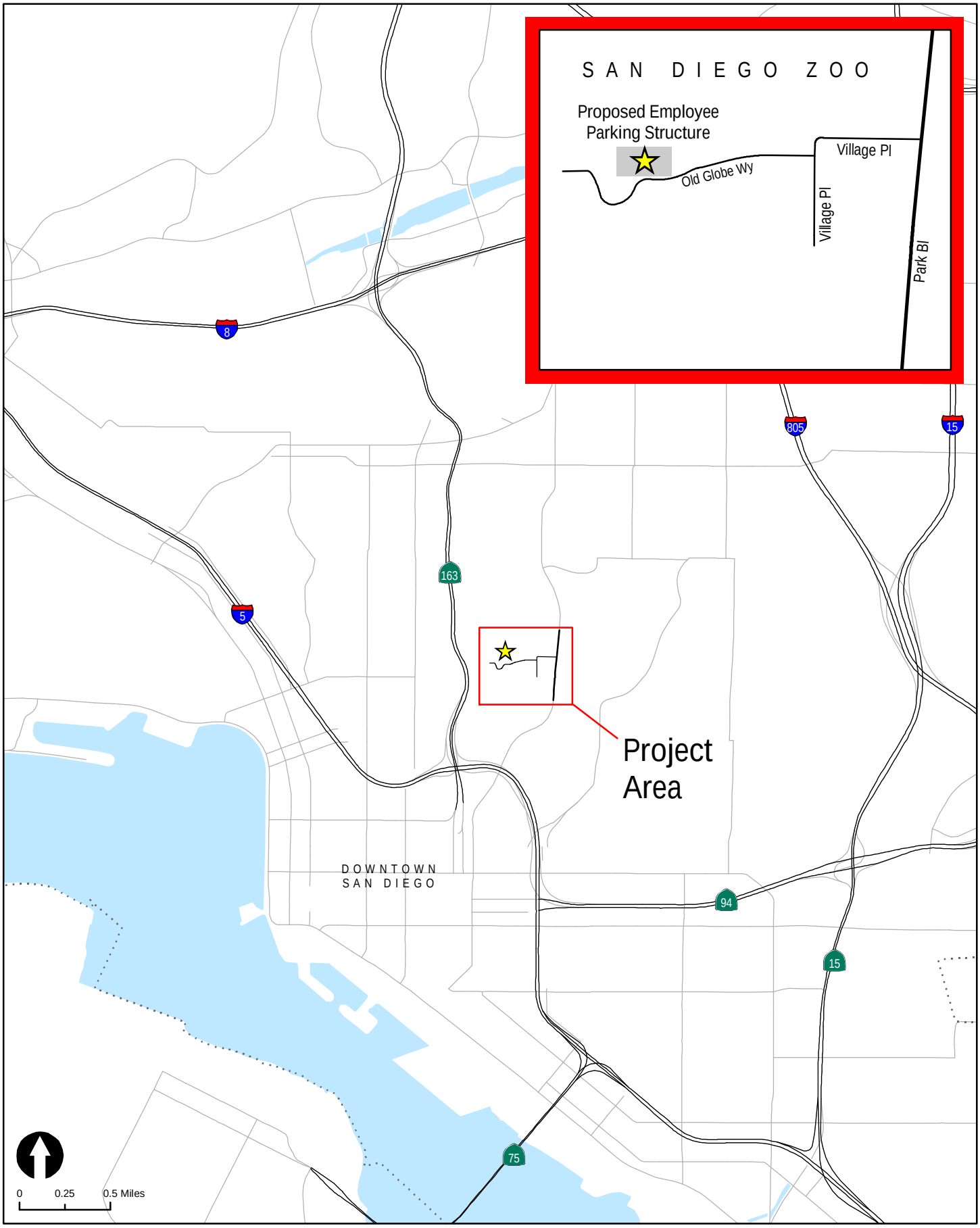

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Figure 1

Project Area Map

San Diego Zoo Parking Structure

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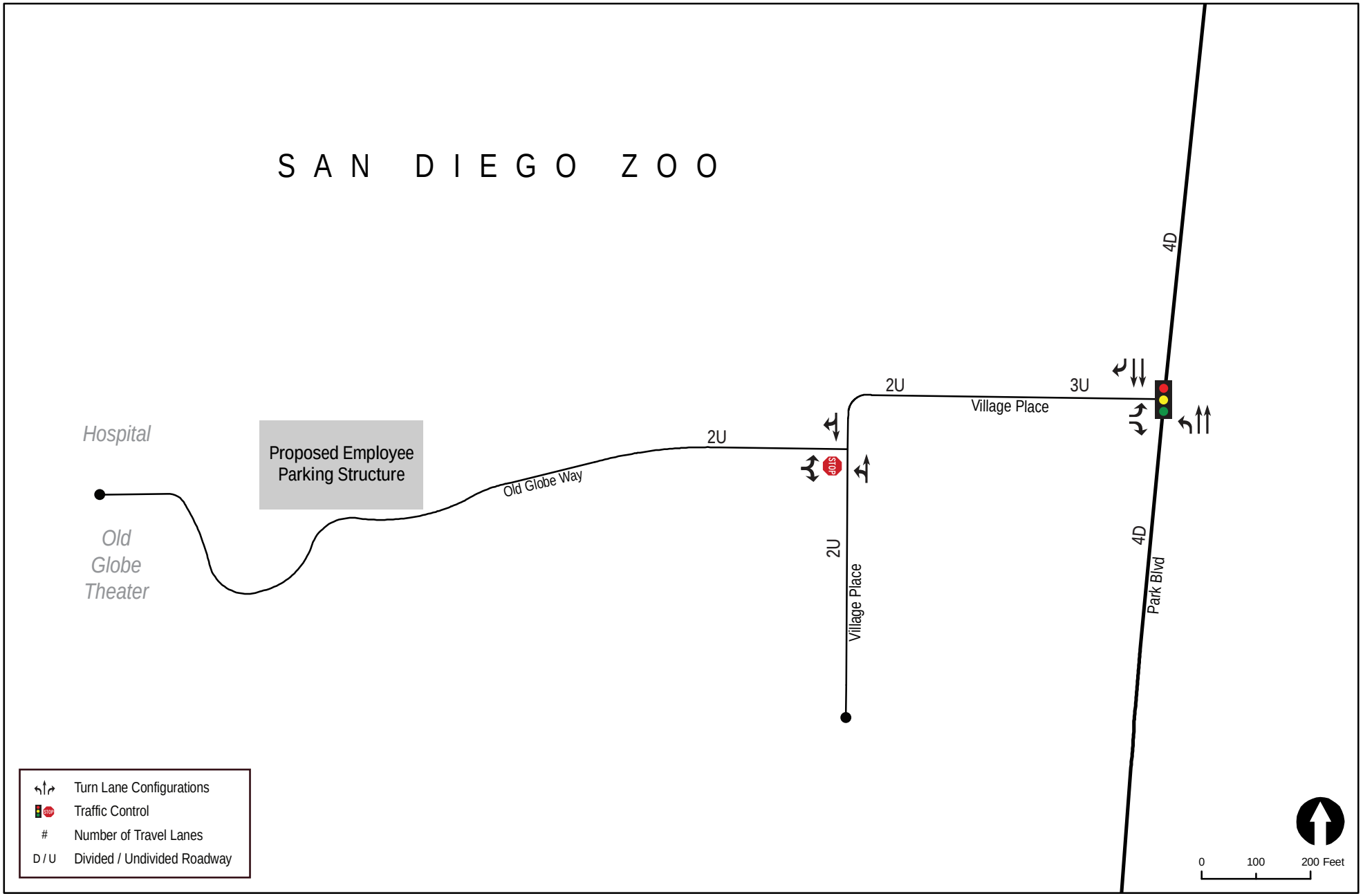

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Figure 2

Existing Conditions Diagram

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SAN DIEGO ZOO PARKING STRUCTURE

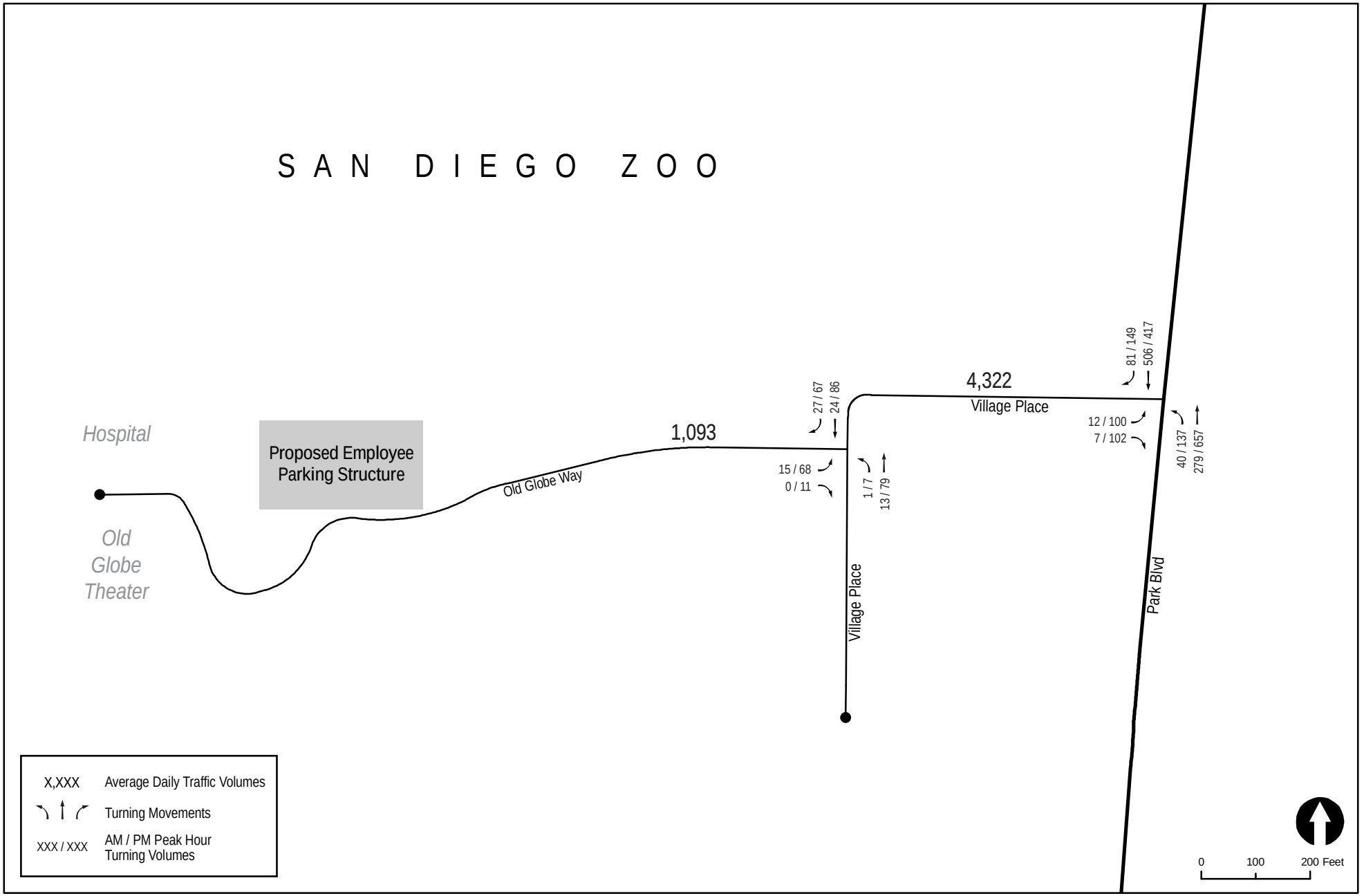

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Figure 3

Existing Traffic Volumes - Weekday

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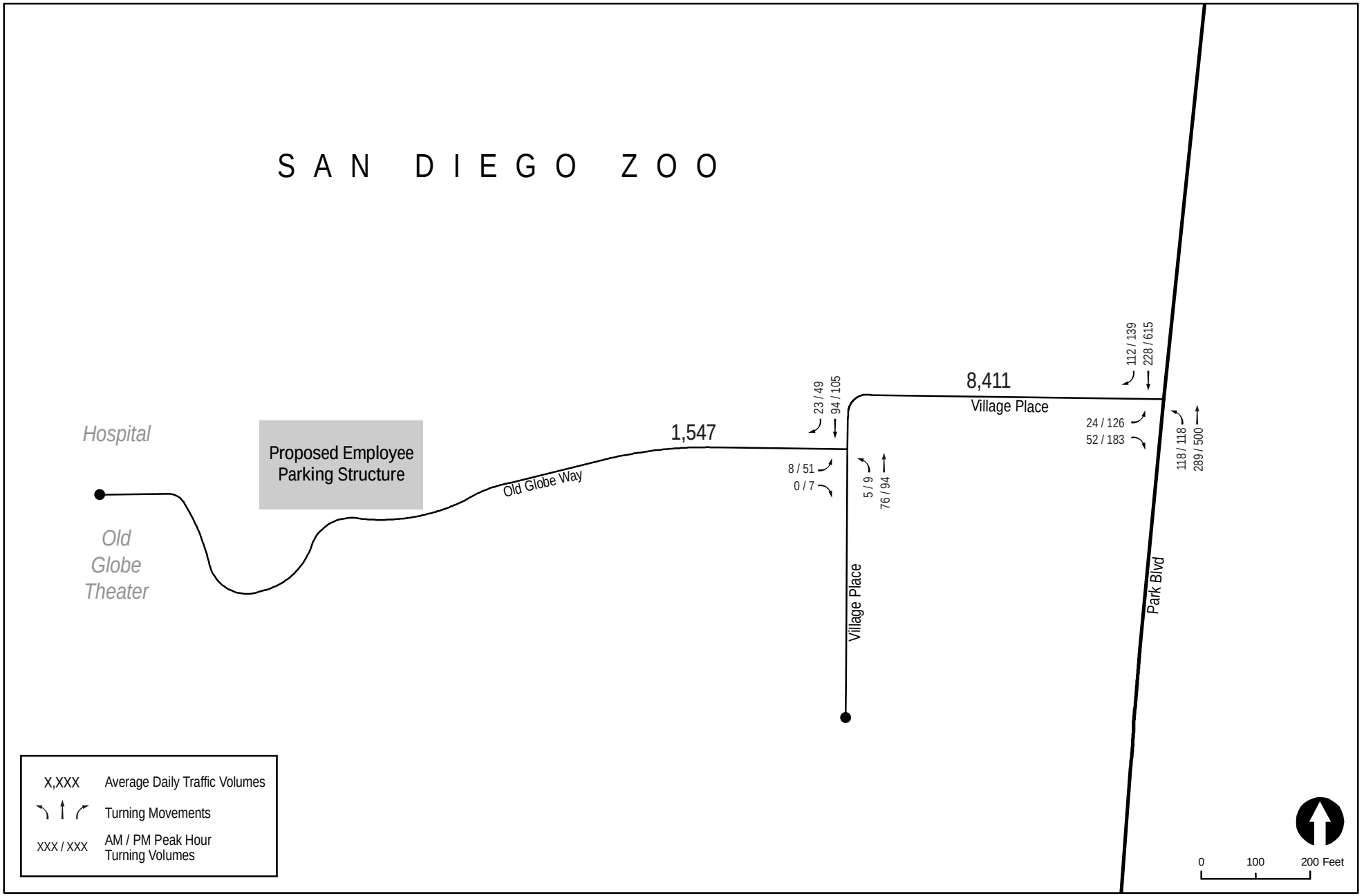

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Figure 4

Existing Traffic Volumes - Saturday

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SAN DIEGO ZOO PARKING STRUCTURE

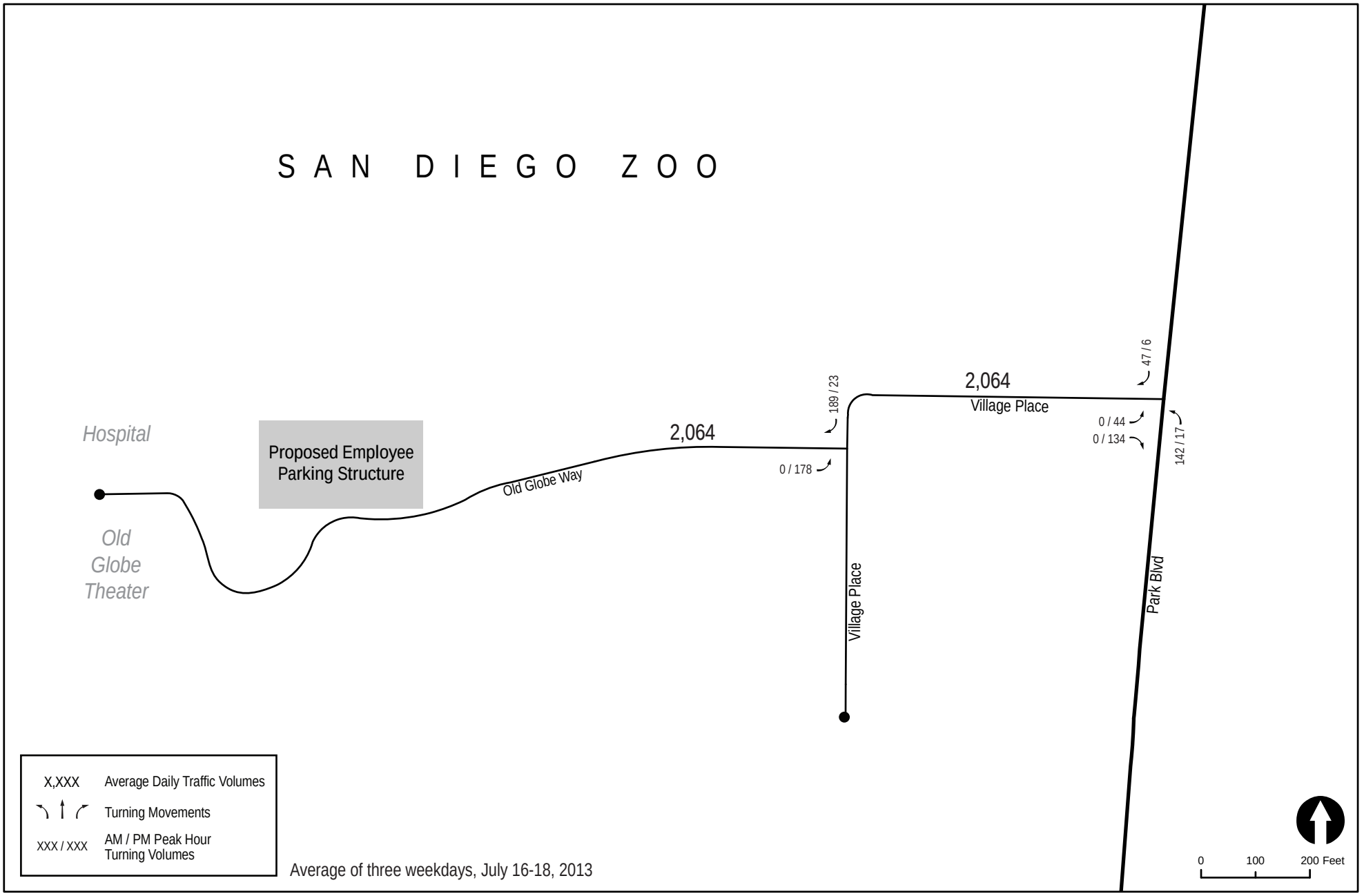

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Figure 5

Project Traffic Volumes - Weekday

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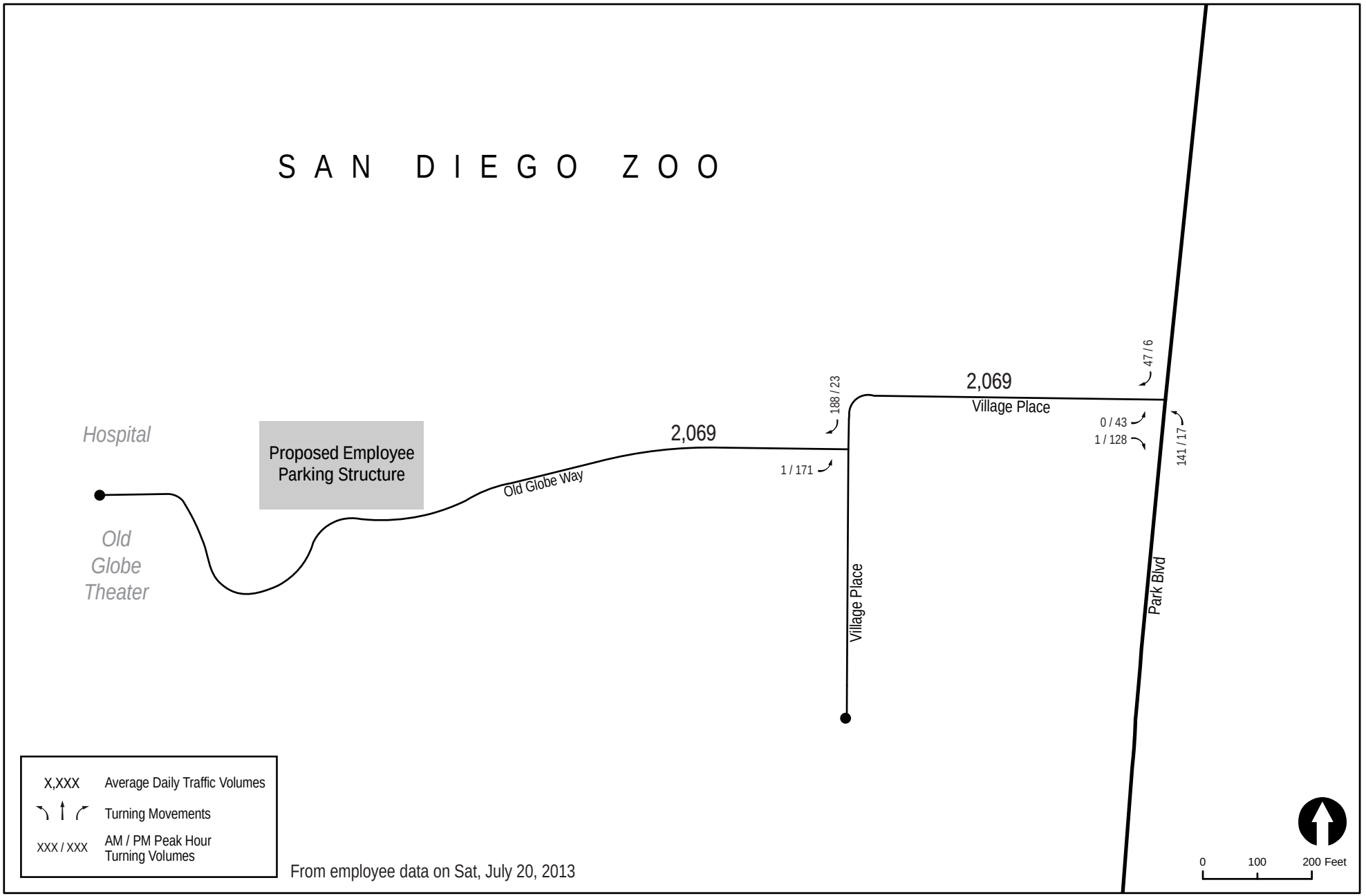

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Figure 6

Project Traffic Volumes - Saturday

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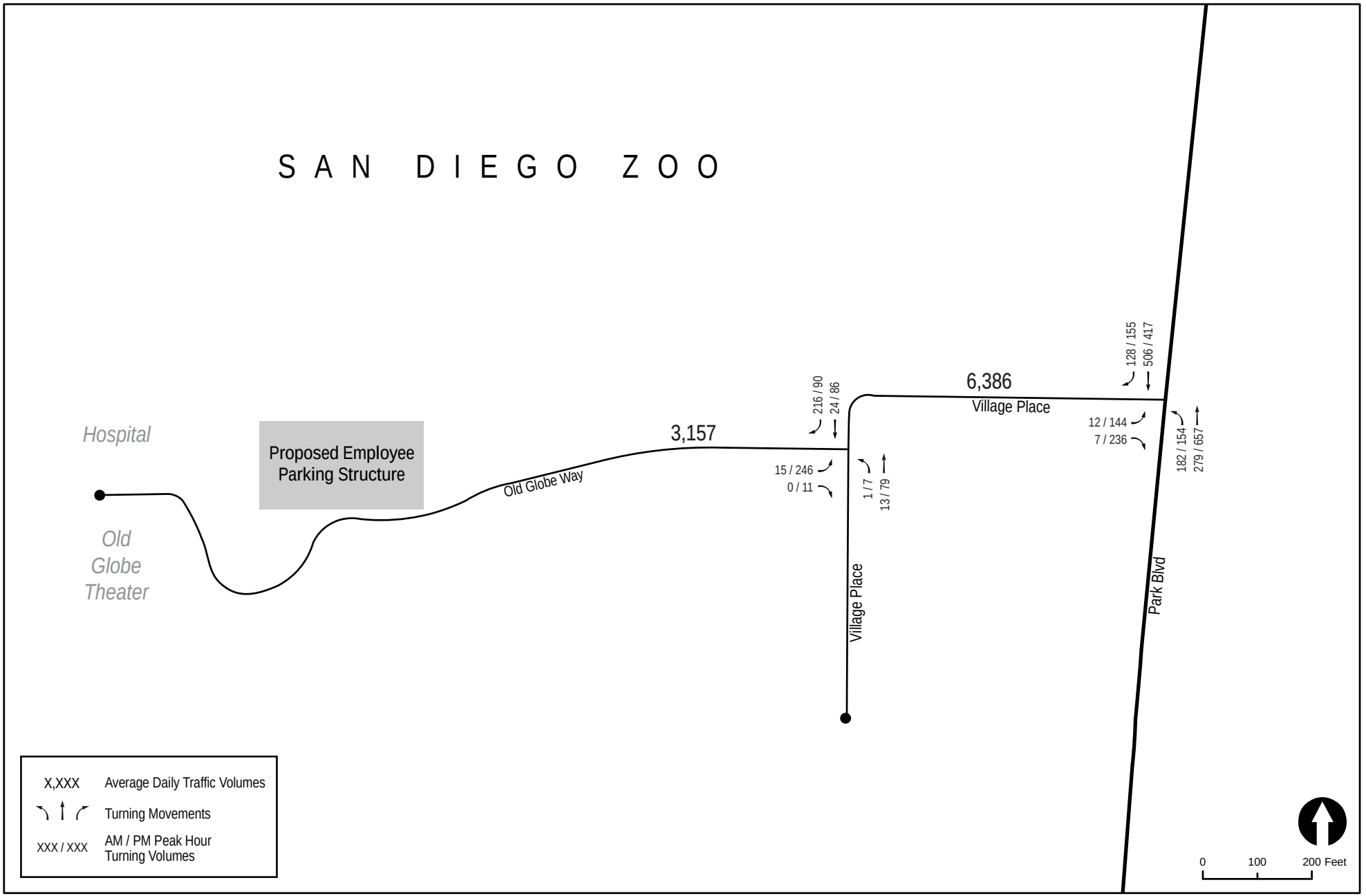

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Figure 7

Existing + Project Traffic Volumes - Weekday

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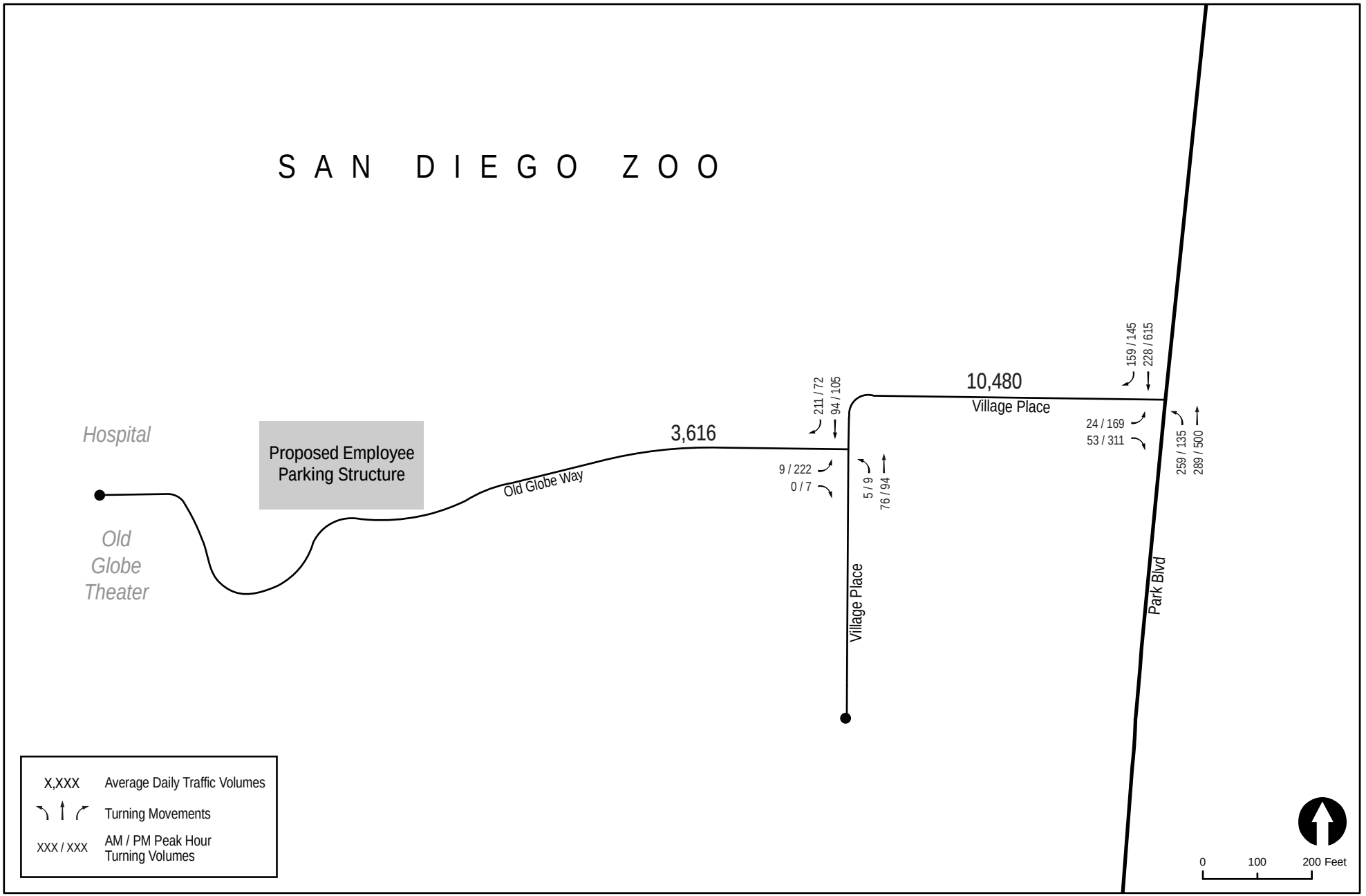

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Figure 8

Existing + Project Traffic Volumes - Saturday

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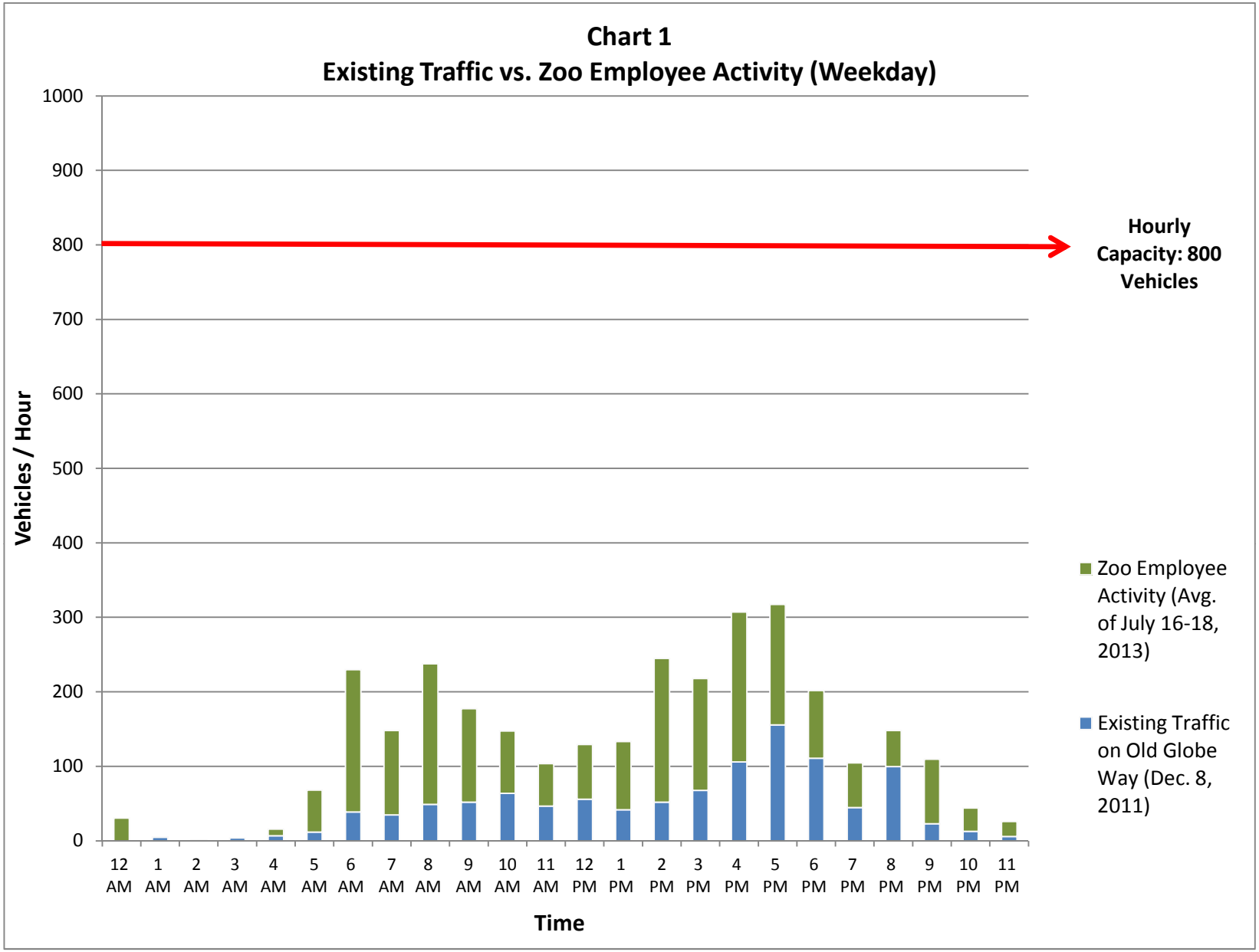

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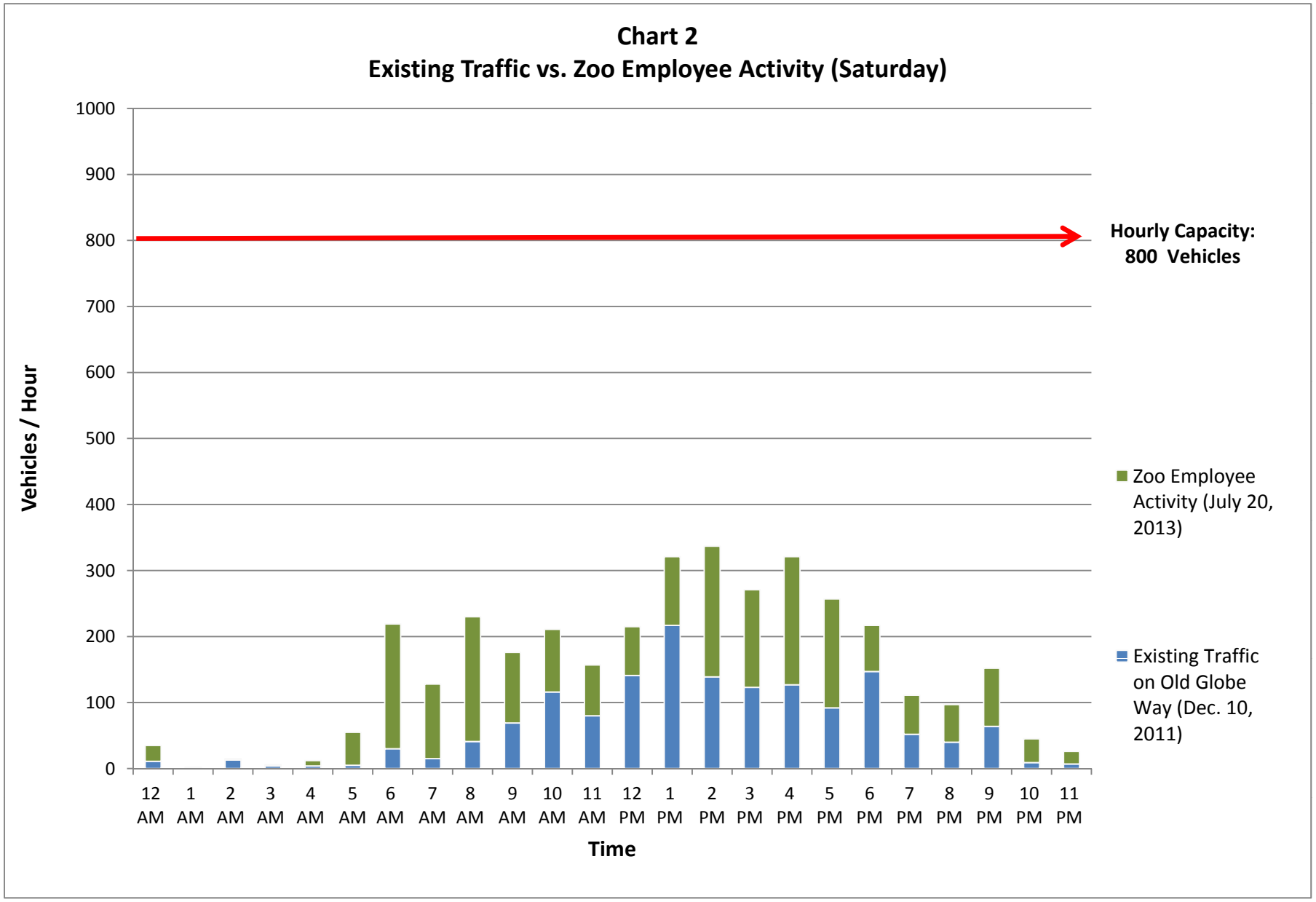

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ATTACHMENT A

MANUAL COUNT SHEETS

weekday

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 08
Site Code : 00000000
Start Date : 12/8/2011
Page No : 1

Groups Printed- Vehicles

	VILLAGE PL Southbound				Westbound				VILLAGE PL Northbound				OLD GLOBE WAY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	1	6	0	0	0	0	0	0	0	0	0	6	0	0	0	13
07:15	0	10	4	0	0	0	0	0	0	5	0	0	0	0	0	0	19
07:30	0	3	3	0	0	0	0	0	0	2	0	0	0	0	0	0	8
07:45	0	3	10	0	0	0	0	0	0	1	0	0	4	0	0	0	18
Total	0	17	23	0	0	0	0	0	0	8	0	0	10	0	0	0	58
08:00	0	5	7	0	0	0	0	0	0	1	0	0	7	0	0	0	20
08:15	0	5	10	0	0	0	0	0	0	1	0	0	1	0	0	0	17
08:30	0	6	5	0	0	0	0	0	0	5	0	0	4	0	0	0	20
08:45	0	8	5	0	0	0	0	0	1	6	0	0	3	0	0	0	23
Total	0	24	27	0	0	0	0	0	1	13	0	0	15	0	0	0	80
*** BREAK ***																	
16:00	0	21	14	0	0	0	0	0	4	22	0	0	15	0	2	0	78
16:15	0	4	7	0	0	0	0	0	0	9	0	0	10	0	2	0	32
16:30	0	12	5	0	0	0	0	0	1	10	0	0	9	0	0	0	37
16:45	0	14	9	0	0	0	0	0	2	11	0	0	18	0	1	0	55
Total	0	51	35	0	0	0	0	0	7	52	0	0	52	0	5	0	202
17:00	0	21	18	0	0	0	0	0	0	23	0	0	23	0	4	0	89
17:15	0	20	11	0	0	0	0	0	0	16	0	0	7	0	2	0	56
17:30	0	20	18	0	0	0	0	0	2	18	0	0	14	0	3	0	75
17:45	0	25	20	0	0	0	0	0	5	22	0	0	24	0	2	0	98
Total	0	86	67	0	0	0	0	0	7	79	0	0	68	0	11	0	318
Grand Total	0	178	152	0	0	0	0	0	15	152	0	0	145	0	16	0	658
Apprch %	0	53.9	46.1	0	0	0	0	0	9	91	0	0	90.1	0	9.9	0	
Total %	0	27.1	23.1	0	0	0	0	0	2.3	23.1	0	0	22	0	2.4	0	

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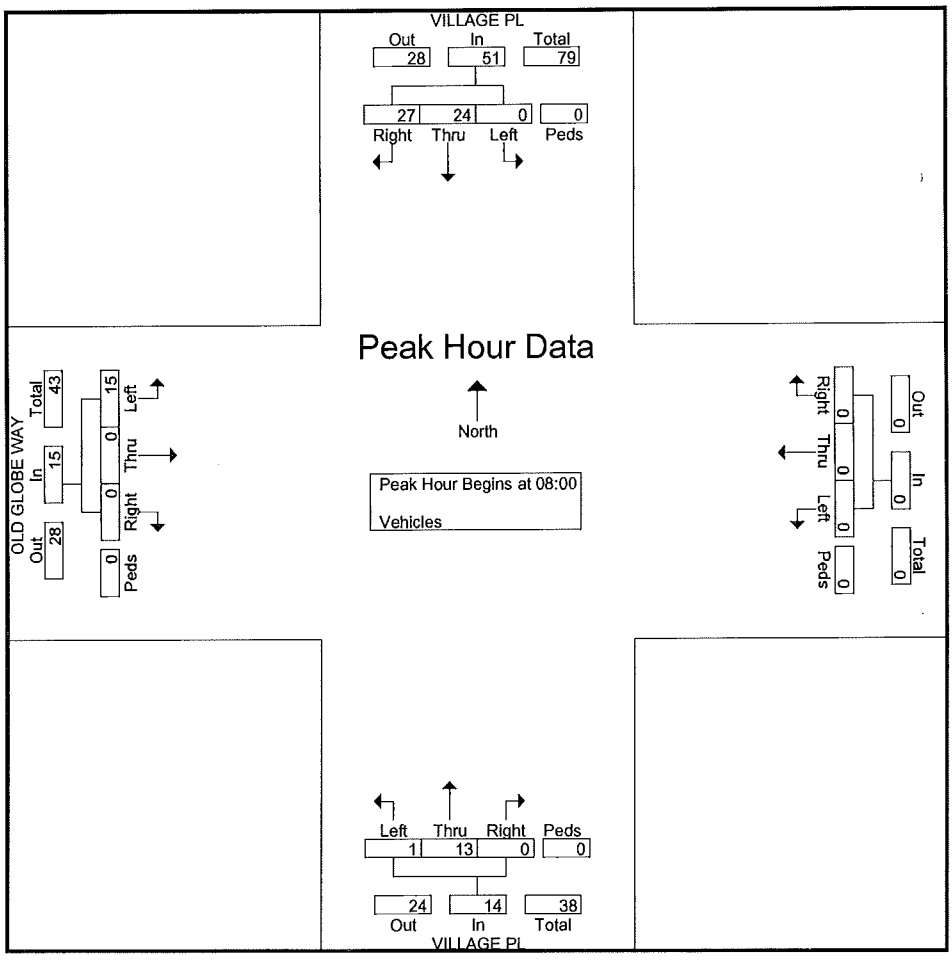
True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 08
Site Code : 00000000
Start Date : 12/8/2011
Page No : 2

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	5	7	0	12	0	0	0	0	0	0	1	0	0	1	7	0	0	0	7	20
08:15	0	5	10	0	15	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	17
08:30	0	6	5	0	11	0	0	0	0	0	0	5	0	0	5	4	0	0	0	4	20
08:45	0	8	5	0	13	0	0	0	0	0	1	6	0	0	7	3	0	0	0	3	23
Total Volume	0	24	27	0	51	0	0	0	0	0	1	13	0	0	14	15	0	0	0	15	80
% App. Total	0	47.1	52.9	0		0	0	0	0		7.1	92.9	0	0		100	0	0	0		
PHF	.000	.750	.675	.000	.850	.000	.000	.000	.000	.000	.250	.542	.000	.000	.500	.536	.000	.000	.000	.536	.870



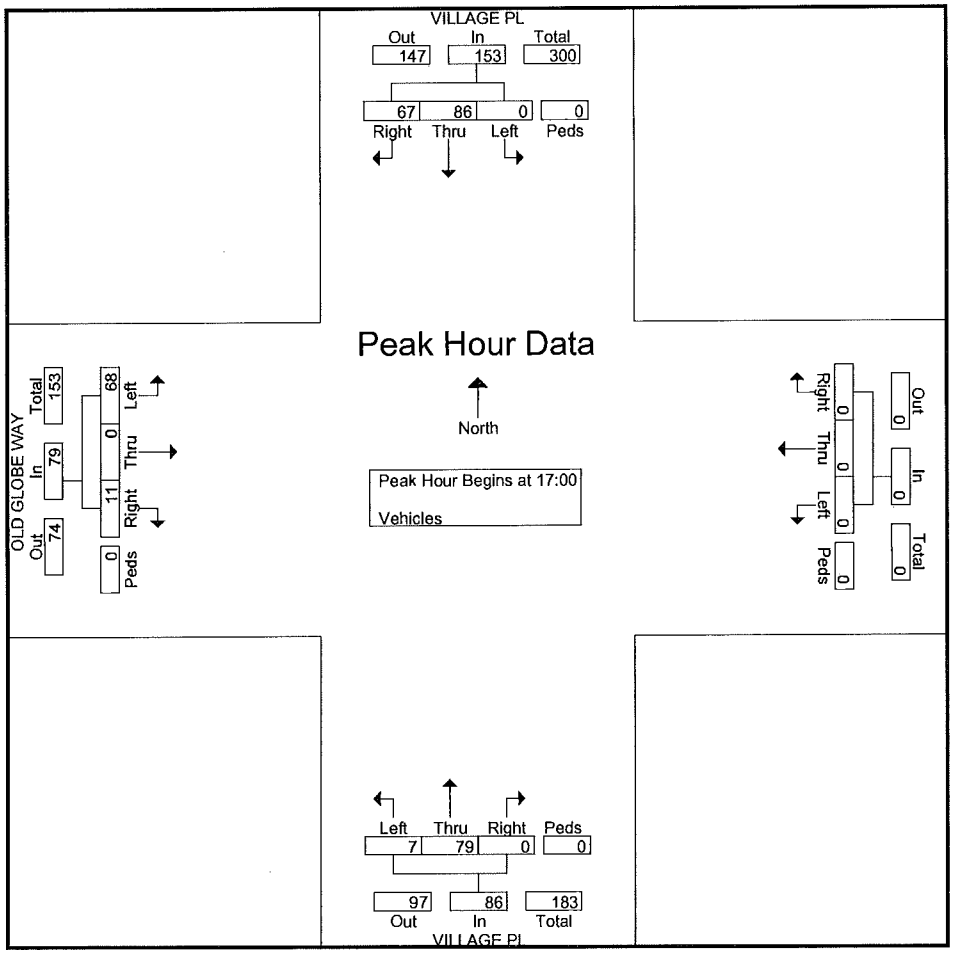
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 08
Site Code : 00000000
Start Date : 12/8/2011
Page No : 3

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	21	18	0	39	0	0	0	0	0	0	23	0	0	23	23	0	4	0	27	89
17:15	0	20	11	0	31	0	0	0	0	0	0	16	0	0	16	7	0	2	0	9	56
17:30	0	20	18	0	38	0	0	0	0	0	2	18	0	0	20	14	0	3	0	17	75
17:45	0	25	20	0	45	0	0	0	0	0	5	22	0	0	27	24	0	2	0	26	98
Total Volume	0	86	67	0	153	0	0	0	0	0	7	79	0	0	86	68	0	11	0	79	318
% App. Total	0	56.2	43.8	0		0	0	0	0		8.1	91.9	0	0		86.1	0	13.9	0		
PHF	.000	.860	.838	.000	.850	.000	.000	.000	.000	.000	.350	.859	.000	.000	.796	.708	.000	.688	.000	.731	.811



ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 08
Site Code : 00000000
Start Date : 12/8/2011
Page No : 1

Groups Printed- Vehicles

	PARK BLVD Southbound				Westbound				PARK BLVD Northbound				VILLAGE PL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	154	16	0	0	0	0	0	5	58	0	0	3	0	3	0	239
07:15	0	219	18	0	0	0	0	0	6	100	0	0	3	0	3	0	349
07:30	0	85	17	0	0	0	0	0	10	66	0	0	4	0	0	0	182
07:45	0	77	20	0	0	0	0	0	9	33	0	0	1	0	2	0	142
Total	0	535	71	0	0	0	0	0	30	257	0	0	11	0	8	0	912
08:00	0	125	26	0	0	0	0	0	15	80	0	0	4	0	2	0	252
08:15	0	90	20	0	0	0	0	0	9	48	0	0	2	0	1	0	170
08:30	0	104	24	0	0	0	0	0	17	57	0	0	2	0	4	0	208
08:45	0	100	22	0	0	0	0	0	10	62	0	0	0	0	4	0	198
Total	0	419	92	0	0	0	0	0	51	247	0	0	8	0	11	0	828
*** BREAK ***																	
16:00	0	112	30	0	0	0	0	0	17	118	0	0	28	0	49	0	354
16:15	0	110	14	0	0	0	0	0	11	123	0	0	26	0	15	0	299
16:30	0	121	20	0	0	0	0	0	10	154	0	0	23	0	30	0	358
16:45	0	100	28	0	0	0	0	0	29	140	0	0	34	0	29	0	360
Total	0	443	92	0	0	0	0	0	67	535	0	0	111	0	123	0	1371
17:00	0	125	40	0	0	0	0	0	33	186	0	0	32	0	31	0	447
17:15	0	89	46	0	0	0	0	0	28	191	0	0	15	0	21	0	390
17:30	0	103	35	0	0	0	0	0	47	140	0	0	19	0	21	0	365
17:45	0	59	40	0	0	0	0	0	41	122	0	0	26	0	22	0	310
Total	0	376	161	0	0	0	0	0	149	639	0	0	92	0	95	0	1512
Grand Total	0	1773	416	0	0	0	0	0	297	1678	0	0	222	0	237	0	4623
Apprch %	0	81	19	0	0	0	0	0	15	85	0	0	48.4	0	51.6	0	
Total %	0	38.4	9	0	0	0	0	0	6.4	36.3	0	0	4.8	0	5.1	0	

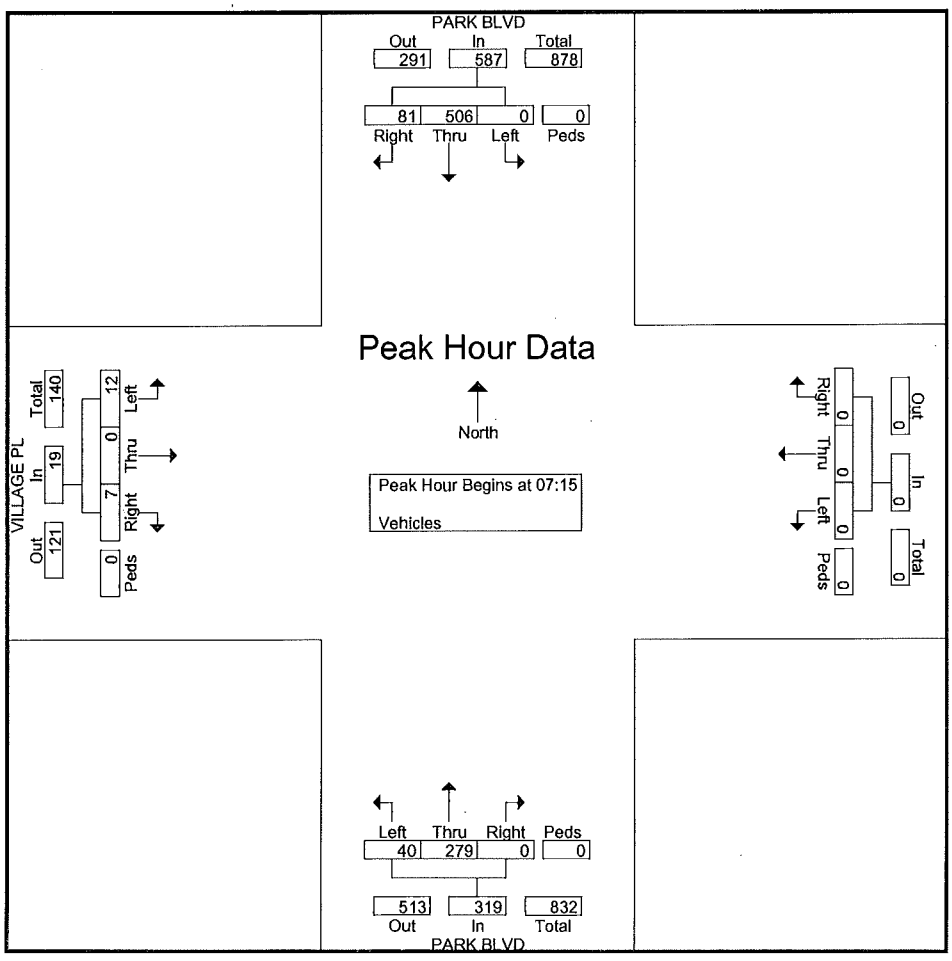
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 08
Site Code : 00000000
Start Date : 12/8/2011
Page No : 2

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	219	18	0	237	0	0	0	0	0	6	100	0	0	106	3	0	3	0	6	349
07:30	0	85	17	0	102	0	0	0	0	0	10	66	0	0	76	4	0	0	0	4	182
07:45	0	77	20	0	97	0	0	0	0	0	9	33	0	0	42	1	0	2	0	3	142
08:00	0	125	26	0	151	0	0	0	0	0	15	80	0	0	95	4	0	2	0	6	252
Total Volume	0	506	81	0	587	0	0	0	0	0	40	279	0	0	319	12	0	7	0	19	925
% App. Total	0	86.2	13.8	0		0	0	0	0		12.5	87.5	0	0		63.2	0	36.8	0		
PHF	.000	.578	.779	.000	.619	.000	.000	.000	.000	.000	.667	.698	.000	.000	.752	.750	.000	.583	.000	.792	.663



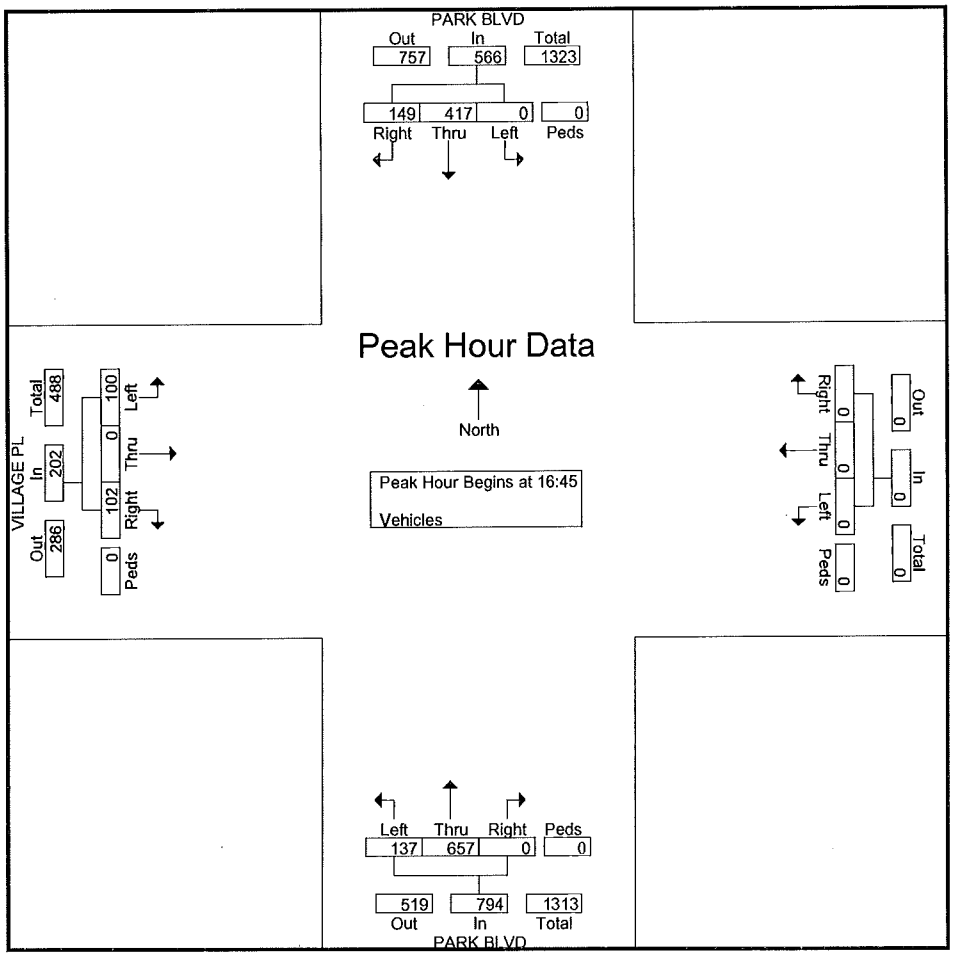
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 08
Site Code : 00000000
Start Date : 12/8/2011
Page No : 3

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	100	28	0	128	0	0	0	0	0	29	140	0	0	169	34	0	29	0	63	360
17:00	0	125	40	0	165	0	0	0	0	0	33	186	0	0	219	32	0	31	0	63	447
17:15	0	89	46	0	135	0	0	0	0	0	28	191	0	0	219	15	0	21	0	36	390
17:30	0	103	35	0	138	0	0	0	0	0	47	140	0	0	187	19	0	21	0	40	365
Total Volume	0	417	149	0	566	0	0	0	0	0	137	657	0	0	794	100	0	102	0	202	1562
% App. Total	0	73.7	26.3	0		0	0	0	0		17.3	82.7	0	0		49.5	0	50.5	0		
PHF	.000	.834	.810	.000	.858	.000	.000	.000	.000	.000	.729	.860	.000	.000	.906	.735	.000	.823	.000	.802	.874



ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 1

Groups Printed- Vehicles

	VILLAGE PL Southbound				Westbound				VILLAGE PL Northbound				OLD GLOBE WAY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	1	8	0	0	0	0	0	0	2	0	0	3	0	1	0	15
07:15	0	6	5	0	0	0	0	0	1	0	0	0	0	0	0	0	12
07:30	0	2	4	0	0	0	0	0	0	2	0	0	3	0	0	0	11
07:45	0	8	7	0	0	0	0	0	1	1	0	0	2	0	2	0	21
Total	0	17	24	0	0	0	0	0	2	5	0	0	8	0	3	0	59
08:00	0	4	5	0	0	0	0	0	0	1	0	0	2	0	0	0	12
08:15	0	3	14	0	0	0	0	0	0	1	0	0	3	0	2	0	23
08:30	0	6	6	0	0	0	0	0	0	3	0	0	5	0	0	0	20
08:45	0	2	6	0	0	0	0	0	0	3	0	0	2	0	0	0	13
Total	0	15	31	0	0	0	0	0	0	8	0	0	12	0	2	0	68
*** BREAK ***																	
16:00	0	8	4	0	0	0	0	0	1	15	0	0	11	0	0	0	39
16:15	0	3	4	0	0	0	0	0	0	6	0	0	5	0	0	0	18
16:30	0	6	6	0	0	0	0	0	0	6	0	0	9	0	1	0	28
16:45	0	11	4	0	0	0	0	0	2	7	0	0	9	0	1	0	34
Total	0	28	18	0	0	0	0	0	3	34	0	0	34	0	2	0	119
17:00	0	8	1	0	0	0	0	0	0	5	0	0	11	0	0	0	25
17:15	0	16	8	0	0	0	0	0	1	11	0	0	4	0	0	0	40
17:30	0	9	2	0	0	0	0	0	1	12	0	0	8	0	0	0	32
17:45	0	14	13	0	0	0	0	0	1	7	0	0	5	0	0	0	40
Total	0	47	24	0	0	0	0	0	3	35	0	0	28	0	0	0	137
Grand Total	0	107	97	0	0	0	0	0	8	82	0	0	82	0	7	0	383
Apprch %	0	52.5	47.5	0	0	0	0	0	8.9	91.1	0	0	92.1	0	7.9	0	
Total %	0	27.9	25.3	0	0	0	0	0	2.1	21.4	0	0	21.4	0	1.8	0	

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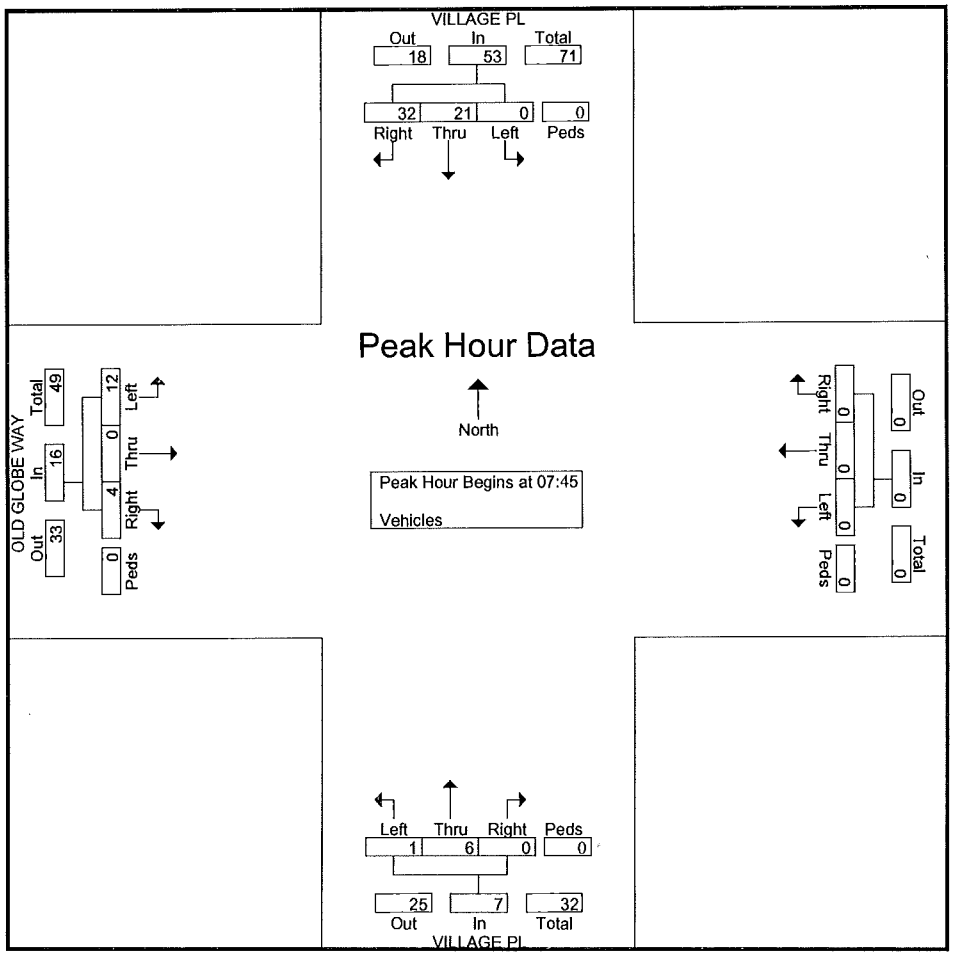
True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 2

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	8	7	0	15	0	0	0	0	0	1	1	0	0	2	2	0	2	0	4	21
08:00	0	4	5	0	9	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	12
08:15	0	3	14	0	17	0	0	0	0	0	0	1	0	0	1	3	0	2	0	5	23
08:30	0	6	6	0	12	0	0	0	0	0	0	3	0	0	3	5	0	0	0	5	20
Total Volume	0	21	32	0	53	0	0	0	0	0	1	6	0	0	7	12	0	4	0	16	76
% App. Total	0	39.6	60.4	0		0	0	0	0		14.3	85.7	0	0		75	0	25	0		
PHF	.000	.656	.571	.000	.779	.000	.000	.000	.000	.000	.250	.500	.000	.000	.583	.600	.000	.500	.000	.800	.826



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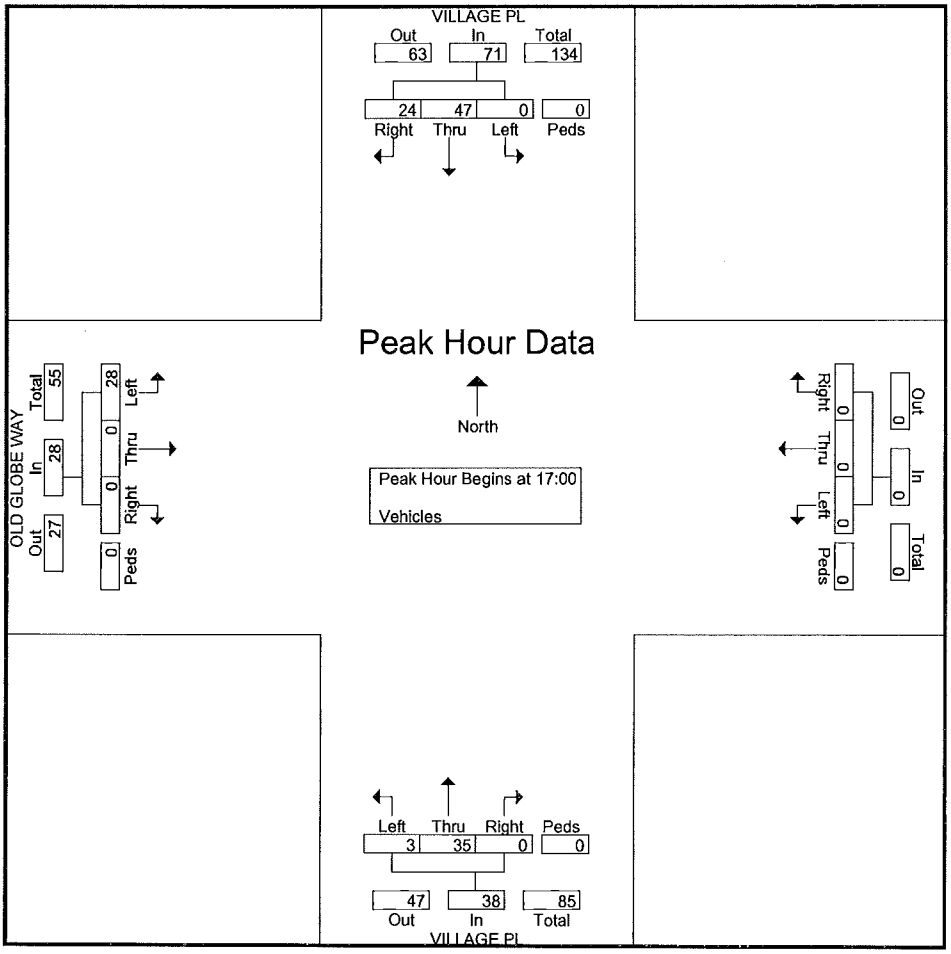
True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 3

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	8	1	0	9	0	0	0	0	0	0	5	0	0	5	11	0	0	0	11	25
17:15	0	16	8	0	24	0	0	0	0	0	1	11	0	0	12	4	0	0	0	4	40
17:30	0	9	2	0	11	0	0	0	0	0	1	12	0	0	13	8	0	0	0	8	32
17:45	0	14	13	0	27	0	0	0	0	0	1	7	0	0	8	5	0	0	0	5	40
Total Volume	0	47	24	0	71	0	0	0	0	0	3	35	0	0	38	28	0	0	0	28	137
% App. Total	0	66.2	33.8	0		0	0	0	0		7.9	92.1	0	0		100	0	0	0		
PHF	.000	.734	.462	.000	.657	.000	.000	.000	.000	.000	.750	.729	.000	.000	.731	.636	.000	.000	.000	.636	.856



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True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 1

Groups Printed- Vehicles

	PARK BLVD Southbound				Westbound				PARK BLVD Northbound				VILLAGE PL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	164	7	0	0	0	0	0	4	86	0	0	6	0	1	0	268
07:15	0	226	12	0	0	0	0	0	4	93	0	0	1	0	1	0	337
07:30	0	122	13	0	0	0	0	0	6	78	0	0	4	0	2	0	225
07:45	0	92	24	0	0	0	0	0	10	51	0	0	0	0	2	0	179
Total	0	604	56	0	0	0	0	0	24	308	0	0	11	0	6	0	1009
08:00	0	107	20	0	0	0	0	0	10	42	0	0	3	0	1	0	183
08:15	0	117	28	0	0	0	0	0	12	61	0	0	0	0	2	0	220
08:30	0	101	21	0	0	0	0	0	9	71	0	0	3	0	8	0	213
08:45	0	91	33	0	0	0	0	0	12	74	0	0	3	0	5	0	218
Total	0	416	102	0	0	0	0	0	43	248	0	0	9	0	16	0	834
*** BREAK ***																	
16:00	0	99	11	0	0	0	0	0	15	162	0	0	34	0	48	0	369
16:15	0	81	16	0	0	0	0	0	6	115	0	0	16	0	24	0	258
16:30	0	88	9	0	0	0	0	0	14	156	0	0	22	0	29	0	318
16:45	0	76	20	0	0	0	0	0	12	164	0	0	30	0	22	0	324
Total	0	344	56	0	0	0	0	0	47	597	0	0	102	0	123	0	1269
17:00	0	96	14	0	0	0	0	0	20	164	0	0	27	0	16	0	337
17:15	0	95	29	0	0	0	0	0	18	157	0	0	18	0	10	0	327
17:30	0	102	20	0	0	0	0	0	14	142	0	0	21	0	14	0	313
17:45	0	102	30	0	0	0	0	0	13	117	0	0	5	0	8	0	275
Total	0	395	93	0	0	0	0	0	65	580	0	0	71	0	48	0	1252
Grand Total	0	1759	307	0	0	0	0	0	179	1733	0	0	193	0	193	0	4364
Apprch %	0	85.1	14.9	0	0	0	0	0	9.4	90.6	0	0	50	0	50	0	
Total %	0	40.3	7	0	0	0	0	0	4.1	39.7	0	0	4.4	0	4.4	0	

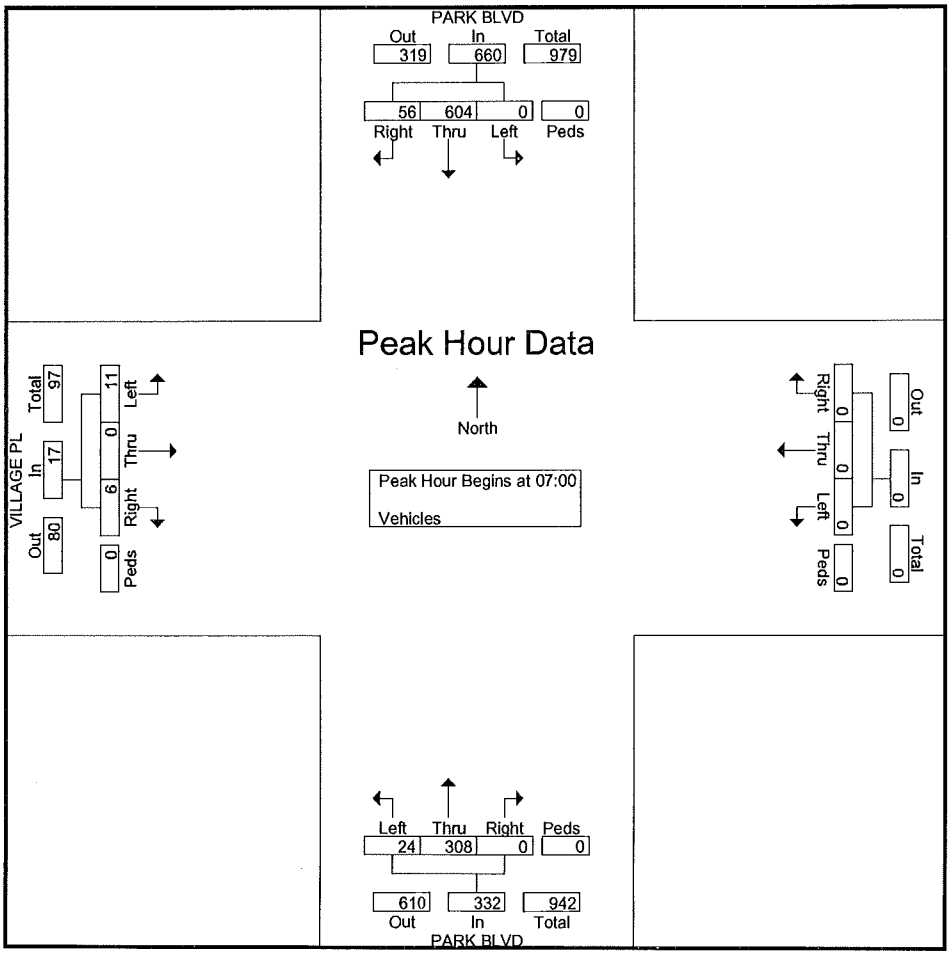
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 2

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	164	7	0	171	0	0	0	0	0	4	86	0	0	90	6	0	1	0	7	268
07:15	0	226	12	0	238	0	0	0	0	0	4	93	0	0	97	1	0	1	0	2	337
07:30	0	122	13	0	135	0	0	0	0	0	6	78	0	0	84	4	0	2	0	6	225
07:45	0	92	24	0	116	0	0	0	0	0	10	51	0	0	61	0	0	2	0	2	179
Total Volume	0	604	56	0	660	0	0	0	0	0	24	308	0	0	332	11	0	6	0	17	1009
% App. Total	0	91.5	8.5	0		0	0	0	0		7.2	92.8	0	0		64.7	0	35.3	0		
PHF	.000	.668	.583	.000	.693	.000	.000	.000	.000	.000	.600	.828	.000	.000	.856	.458	.000	.750	.000	.607	.749



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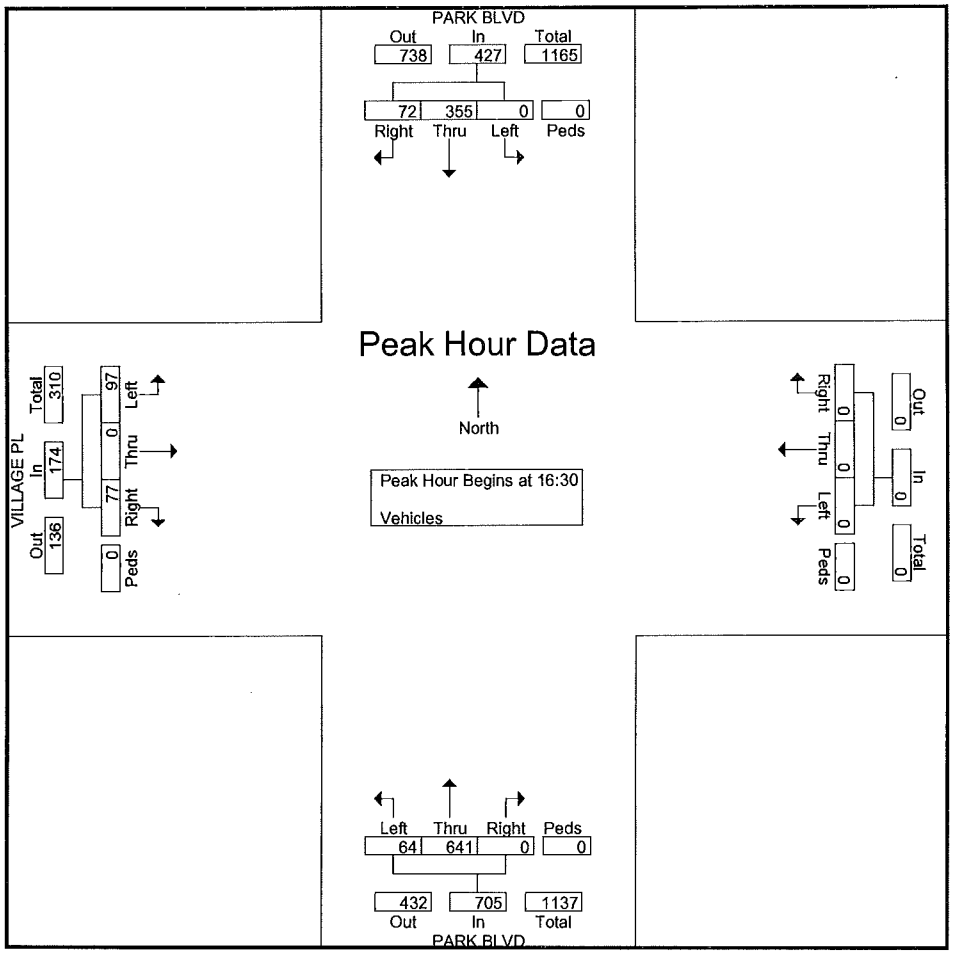
True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 3

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	88	9	0	97	0	0	0	0	0	14	156	0	0	170	22	0	29	0	51	318
16:45	0	76	20	0	96	0	0	0	0	0	12	164	0	0	176	30	0	22	0	52	324
17:00	0	96	14	0	110	0	0	0	0	0	20	164	0	0	184	27	0	16	0	43	337
17:15	0	95	29	0	124	0	0	0	0	0	18	157	0	0	175	18	0	10	0	28	327
Total Volume	0	355	72	0	427	0	0	0	0	0	64	641	0	0	705	97	0	77	0	174	1306
% App. Total	0	83.1	16.9	0		0	0	0	0		9.1	90.9	0	0		55.7	0	44.3	0		
PHF	.000	.924	.621	.000	.861	.000	.000	.000	.000	.000	.800	.977	.000	.000	.958	.808	.000	.664	.000	.837	.969



ATTACHMENT C

Saturday

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 1

Groups Printed- Vehicles

	VILLAGE PL Southbound				Westbound				VILLAGE PL Northbound				OLD GLOBE WAY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
07:15	0	8	3	0	0	0	0	0	0	4	0	0	1	0	1	0	17
07:30	0	5	6	0	0	0	0	0	0	2	0	0	1	0	0	0	14
07:45	0	4	3	0	0	0	0	0	0	2	0	0	0	0	0	0	9
Total	0	20	12	0	0	0	0	0	0	9	0	0	2	0	1	0	44
08:00	0	10	3	0	0	0	0	0	0	7	0	0	1	0	0	0	21
08:15	0	45	9	0	0	0	0	0	3	31	0	0	2	0	0	0	90
08:30	0	22	5	0	0	0	0	0	2	28	0	0	2	0	0	0	59
08:45	0	17	6	0	0	0	0	0	0	10	0	0	3	0	0	0	36
Total	0	94	23	0	0	0	0	0	5	76	0	0	8	0	0	0	206
*** BREAK ***																	
16:00	0	21	14	0	0	0	0	0	4	16	0	0	17	0	3	0	75
16:15	0	17	16	0	0	0	0	0	5	21	0	0	33	0	4	0	96
16:30	0	22	11	0	0	0	0	0	1	17	0	0	10	0	2	0	63
16:45	0	26	15	0	0	0	0	0	2	20	0	0	10	0	1	0	74
Total	0	86	56	0	0	0	0	0	12	74	0	0	70	0	10	0	308
17:00	0	27	11	0	0	0	0	0	0	20	0	0	18	0	0	0	76
17:15	0	24	10	0	0	0	0	0	5	26	0	0	11	0	5	0	81
17:30	0	28	13	0	0	0	0	0	2	28	0	0	12	0	1	0	84
17:45	0	18	6	0	0	0	0	0	3	24	0	0	9	0	1	0	61
Total	0	97	40	0	0	0	0	0	10	98	0	0	50	0	7	0	302
Grand Total	0	297	131	0	0	0	0	0	27	257	0	0	130	0	18	0	860
Apprch %	0	69.4	30.6	0	0	0	0	0	9.5	90.5	0	0	87.8	0	12.2	0	
Total %	0	34.5	15.2	0	0	0	0	0	3.1	29.9	0	0	15.1	0	2.1	0	

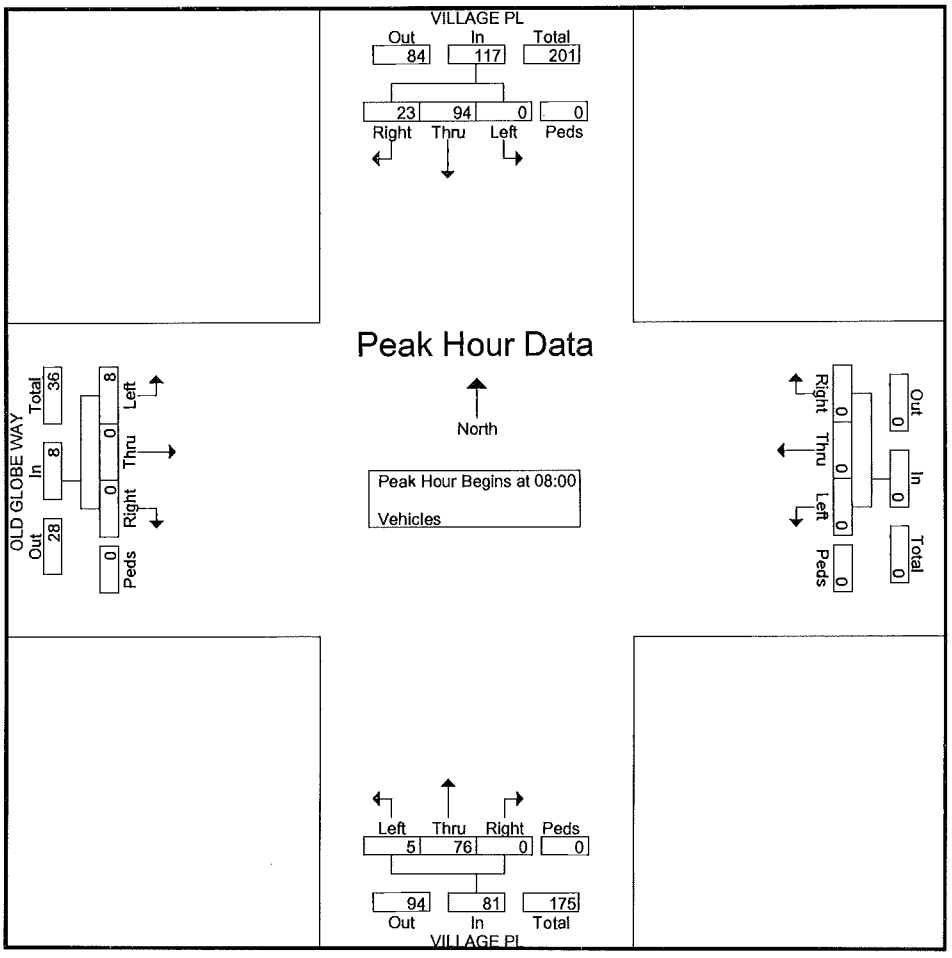
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 2

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	10	3	0	13	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	21
08:15	0	45	9	0	54	0	0	0	0	0	3	31	0	0	34	2	0	0	0	2	90
08:30	0	22	5	0	27	0	0	0	0	0	2	28	0	0	30	2	0	0	0	2	59
08:45	0	17	6	0	23	0	0	0	0	0	0	10	0	0	10	3	0	0	0	3	36
Total Volume	0	94	23	0	117	0	0	0	0	0	5	76	0	0	81	8	0	0	0	8	206
% App. Total	0	80.3	19.7	0		0	0	0	0		6.2	93.8	0	0		100	0	0	0		
PHF	.000	.522	.639	.000	.542	.000	.000	.000	.000	.000	.417	.613	.000	.000	.596	.667	.000	.000	.000	.667	.572



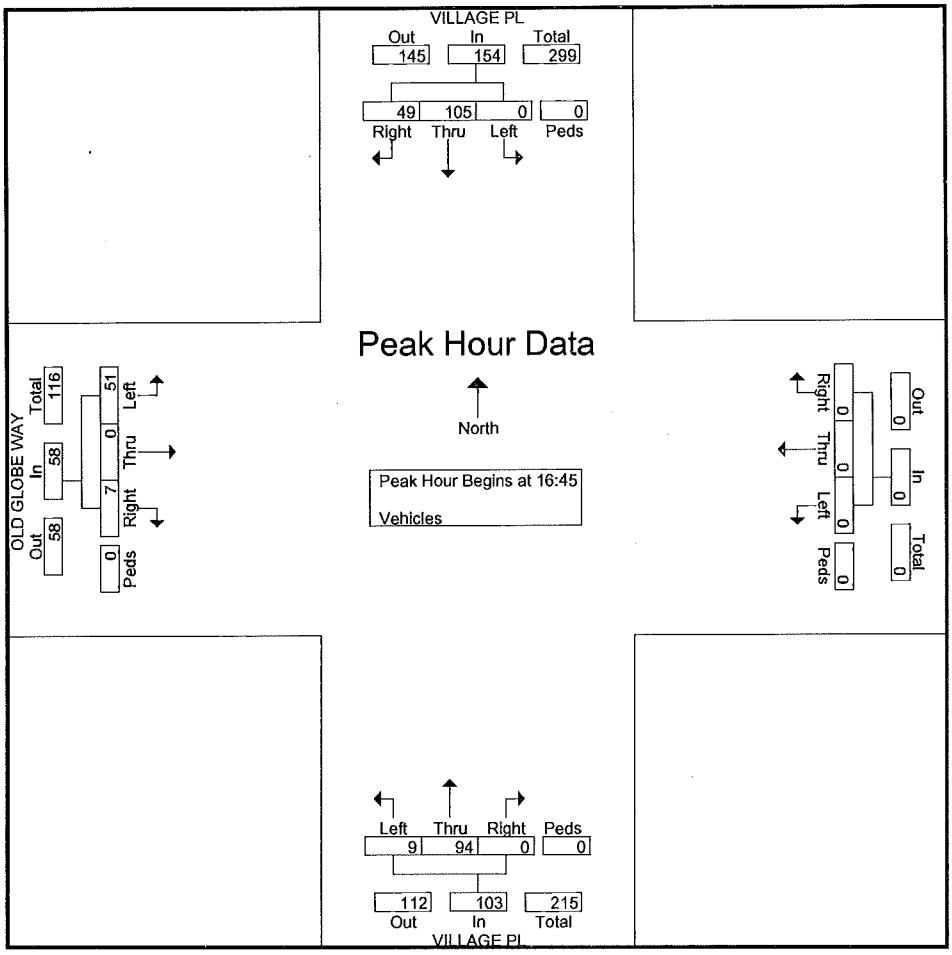
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 3

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	26	15	0	41	0	0	0	0	0	2	20	0	0	22	10	0	1	0	11	74
17:00	0	27	11	0	38	0	0	0	0	0	0	20	0	0	20	18	0	0	0	18	76
17:15	0	24	10	0	34	0	0	0	0	0	5	26	0	0	31	11	0	5	0	16	81
17:30	0	28	13	0	41	0	0	0	0	0	2	28	0	0	30	12	0	1	0	13	84
Total Volume	0	105	49	0	154	0	0	0	0	0	9	94	0	0	103	51	0	7	0	58	315
% App. Total	0	68.2	31.8	0		0	0	0	0		8.7	91.3	0	0		87.9	0	12.1	0		
PHF	.000	.938	.817	.000	.939	.000	.000	.000	.000	.000	.450	.839	.000	.000	.831	.708	.000	.350	.000	.806	.938



ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 1

Groups Printed- Vehicles

	PARK BLVD Southbound				Westbound				PARK BLVD Northbound				VILLAGE PL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	56	10	0	0	0	0	0	9	32	0	0	4	0	3	0	114
07:15	0	97	14	0	0	0	0	0	5	40	0	0	2	0	2	0	160
07:30	0	76	10	0	0	0	0	0	8	59	0	0	3	0	6	0	162
07:45	0	56	8	0	0	0	0	0	7	100	0	0	2	0	3	0	176
Total	0	285	42	0	0	0	0	0	29	231	0	0	11	0	14	0	612
08:00	0	54	13	0	0	0	0	0	22	64	0	0	6	0	10	0	169
08:15	0	35	37	0	0	0	0	0	54	62	0	0	10	0	24	0	222
08:30	0	60	26	0	0	0	0	0	20	70	0	0	4	0	12	0	192
08:45	0	79	36	0	0	0	0	0	22	93	0	0	4	0	6	0	240
Total	0	228	112	0	0	0	0	0	118	289	0	0	24	0	52	0	823
*** BREAK ***																	
16:00	0	139	40	0	0	0	0	0	30	137	0	0	21	0	34	0	401
16:15	0	164	33	0	0	0	0	0	26	132	0	0	54	0	68	0	477
16:30	0	163	34	0	0	0	0	0	23	125	0	0	24	0	42	0	411
16:45	0	149	32	0	0	0	0	0	39	106	0	0	27	0	39	0	392
Total	0	615	139	0	0	0	0	0	118	500	0	0	126	0	183	0	1681
17:00	0	120	36	0	0	0	0	0	42	90	0	0	24	0	61	0	373
17:15	0	126	34	0	0	0	0	0	28	91	0	0	18	0	57	0	354
17:30	0	114	32	0	0	0	0	0	37	76	0	0	26	0	45	0	330
17:45	0	141	35	0	0	0	0	0	29	89	0	0	16	0	43	0	353
Total	0	501	137	0	0	0	0	0	136	346	0	0	84	0	206	0	1410
Grand Total	0	1629	430	0	0	0	0	0	401	1366	0	0	245	0	455	0	4526
Apprch %	0	79.1	20.9	0	0	0	0	0	22.7	77.3	0	0	35	0	65	0	
Total %	0	36	9.5	0	0	0	0	0	8.9	30.2	0	0	5.4	0	10.1	0	

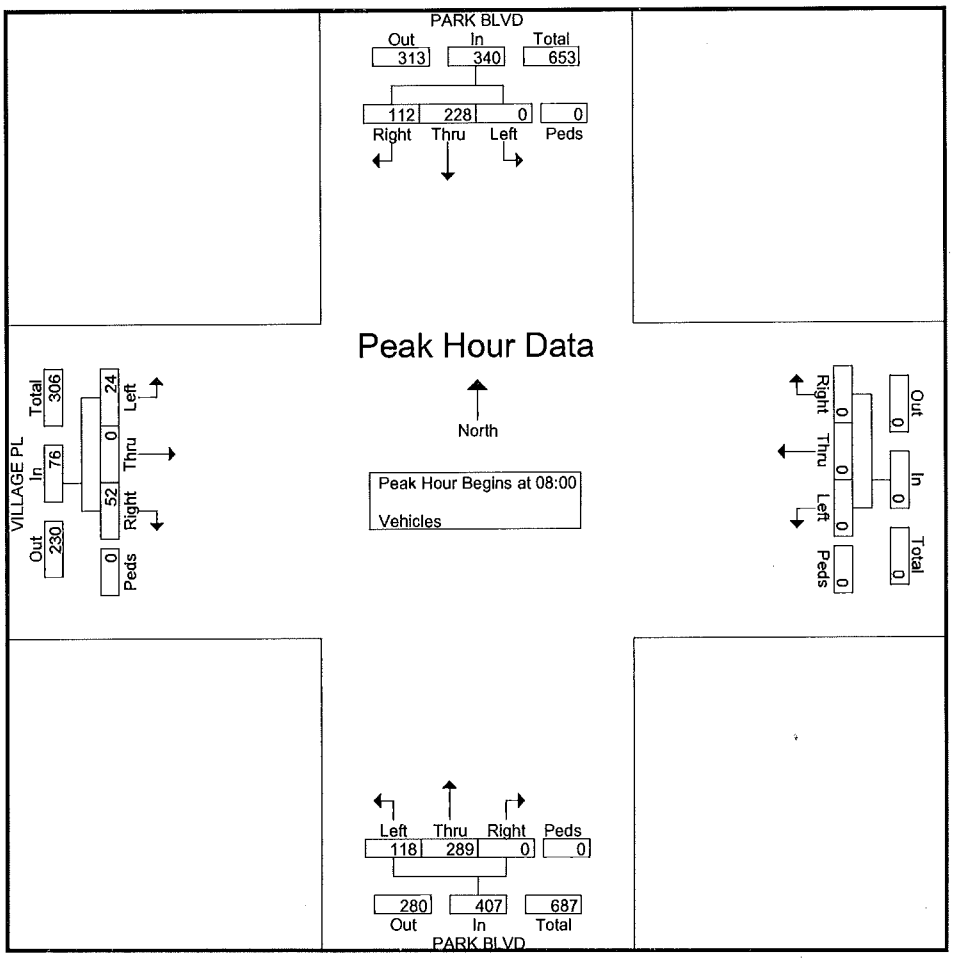
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 2

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	54	13	0	67	0	0	0	0	0	22	64	0	0	86	6	0	10	0	16	169
08:15	0	35	37	0	72	0	0	0	0	0	54	62	0	0	116	10	0	24	0	34	222
08:30	0	60	26	0	86	0	0	0	0	0	20	70	0	0	90	4	0	12	0	16	192
08:45	0	79	36	0	115	0	0	0	0	0	22	93	0	0	115	4	0	6	0	10	240
Total Volume	0	228	112	0	340	0	0	0	0	0	118	289	0	0	407	24	0	52	0	76	823
% App. Total	0	67.1	32.9	0		0	0	0	0		29	71	0	0		31.6	0	68.4	0		
PHF	.000	.722	.757	.000	.739	.000	.000	.000	.000	.000	.546	.777	.000	.000	.877	.600	.000	.542	.000	.559	.857



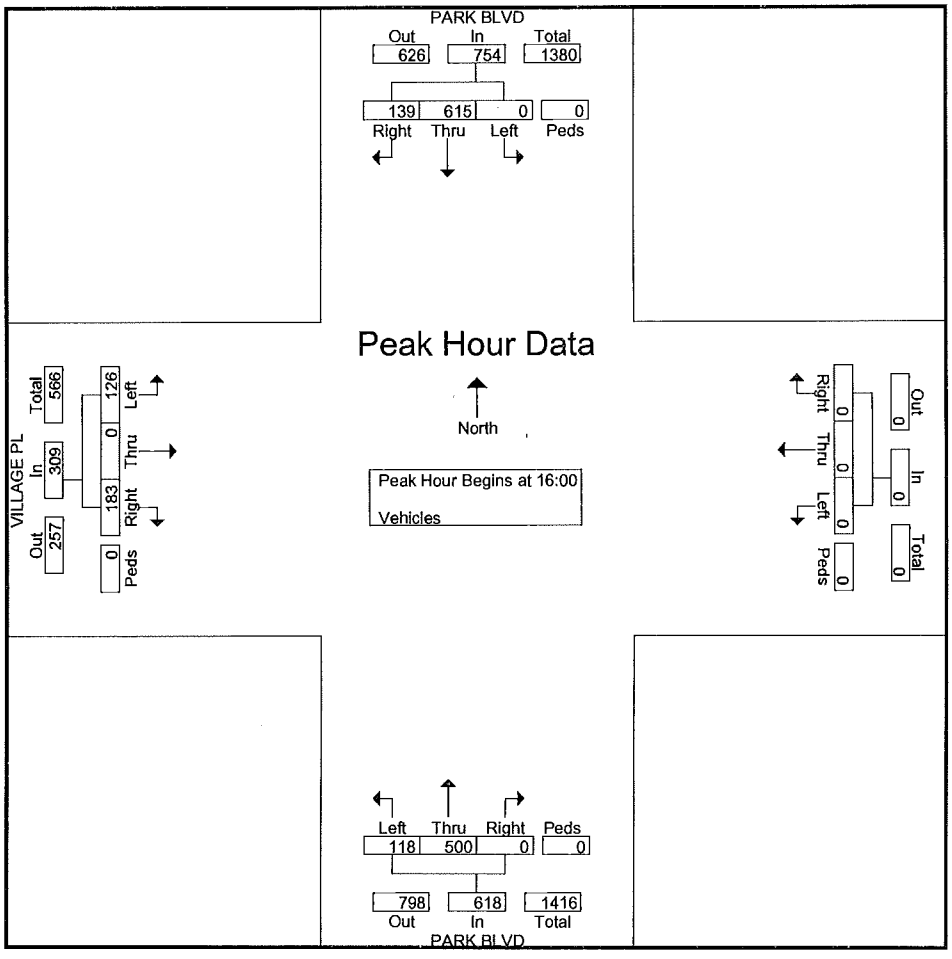
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 3

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	139	40	0	179	0	0	0	0	0	30	137	0	0	167	21	0	34	0	55	401
16:15	0	164	33	0	197	0	0	0	0	0	26	132	0	0	158	54	0	68	0	122	477
16:30	0	163	34	0	197	0	0	0	0	0	23	125	0	0	148	24	0	42	0	66	411
16:45	0	149	32	0	181	0	0	0	0	0	39	106	0	0	145	27	0	39	0	66	392
Total Volume	0	615	139	0	754	0	0	0	0	0	118	500	0	0	618	126	0	183	0	309	1681
% App. Total	0	81.6	18.4	0		0	0	0	0		19.1	80.9	0	0		40.8	0	59.2	0		
PHF	.000	.938	.869	.000	.957	.000	.000	.000	.000	.000	.756	.912	.000	.000	.925	.583	.000	.673	.000	.633	.881



ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 1

Groups Printed- Vehicles

	VILLAGE PL Southbound				Westbound				VILLAGE PL Northbound				OLD GLOBE WAY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	1	3	0	0	0	0	0	0	3	0	0	2	0	0	0	9
07:15	0	1	1	0	0	0	0	0	0	2	0	0	1	0	0	0	5
07:30	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
07:45	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
Total	0	4	6	0	0	0	0	0	1	5	0	0	5	0	0	0	21
08:00	0	2	3	0	0	0	0	0	0	0	0	0	1	0	0	0	6
08:15	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:30	0	1	4	0	0	0	0	0	1	1	0	0	1	0	0	0	8
08:45	0	3	3	0	0	0	0	0	1	0	0	0	0	0	1	0	8
Total	0	8	16	0	0	0	0	0	2	1	0	0	2	0	1	0	30
*** BREAK ***																	
16:00	0	11	12	0	0	0	0	0	0	13	0	0	9	0	2	0	47
16:15	0	15	15	0	0	0	0	0	3	23	0	0	13	0	4	0	73
16:30	0	23	10	0	0	0	0	0	2	18	0	0	13	0	4	0	70
16:45	0	9	3	0	0	0	0	0	1	12	0	0	5	0	0	0	30
Total	0	58	40	0	0	0	0	0	6	66	0	0	40	0	10	0	220
17:00	0	13	2	0	0	0	0	0	1	9	0	0	3	0	0	0	28
17:15	0	9	4	0	0	0	0	0	0	6	0	0	5	0	0	0	24
17:30	0	12	3	0	0	0	0	0	2	5	0	0	5	0	2	0	29
17:45	0	13	5	0	0	0	0	0	0	11	0	0	2	0	1	0	32
Total	0	47	14	0	0	0	0	0	3	31	0	0	15	0	3	0	113
Grand Total	0	117	76	0	0	0	0	0	12	103	0	0	62	0	14	0	384
Apprch %	0	60.6	39.4	0	0	0	0	0	10.4	89.6	0	0	81.6	0	18.4	0	
Total %	0	30.5	19.8	0	0	0	0	0	3.1	26.8	0	0	16.1	0	3.6	0	

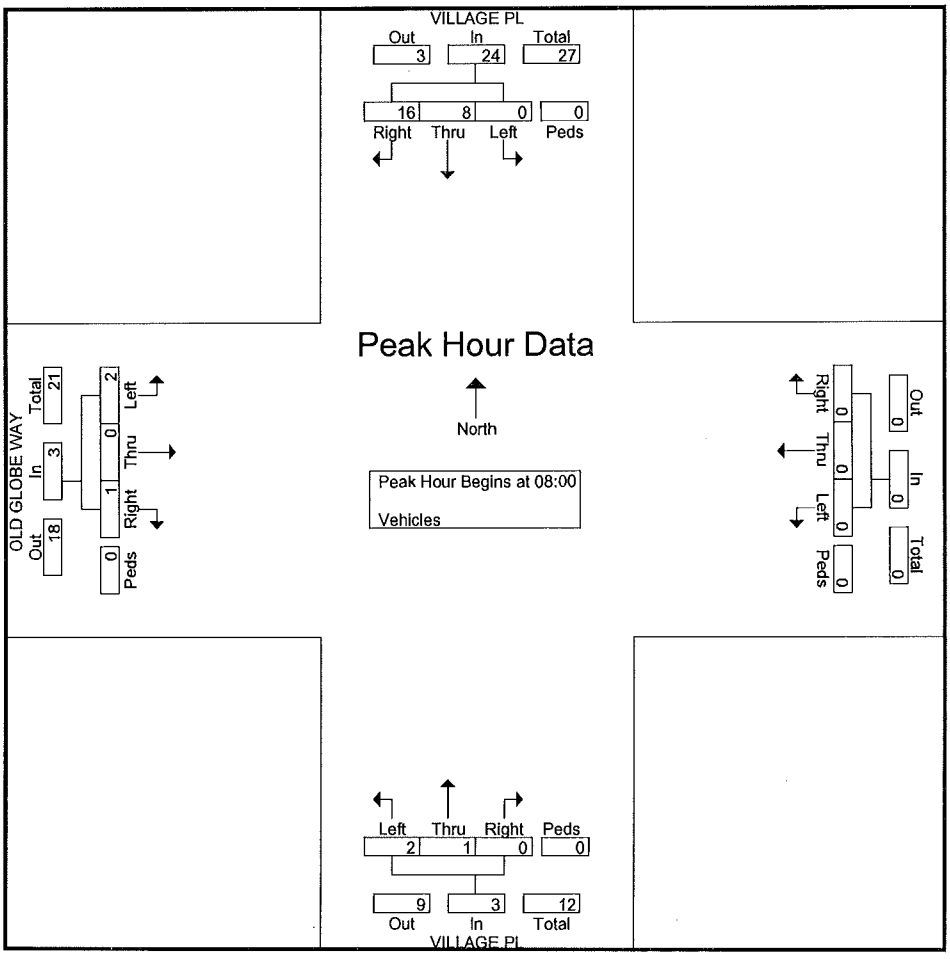
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 2

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
08:15	0	2	6	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:30	0	1	4	0	5	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	8
08:45	0	3	3	0	6	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	8
Total Volume	0	8	16	0	24	0	0	0	0	0	2	1	0	0	3	2	0	1	0	3	30
% App. Total	0	33.3	66.7	0		0	0	0	0		66.7	33.3	0	0		66.7	0	33.3	0		
PHF	.000	.667	.667	.000	.750	.000	.000	.000	.000	.000	.500	.250	.000	.000	.375	.500	.000	.250	.000	.750	.938



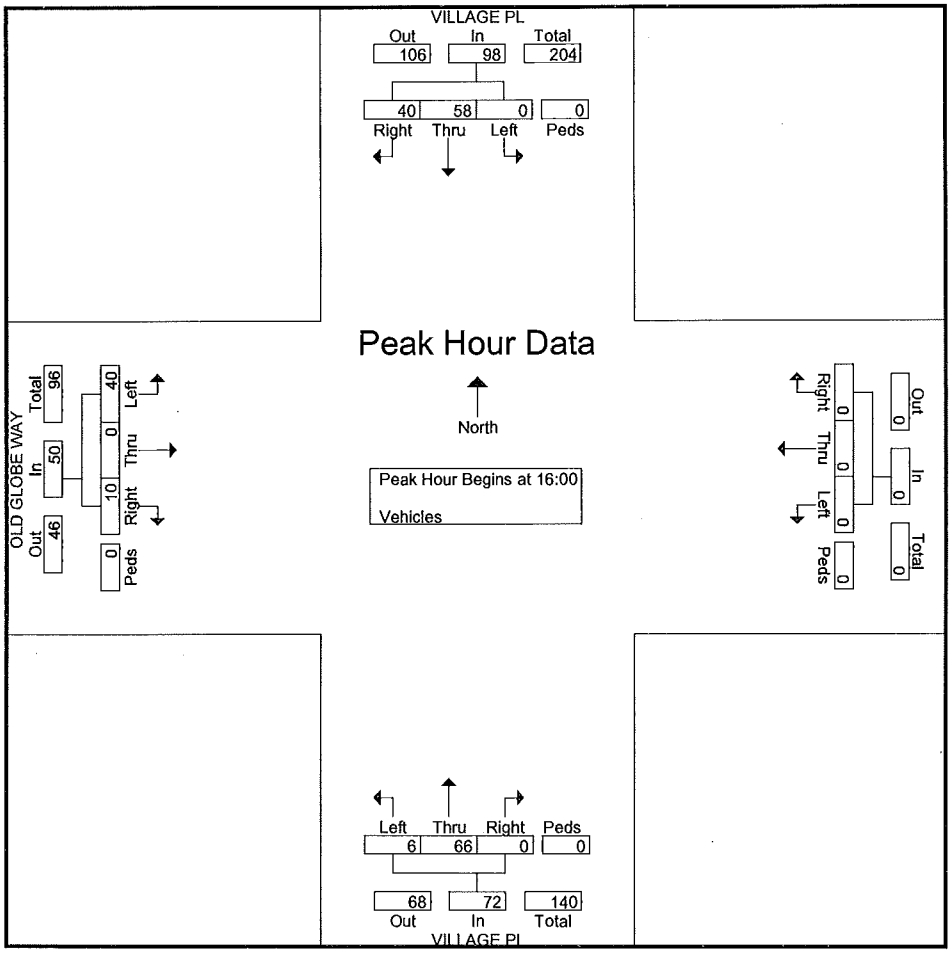
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 3

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	11	12	0	23	0	0	0	0	0	0	13	0	0	13	9	0	2	0	11	47
16:15	0	15	15	0	30	0	0	0	0	0	3	23	0	0	26	13	0	4	0	17	73
16:30	0	23	10	0	33	0	0	0	0	0	2	18	0	0	20	13	0	4	0	17	70
16:45	0	9	3	0	12	0	0	0	0	0	1	12	0	0	13	5	0	0	0	5	30
Total Volume	0	58	40	0	98	0	0	0	0	0	6	66	0	0	72	40	0	10	0	50	220
% App. Total	0	59.2	40.8	0		0	0	0	0		8.3	91.7	0	0		80	0	20	0		
PHF	.000	.630	.667	.000	.742	.000	.000	.000	.000	.000	.500	.717	.000	.000	.692	.769	.000	.625	.000	.735	.753



ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 1

Groups Printed- Vehicles

	PARK BLVD Southbound				Westbound				PARK BLVD Northbound				VILLAGE PL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	15	2	0	0	0	0	0	6	22	0	0	5	0	2	0	52
07:15	0	16	3	0	0	0	0	0	1	25	0	0	5	0	1	0	51
07:30	0	24	3	0	0	0	0	0	4	14	0	0	1	0	1	0	47
07:45	0	26	4	0	0	0	0	0	3	26	0	0	4	0	2	0	65
Total	0	81	12	0	0	0	0	0	14	87	0	0	15	0	6	0	215
08:00	0	28	7	0	0	0	0	0	4	36	0	0	3	0	0	0	78
08:15	0	26	9	0	0	0	0	0	5	29	0	0	2	0	2	0	73
08:30	0	32	19	0	0	0	0	0	14	30	0	0	1	0	2	0	98
08:45	0	47	21	0	0	0	0	0	12	51	0	0	5	0	2	0	138
Total	0	133	56	0	0	0	0	0	35	146	0	0	11	0	6	0	387
*** BREAK ***																	
16:00	0	115	26	0	0	0	0	0	24	103	0	0	24	0	39	0	331
16:15	0	128	40	1	0	0	0	0	33	95	0	0	29	0	79	0	405
16:30	0	128	35	0	0	0	0	0	36	98	0	0	39	0	58	0	394
16:45	0	123	18	0	0	0	0	0	14	95	0	0	20	0	48	0	318
Total	0	494	119	1	0	0	0	0	107	391	0	0	112	0	224	0	1448
17:00	0	94	13	0	0	0	0	0	15	75	0	0	12	0	27	0	236
17:15	0	127	15	0	0	0	0	0	25	65	0	0	11	0	31	0	274
17:30	0	115	16	0	0	0	0	0	16	70	0	0	18	0	29	0	264
17:45	0	106	15	0	0	0	0	0	15	60	0	0	7	0	23	0	226
Total	0	442	59	0	0	0	0	0	71	270	0	0	48	0	110	0	1000
Grand Total	0	1150	246	1	0	0	0	0	227	894	0	0	186	0	346	0	3050
Apprch %	0	82.3	17.6	0.1	0	0	0	0	20.2	79.8	0	0	35	0	65	0	
Total %	0	37.7	8.1	0	0	0	0	0	7.4	29.3	0	0	6.1	0	11.3	0	

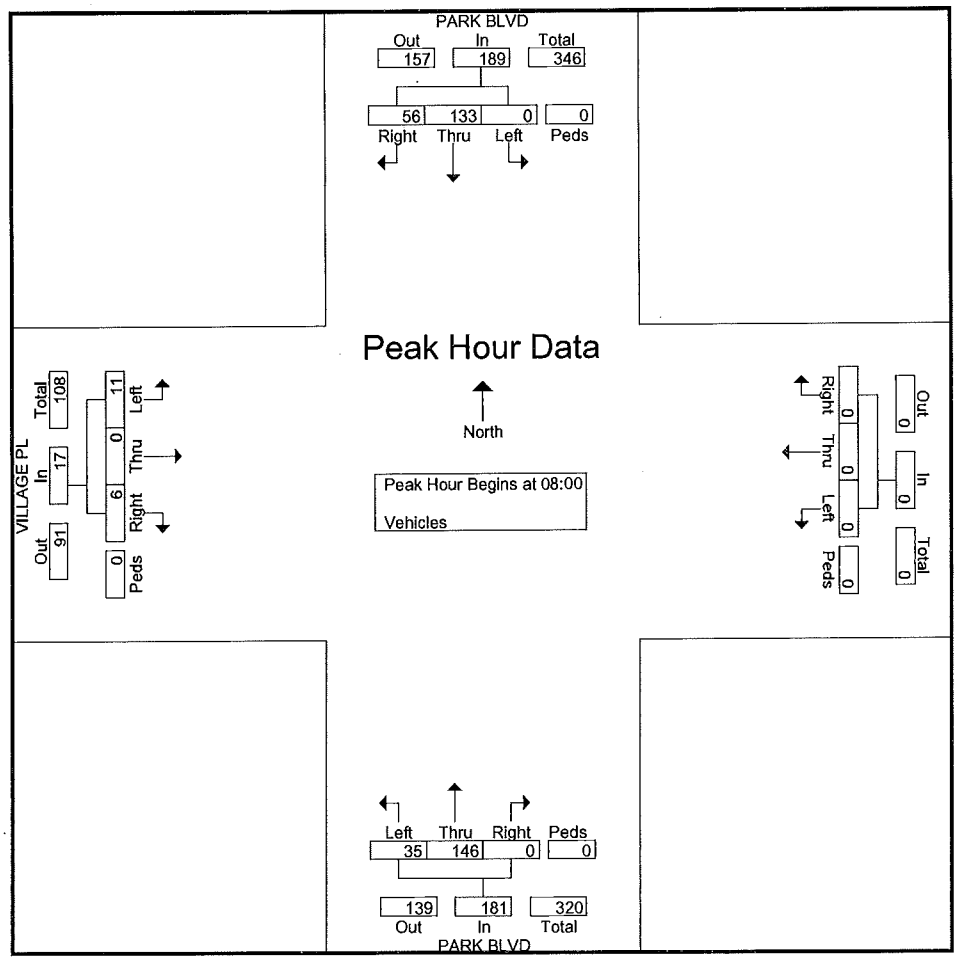
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 2

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	28	7	0	35	0	0	0	0	0	4	36	0	0	40	3	0	0	0	3	78
08:15	0	26	9	0	35	0	0	0	0	0	5	29	0	0	34	2	0	2	0	4	73
08:30	0	32	19	0	51	0	0	0	0	0	14	30	0	0	44	1	0	2	0	3	98
08:45	0	47	21	0	68	0	0	0	0	0	12	51	0	0	63	5	0	2	0	7	138
Total Volume	0	133	56	0	189	0	0	0	0	0	35	146	0	0	181	11	0	6	0	17	387
% App. Total	0	70.4	29.6	0		0	0	0	0		19.3	80.7	0	0		64.7	0	35.3	0		
PHF	.000	.707	.667	.000	.695	.000	.000	.000	.000	.000	.625	.716	.000	.000	.718	.550	.000	.750	.000	.607	.701



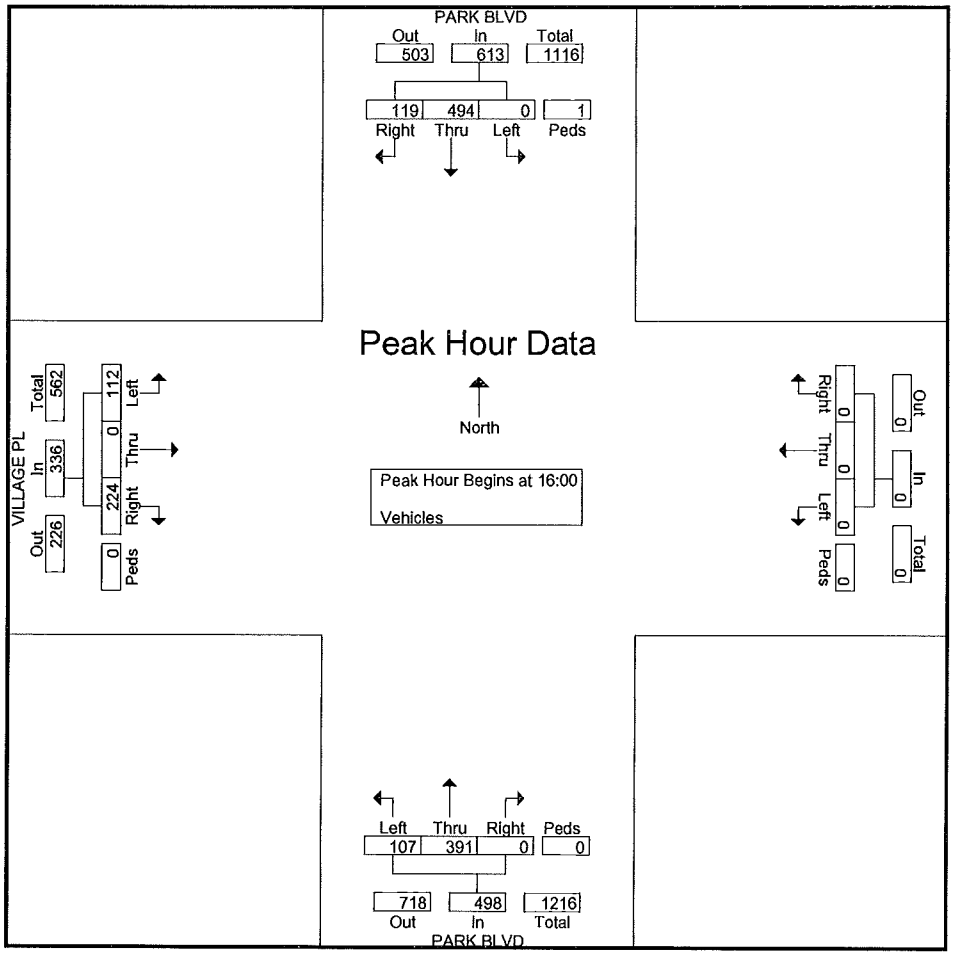
ATTACHMENT C

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 3

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	115	26	0	141	0	0	0	0	0	24	103	0	0	127	24	0	39	0	63	331
16:15	0	128	40	1	169	0	0	0	0	0	33	95	0	0	128	29	0	79	0	108	405
16:30	0	128	35	0	163	0	0	0	0	0	36	98	0	0	134	39	0	58	0	97	394
16:45	0	123	18	0	141	0	0	0	0	0	14	95	0	0	109	20	0	48	0	68	318
Total Volume	0	494	119	1	614	0	0	0	0	0	107	391	0	0	498	112	0	224	0	336	1448
% App. Total	0	80.5	19.4	0.2		0	0	0	0		21.5	78.5	0	0		33.3	0	66.7	0		
PHF	.000	.965	.744	.250	.908	.000	.000	.000	.000	.000	.743	.949	.000	.000	.929	.718	.000	.709	.000	.778	.894



ATTACHMENT C

MetroCount Traffic Executive
Vehicle Counts

1902 -- English (ENU)

Datasets:

Site:	**[11113.01] OLD GLOBE WY (WEST OF VILLAGE PL) EASTBOUND**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	15:10 Wednesday, December 07, 2011 => 10:02 Sunday, December 11, 2011
File:	11113.0111Dec2011.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

AM - 52
PM - 156

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	East (bound)

*** Thursday, December 08, 2011 - Total=501, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**2**	**1**	**2**	**1**	**4**	**7**	**10**	**15**	**21**	**28**	**18**	**28**	**20**	**24**	**28**	**58**	**75**	**47**	**24**	**60**	**17**	**5**	**6**	
0	0	1	0	0	0	2	5	7	4	6	4	**6**	4	1	6	17	25	15	7	5	7	3	3	0
0	0	0	0	0	3	1	1	2	5	11	3	**12**	3	6	9	13	**12**	9	5	9	4	0	2	1
0	1	0	0	0	1	1	0	3	10	7	5	**6**	3	8	5	9	**15**	11	6	28	2	1	0	0
0	1	0	2	1	0	3	4	3	2	4	**6**	4	10	9	8	19	**23**	12	6	18	4	1	1	1

AM Peak 1145 - 1245 (30), AM PHF=0.63 PM Peak 1700 - 1800 (75), PM PHF=0.75

*** Friday, December 09, 2011 - Total=490, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**2**	**1**	**2**	**4**	**11**	**14**	**17**	**14**	**23**	**17**	**24**	**23**	**42**	**33**	**27**	**49**	**75**	**28**	**30**	**38**	**4**	**10**	
0	0	0	0	0	0	5	5	3	1	**7**	6	7	6	10	5	6	20	**22**	11	3	11	3	3	1
1	0	0	0	0	0	2	4	3	2	**6**	4	7	3	7	9	3	4	**13**	8	7	11	0	2	0
0	0	0	0	0	1	2	3	6	**8**	7	2	2	8	23	9	9	9	**24**	4	11	14	1	4	3
1	0	2	1	2	3	2	2	5	**3**	3	5	8	6	2	10	9	**16**	16	5	9	2	0	1	3

AM Peak 0930 - 1030 (24), AM PHF=0.75 PM Peak 1745 - 1845 (75), PM PHF=0.78

*** Saturday, December 10, 2011 - Total=718, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**1**	**7**	**3**	**1**	**2**	**8**	**2**	**9**	**29**	**50**	**36**	**67**	**99**	**62**	**60**	**66**	**47**	**71**	**23**	**17**	**40**	**7**	**4**	
1	0	4	0	0	0	3	0	2	5	9	13	**21**	19	11	23	18	12	13	10	7	16	2	0	-
0	1	1	2	0	1	2	1	2	12	8	7	**12**	26	13	13	21	15	14	2	3	17	2	2	-
3	0	1	0	0	1	2	1	2	7	17	8	**21**	26	20	14	11	10	17	6	2	6	2	2	-
3	0	1	1	1	0	1	0	3	5	16	**8**	13	28	18	10	16	10	27	5	5	1	1	0	-

AM Peak 1145 - 1245 (62), AM PHF=0.74

Weekday: 501 + 592 = 1093

Saturday: 918 + 829 = 1547

ATTACHMENT C

MetroCount Traffic Executive
Vehicle Counts

1903 -- English (ENU)

Datasets:

Site:	**[11113.01] OLD GLOBE WY (WEST OF VILLAGE PL) WESTBOUND**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	15:10 Wednesday, December 07, 2011 => 10:02 Sunday, December 11, 2011
File:	11113.0111Dec2011.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	West (bound)

*** Thursday, December 08, 2011 - Total=592, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**3**	**0**	**2**	**6**	**8**	**32**	**25**	**34**	**31**	**36**	**29**	**28**	**22**	**28**	**40**	**48**	**81**	**64**	**21**	**40**	**6**	**8**	**0**	
0	0	0	1	0	2	8	6	12	8	**20**	10	4	5	4	12	17	18	**21**	6	11	0	4	0	0
0	0	0	1	1	2	10	4	9	**8**	7	6	4	4	7	10	9	**16**	14	2	12	2	0	0	2
0	1	0	0	1	2	5	3	5	**9**	6	7	7	7	8	9	9	**21**	18	5	10	3	0	0	0
0	2	0	0	4	2	9	12	8	**6**	3	6	13	6	9	9	13	**26**	11	8	7	1	4	0	0

AM Peak 0915 - 1015 (43), AM PHF=0.54 PM Peak 1715 - 1815 (84), PM PHF=0.81

*** Friday, December 09, 2011 - Total=582, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**1**	**6**	**17**	**27**	**34**	**35**	**32**	**32**	**26**	**25**	**44**	**29**	**31**	**28**	**38**	**95**	**26**	**26**	**20**	**3**	**5**	
0	0	0	0	1	2	8	12	6	6	**11**	8	9	12	4	2	6	9	**26**	10	1	3	2	0	0
2	0	0	0	0	2	8	4	7	7	**10**	4	6	6	5	13	4	3	**20**	5	7	13	0	2	1
0	0	0	0	1	1	4	8	11	**10**	5	5	4	14	11	10	11	9	**30**	6	9	2	0	3	2
0	0	0	1	4	12	7	10	11	**9**	6	9	6	12	9	6	7	17	**19**	5	9	2	1	0	1

AM Peak 0930 - 1030 (40), AM PHF=0.91 PM Peak 1800 - 1900 (95), PM PHF=0.79

*** Saturday, December 10, 2011 - Total=829, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**0**	**6**	**1**	**3**	**3**	**22**	**13**	**32**	**40**	**66**	**44**	**74**	**118**	**77**	**63**	**61**	**45**	**76**	**29**	**23**	**24**	**2**	**3**	
0	0	3	0	0	1	6	0	5	11	16	15	**26**	21	14	21	18	11	15	8	4	6	0	1	-
1	0	0	0	0	1	8	4	14	14	13	8	**15**	34	19	12	11	14	20	5	4	14	0	2	-
2	0	1	0	1	0	4	6	6	9	18	9	**22**	30	27	15	14	11	23	9	4	4	2	0	-
1	0	2	1	2	1	4	3	7	6	19	**12**	11	33	17	15	18	9	18	7	11	0	0	0	-

AM Peak 1145 - 1245 (75), AM PHF=0.72

ATTACHMENT C

MetroCount Traffic Executive
Vehicle Counts

?

1910 -- English (ENU)

Datasets:

Site:	**[11113.01] OLD GLOBE WY (WEST OF VILLAGE PL) EASTBOUND**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	7:42 Wednesday, December 14, 2011 => 8:58 Tuesday, December 20, 2011
File:	11113.0120Dec2011.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	East (bound)

TOTAL = 339

*** Wednesday, December 14, 2011 - Total=254 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**22**	**23**	**26**	**26**	**28**	**36**	**26**	**13**	**28**	**18**	**2**	**6**	
-	-	-	-	-	-	-	-	-	-	-	-	4	9	4	5	7	**11**	8	3	1	4	0	3	0
-	-	-	-	-	-	-	-	-	-	-	-	5	5	3	6	9	**7**	4	4	0	5	0	1	0
-	-	-	-	-	-	-	-	-	-	-	-	6	5	12	6	2	**10**	10	4	9	8	1	1	0
-	-	-	-	-	-	-	-	-	-	-	-	7	4	7	9	**10**	8	4	2	18	1	1	1	0

PM Peak 1645 - 1745 (38), PM PHF=0.86

*** Thursday, December 15, 2011 - Total=85 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**1**	**1**	**2**	**4**	**9**	**13**	**14**	**9**	**15**	**16**	-	-	-	-	-	-	-	-	-	-	-	-	
0	0	0	0	0	1	1	4	2	2	6	10	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	3	1	5	3	3	2	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	1	1	0	1	3	3	6	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	2	1	2	5	1	3	4	1	-	-	-	-	-	-	-	-	-	-	-	-	-

EB = 254 + 85 = 339

WB = 382

T = 721

ATTACHMENT C

MetroCount Traffic Executive
Vehicle Counts

1911 -- English (ENU)

2

Datasets:

Site:	**[11113.01] OLD GLOBE WY (WEST OF VILLAGE PL) WESTBOUND**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	7:42 Wednesday, December 14, 2011 => 8:58 Tuesday, December 20, 2011
File:	11113.0120Dec2011.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	West (bound)

TOTAL = 382

*** Wednesday, December 14, 2011 - Total=209 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**28**	**24**	**20**	**14**	**15**	**35**	**33**	**13**	**10**	**12**	**3**	**2**	
-	-	-	-	-	-	-	-	-	-	-	-	6	8	5	2	5	4	**10**	4	2	5	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	10	9	2	5	5	8	**9**	3	2	2	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	7	2	7	2	2	5	**11**	4	3	2	1	0	0
-	-	-	-	-	-	-	-	-	-	-	-	5	5	6	5	3	**18**	3	2	3	3	2	2	0

PM Peak 1745 - 1845 (48), PM PHF=0.67

*** Thursday, December 15, 2011 - Total=173 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**1**	**1**	**5**	**14**	**28**	**28**	**32**	**25**	**16**	**22**	-	-	-	-	-	-	-	-	-	-	-	-	
0	0	1	0	0	4	5	8	5	8	3	10	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	1	2	8	6	14	6	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	1	1	3	7	6	7	7	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	3	5	8	8	6	4	5	3	-	-	-	-	-	-	-	-	-	-	-	-	-

WB = 209 + 173 = 382

ATTACHMENT C

MetroCount Traffic Executive
Event Counts

1904 -- English (ENU)

wkday
AM- 164
PM- 511

wkend- AM- 315
PM- 554

Datasets:

Site:	**[11113.02] VILLAGE PL (WEST OF PARK BLVD) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	14:42 Wednesday, December 07, 2011 => 10:03 Sunday, December 11, 2011
File:	11113.02.E11Dec2011.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**

*** Thursday, December 08, 2011=1988, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**2**	**7**	**2**	**1**	**3**	**11**	**24**	**25**	**72**	**90**	**97**	**131**	**130**	**124**	**122**	**238**	**195**	**145**	**98**	**361**	**82**	**21**	**8**	
2	1	3	0	1	0	1	8	6	16	20	25	**38**	27	28	29	79	67	36	36	49	**50**	12	2	1
1	0	4	0	0	0	1	6	5	13	13	27	**42**	20	32	27	41	39	42	25	**133**	14	2	3	1
1	0	0	0	0	3	4	7	5	23	34	21	**28**	41	36	28	53	39	30	21	**118**	8	4	2	0
0	1	0	2	0	0	5	3	9	21	24	**25**	24	42	29	39	65	50	37	16	**62**	10	3	1	3

AM Peak 1145 - 1245 (132), AM PHF=0.79 PM Peak 2015 - 2115 (362), PM PHF=0.68

*** Friday, December 09, 2011=2153, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**4**	**4**	**1**	**2**	**6**	**21**	**27**	**40**	**38**	**66**	**88**	**137**	**132**	**157**	**157**	**174**	**178**	**233**	**129**	**168**	**285**	**77**	**29**	
1	2	2	1	0	0	8	6	10	11	16	18	**34**	25	38	26	54	70	68	42	29	**45**	30	6	4
1	1	0	0	0	3	4	7	6	9	15	21	**41**	31	43	43	48	39	31	27	35	**129**	23	8	2
0	0	0	0	0	0	3	5	16	11	18	28	**34**	28	49	39	29	36	68	29	48	**63**	10	6	12
3	1	2	0	2	3	7	9	8	7	19	**22**	29	49	28	49	44	33	66	31	**57**	48	14	9	3

AM Peak 1145 - 1245 (130), AM PHF=0.80 PM Peak 2045 - 2145 (294), PM PHF=0.57

*** Saturday, December 10, 2011=4199, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**6**	**10**	**4**	**3**	**2**	**18**	**24**	**74**	**89**	**227**	**236**	**342**	**452**	**334**	**318**	**325**	**295**	**228**	**371**	**183**	**256**	**197**	**188**	
4	0	6	1	0	0	6	6	10	27	45	76	**57**	88	70	102	63	87	55	120	72	80	45	51	-
2	4	3	3	0	1	1	5	35	18	31	61	**70**	123	50	75	111	60	40	91	45	102	39	56	-
12	1	1	0	0	1	5	6	18	24	88	52	**119**	119	78	88	85	87	52	88	30	44	66	47	-
3	1	0	0	3	0	6	7	11	20	64	**47**	97	123	136	53	67	61	82	73	36	30	48	34	-

AM Peak 1145 - 1245 (292), AM PHF=0.62

Weekday: 2153 + 2169

= 4322

Saturday: 4199 + 4212

: 8411

ATTACHMENT C

MetroCount Traffic Executive
Event Counts

1905 -- English (ENU)

Datasets:

Site:	**[11113.02] VILLAGE PL (WEST OF PARK BLVD) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	14:42 Wednesday, December 07, 2011 => 10:03 Sunday, December 11, 2011
File:	11113.02.W11Dec2011.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**

*** Thursday, December 08, 2011=1986, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**2**	**1**	**1**	**7**	**18**	**53**	**119**	**162**	**192**	**127**	**94**	**106**	**81**	**98**	**127**	**154**	**316**	**162**	**92**	**49**	**12**	**9**	**5**	
1	1	1	1	0	3	7	21	41	**45**	42	26	20	24	25	26	46	**75**	49	32	20	4	3	2	0
0	0	0	0	0	3	14	25	30	**36**	31	22	21	21	19	24	25	**74**	47	19	16	1	1	0	0
1	0	0	0	1	5	12	43	33	**49**	28	30	24	24	31	32	29	**87**	41	21	5	3	1	2	1
0	1	0	0	6	7	20	31	58	**63**	27	16	41	13	24	45	54	**81**	25	20	8	4	4	1	2

AM Peak 0900 - 1000 (192), AM PHF=0.77 PM Peak 1700 - 1800 (316), PM PHF=0.91

*** Friday, December 09, 2011=2169, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**2**	**1**	**1**	**5**	**25**	**53**	**81**	**128**	**172**	**133**	**110**	**115**	**124**	**120**	**121**	**169**	**263**	**289**	**96**	**70**	**59**	**21**	**13**	
0	1	1	0	0	2	10	21	30	**40**	37	29	32	31	23	18	39	66	**77**	31	16	12	7	3	4
0	0	0	0	0	3	14	11	35	**60**	39	27	37	28	27	37	30	53	**70**	22	19	25	7	2	1
1	0	0	0	0	3	12	19	25	**40**	28	27	28	28	41	36	41	67	**78**	25	15	11	2	5	1
2	1	0	1	5	17	17	30	**38**	32	29	28	18	37	29	31	60	**77**	64	19	20	11	5	3	1

AM Peak 0845 - 0945 (178), AM PHF=0.75 PM Peak 1745 - 1845 (302), PM PHF=0.97

*** Saturday, December 10, 2011=4212, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**6**	**3**	**0**	**6**	**16**	**38**	**67**	**213**	**226**	**327**	**222**	**356**	**445**	**350**	**276**	**242**	**265**	**312**	**319**	**197**	**99**	**110**	**113**	
4	0	1	0	0	2	8	19	27	49	**70**	65	62	98	65	88	68	74	58	84	73	32	22	35	-
1	2	0	0	0	3	12	14	83	56	**81**	62	85	128	68	63	56	55	71	95	50	24	21	34	-
1	2	1	0	0	3	6	22	49	49	**100**	41	117	119	97	58	57	78	95	77	30	24	34	24	-
1	2	1	0	6	8	12	12	54	72	**77**	55	93	102	121	68	61	59	88	64	44	19	33	20	-

AM Peak 1000 - 1100 (327), AM PHF=0.82

ATTACHMENT C

MetroCount Traffic Executive
Event Counts

7

1912 -- English (ENU)

Datasets:

Site:	**[11113.02] VILLAGE PL (WEST OF PARK BLVD) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	7:14 Wednesday, December 14, 2011 => 8:58 Tuesday, December 20, 2011
File:	11113.02.E20Dec2011.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time: **12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**

TOTAL = 1499

1248

*** Wednesday, December 14, 2011=1245 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**142**	**116**	**122**	**141**	**183**	**151**	**83**	**51**	**119**	**108**	**24**	**8**	
-	-	-	-	-	-	-	-	-	-	-	-	32	35	33	33	**57**	61	42	10	4	52	4	3	2
-	-	-	-	-	-	-	-	-	-	-	-	37	25	27	26	**49**	35	18	16	11	26	8	3	2
-	-	-	-	-	-	-	-	-	-	-	-	36	31	41	**39**	36	30	13	12	34	21	9	2	0
-	-	-	-	-	-	-	-	-	-	-	-	37	26	22	**45**	41	25	10	13	70	10	3	0	0

PM Peak 1530 - 1630 (189), PM PHF=0.83

254

*** Thursday, December 15, 2011=254 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**2**	**2**	**1**	**0**	**6**	**18**	**19**	**25**	**39**	**52**	**88**	-	-	-	-	-	-	-	-	-	-	-	-	
2	1	0	0	0	1	3	9	3	10	13	26	-	-	-	-	-	-	-	-	-	-	-	-	-
2	0	0	0	0	1	5	1	1	8	9	14	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	2	1	0	3	4	7	13	5	11	20	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	0	1	6	3	8	16	19	29	-	-	-	-	-	-	-	-	-	-	-	-	-

EB = 1248 + 254 =

WB = 1440

T = 1504

ATTACHMENT C

MetroCount Traffic Executive
Event Counts

1913 -- English (ENU)

7

Datasets:

Site:	**[11113.02] VILLAGE PL (WEST OF PARK BLVD) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	7:15 Wednesday, December 14, 2011 => 9:00 Tuesday, December 20, 2011
File:	11113.02.W20Dec2011.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**

TOTAL = 1436

789

*** Wednesday, December 14, 2011=~~787~~ (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**80**	**92**	**92**	**102**	**82**	**125**	**110**	**58**	**19**	**18**	**7**	**4**	
-	-	-	-	-	-	-	-	-	-	-	-	19	24	20	17	25	21	**39**	20	2	6	0	2	0
-	-	-	-	-	-	-	-	-	-	-	-	21	25	23	27	28	**34**	28	18	9	4	3	1	2
-	-	-	-	-	-	-	-	-	-	-	-	22	17	28	27	8	**31**	29	12	4	3	2	1	0
-	-	-	-	-	-	-	-	-	-	-	-	18	26	21	31	21	**40**	14	8	4	5	2	0	0

PM Peak 1715 - 1815 (143), PM PHF=0.91

651

*** Thursday, December 15, 2011=~~649~~ (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**1**	**0**	**5**	**23**	**49**	**79**	**140**	**146**	**100**	**105**	-	-	-	-	-	-	-	-	-	-	-	-	
0	0	1	0	1	5	9	13	25	40	28	31	-	-	-	-	-	-	-	-	-	-	-	-	-
2	0	0	0	0	1	14	15	34	27	18	30	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	5	10	19	42	38	31	27	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	4	12	16	33	39	41	23	17	-	-	-	-	-	-	-	-	-	-	-	-	-

WB= 789+651= 1440

ATTACHMENT C

ATTACHMENT B

CITY OF SAN DIEGO'S ROADWAY CLASSIFICATION, LEVEL OF SERVICE, AND ADT TABLE

ATTACHMENT C

TABLE 2
Roadway Classifications, Levels of Service (LOS)
and Average Daily Traffic (ADT)

STREET CLASSIFICATION	LANES	CROSS SECTIONS	LEVEL OF SERVICE A	B	C	D	E
Freeway	8 lanes		60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes		45,000	63,000	90,000	110,000	120,000
Freeway	4 lanes		30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	102/122	30,000	42,000	60,000	70,000	80,000
Primary Arterial	6 lanes	102/122	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	78/98	15,000	21,000	30,000	35,000	40,000
Collector	4 lanes	72/92	10,000	14,000	20,000	25,000	30,000
Collector (no center lane) continuous left-turn lane)	4 lanes 2 lanes	64/84 50/70	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000
Collector (multifamily)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000
Sub-Collector (single-family)	2 lanes	36/56	—	—	2,200	—	—

LEGEND:

XXX/XXX = Curb to curb width (feet)/right-of-way width (feet): based on the City of San Diego Street Design. Manual

XX/XXX= Approximate recommended ADT based on the City of San Diego Street Design Manual.

NOTES:

1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.

2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

ATTACHMENT C

ATTACHMENT C

"SIMILAR ROADWAY" MANUAL COUNT SHEETS

MetroCount Traffic Executive
Event Counts

1908 -- English (ENU)

Datasets:

Site:	**[11113.04] PAN-AMERICAN RD AT THE ORGAN PAVILLION - NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	15:34 Wednesday, December 07, 2011 => 10:04 Sunday, December 11, 2011
File:	11113.04.N11Dec2011.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

AM- 295
PM- 638

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**

*** Thursday, December 08, 2011=2299, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**1**	**5**	**0**	**2**	**3**	**28**	**66**	**107**	**93**	**138**	**133**	**140**	**166**	**158**	**208**	**197**	**161**	**175**	**122**	**219**	**132**	**34**	**13**	
2	0	1	0	0	0	4	9	26	32	38	**38**	32	49	37	49	45	48	43	35	35	**59**	15	6	0
2	1	0	0	0	1	12	15	23	25	35	**32**	37	48	37	58	50	42	36	29	37	**40**	11	1	3
0	0	2	0	1	0	9	21	25	21	25	**34**	37	25	50	54	49	32	52	28	**80**	16	6	5	0
0	0	2	0	1	2	3	22	35	16	**40**	30	34	45	34	47	54	40	44	31	**68**	18	2	1	2

AM Peak 1045 - 1145 (143), AM PHF=0.89 PM Peak 2030 - 2130 (245), PM PHF=0.77

*** Friday, December 09, 2011=2803, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**2**	**2**	**5**	**0**	**10**	**33**	**79**	**109**	**109**	**145**	**188**	**188**	**187**	**184**	**183**	**173**	**248**	**210**	**163**	**175**	**197**	**139**	**74**	
0	1	1	0	0	0	5	7	23	27	31	35	**35**	57	39	36	44	**60**	52	40	36	67	43	32	12
3	0	0	1	0	3	7	21	27	25	37	46	**39**	37	49	45	32	**76**	52	39	30	49	36	18	4
0	1	0	3	0	2	13	16	27	24	40	43	**54**	50	47	53	46	**58**	57	39	52	44	25	14	8
2	0	1	1	0	5	8	36	33	34	37	**65**	61	43	50	50	51	**56**	50	45	58	38	36	11	2

AM Peak 1145 - 1245 (192), AM PHF=0.74 PM Peak 1700 - 1800 (248), PM PHF=0.82

*** Saturday, December 10, 2011=2995, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**7**	**7**	**1**	**5**	**11**	**17**	**20**	**135**	**88**	**157**	**157**	**220**	**224**	**225**	**220**	**282**	**204**	**211**	**234**	**199**	**140**	**155**	**54**	
12	3	1	0	0	6	4	4	78	11	37	47	**55**	49	49	49	75	53	52	49	61	40	38	18	-
4	2	0	1	0	0	5	4	15	11	50	41	**59**	65	58	46	83	56	40	61	55	35	32	19	-
8	1	4	0	2	2	5	7	25	28	39	35	**56**	62	58	57	61	50	60	44	26	31	47	10	-
2	1	2	0	3	3	3	6	18	39	31	**36**	50	49	61	69	65	45	60	80	58	35	39	9	-

AM Peak 1145 - 1245 (205), AM PHF=0.87

Weekday: 2802 + 3456 = 6259

Sat: 2995 + 3571 = 6566

ATTACHMENT C

MetroCount Traffic Executive
Event Counts

1909 -- English (ENU)

Datasets:

Site:	**[11113.04] PAN-AMERICAN RD AT THE ORGAN PAVILLION - SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	15:33 Wednesday, December 07, 2011 => 10:01 Sunday, December 11, 2011
File:	11113.04.S11Dec2011.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**

*** Thursday, December 08, 2011=2918, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**4**	**4**	**1**	**4**	**7**	**25**	**68**	**86**	**142**	**176**	**212**	**204**	**182**	**203**	**182**	**259**	**277**	**342**	**156**	**215**	**111**	**41**	**16**	
3	2	1	0	1	1	5	14	15	41	43	58	**57**	66	52	45	39	85	**77**	53	30	45	21	8	2
1	2	1	1	1	3	6	21	29	34	42	57	**58**	39	59	45	59	65	**90**	46	38	19	9	2	6
1	0	0	0	1	0	4	18	19	36	50	47	**48**	37	42	53	75	70	**85**	31	62	24	7	5	2
1	0	2	0	1	3	10	15	25	31	42	**50**	41	40	50	40	87	58	**90**	26	85	23	4	2	3

AM Peak 1145 - 1245 (213), AM PHF=0.92 PM Peak 1800 - 1900 (342), PM PHF=0.95

*** Friday, December 09, 2011=3456, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**3**	**4**	**1**	**2**	**11**	**35**	**81**	**98**	**186**	**224**	**215**	**252**	**228**	**211**	**231**	**253**	**390**	**327**	**216**	**172**	**142**	**108**	**57**	
2	2	1	1	1	2	8	14	29	41	46	55	**49**	70	51	62	54	**94**	92	64	33	36	42	21	12
6	1	1	0	1	3	9	21	30	50	47	49	**75**	56	53	47	72	**104**	71	52	30	32	20	16	6
2	0	0	0	0	1	9	23	18	45	74	52	**59**	47	52	61	60	**100**	88	51	41	42	30	9	5
3	0	2	0	0	5	9	23	21	51	58	**60**	70	56	56	61	67	**93**	77	49	69	32	16	11	4

AM Peak 1145 - 1245 (242), AM PHF=0.81 PM Peak 1700 - 1800 (390), PM PHF=0.94

*** Saturday, December 10, 2011=3571, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**11**	**3**	**2**	**3**	**13**	**14**	**6**	**89**	**66**	**186**	**221**	**287**	**357**	**348**	**291**	**313**	**237**	**319**	**266**	**208**	**144**	**109**	**55**	
12	5	2	0	0	5	4	1	20	19	36	47	**57**	89	92	59	90	40	65	61	73	45	29	15	-
6	2	0	1	1	0	4	0	17	5	52	55	**64**	80	87	69	86	71	69	75	54	39	20	20	-
5	2	0	0	1	6	1	2	38	10	50	49	**98**	107	91	80	76	59	105	60	27	28	27	13	-
4	2	1	1	1	2	5	4	15	32	49	**71**	68	82	79	84	62	67	80	71	54	33	33	7	-

AM Peak 1145 - 1245 (290), AM PHF=0.74

ATTACHMENT C

MetroCount Traffic Executive
Event Counts

1916 -- English (ENU)

Datasets:

Site:	**[11113.04] PAN-AMERICAN RD AT THE ORGAN PAVILLION - NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	8:35 Wednesday, December 14, 2011 => 8:57 Tuesday, December 20, 2011
File:	11113.04.N20Dec2011.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time: **12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**

TOTAL = 2135

1559

*** Wednesday, December 14, 2011=1555 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**170**	**149**	**169**	**159**	**175**	**192**	**177**	**114**	**138**	**71**	**34**	**11**	
-	-	-	-	-	-	-	-	-	-	-	-	56	38	33	46	51	**55**	56	30	15	30	8	7	1
-	-	-	-	-	-	-	-	-	-	-	-	42	36	44	41	41	**54**	55	32	23	16	12	1	0
-	-	-	-	-	-	-	-	-	-	-	-	32	45	44	29	32	**42**	33	24	44	14	7	0	0
-	-	-	-	-	-	-	-	-	-	-	-	41	31	49	44	**52**	41	33	28	58	11	8	3	5

PM Peak 1645 - 1745 (202), PM PHF=0.93

*** Thursday, December 15, 2011=580 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**4**	**2**	**0**	**1**	**3**	**31**	**81**	**106**	**120**	**105**	**121**	-	-	-	-	-	-	-	-	-	-	-	-	
1	2	1	0	1	1	1	12	26	24	22	26	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	6	14	25	28	39	25	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	1	0	0	0	12	28	27	33	20	33	-	-	-	-	-	-	-	-	-	-	-	-	-
5	2	0	0	0	2	12	28	29	37	25	38	-	-	-	-	-	-	-	-	-	-	-	-	-

NB = 1559+580 = 2139

SB = 2600

T = 4739

ATTACHMENT C

MetroCount Traffic Executive
Event Counts

1917 -- English (ENU)

Datasets:

Site:	**[11113.04] PAN-AMERICAN RD AT THE ORGAN PAVILLION - SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	8:34 Wednesday, December 14, 2011 => 8:55 Tuesday, December 20, 2011
File:	11113.04.S20Dec2011.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**

TOTAL = 2597

1930

*** Wednesday, December 14, 2011=1928 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**212**	**178**	**196**	**184**	**210**	**309**	**238**	**110**	**166**	**76**	**38**	**13**	
-	-	-	-	-	-	-	-	-	-	-	-	44	36	45	46	53	**90**	51	36	20	32	8	4	2
-	-	-	-	-	-	-	-	-	-	-	-	63	46	45	40	50	**91**	71	22	19	16	11	2	0
-	-	-	-	-	-	-	-	-	-	-	-	50	55	49	51	48	**67**	54	36	47	14	12	4	0
-	-	-	-	-	-	-	-	-	-	-	-	55	42	57	47	59	**61**	62	16	81	14	7	3	3

PM Peak 1700 - 1800 (309), PM PHF=0.85

670

*** Thursday, December 15, 2011=669 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**5**	**5**	**1**	**2**	**6**	**28**	**66**	**97**	**145**	**122**	**188**	-	-	-	-	-	-	-	-	-	-	-	-	
2	3	3	0	0	1	2	13	18	33	33	44	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	1	1	1	1	5	19	25	29	36	53	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	10	19	27	40	34	34	-	-	-	-	-	-	-	-	-	-	-	-	-
3	2	1	0	1	3	11	16	28	44	20	57	-	-	-	-	-	-	-	-	-	-	-	-	-

SB = 1930 + 670 = 2600

ATTACHMENT C

TDSSW, Inc.
Vehicle Counts

VOIGT DRIVE
east of Eilman Dr.
"IN"

2-Ln

AM - 659
PM - 814
- 1003

VehicleCount-102 -- English (ENU)

Datasets:

Site:	**[10626] Location 26**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	12:58 Sunday, January 25, 2009 => 12:22 Saturday, January 31, 2009
File:	Z:\mcdata\LLG\2009\106\1062631Jan2009.EC0 (Base)
Identifier:	A560XBG4 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Monday, January 26, 2009 => 12:00 Friday, January 30, 2009**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18208 / 44916 (40.54%)

*** Monday, January 26, 2009 - Total=2678 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
–	–	–	–	–	–	–	–	–	–	–	–	267	254	256	255	404	383	300	197	115	115	83	49	
–	–	–	–	–	–	–	–	–	–	–	–	61	67	75	54	95	110	81	43	29	42	26	12	11
–	–	–	–	–	–	–	–	–	–	–	–	59	68	66	65	78	78	66	49	31	32	20	12	8
–	–	–	–	–	–	–	–	–	–	–	–	70	54	61	73	100	91	72	64	28	20	25	15	13
–	–	–	–	–	–	–	–	–	–	–	–	77	65	54	63	131	104	81	41	27	21	12	10	6

PM Peak 1615 - 1715 (419), PM PHF=0.80

*** Tuesday, January 27, 2009 - Total=4706, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	12	8	9	12	79	160	382	324	416	276	239	280	268	227	276	373	380	328	192	172	115	90	50	
11	2	1	6	5	7	36	47	98	103	69	65	81	51	59	67	73	101	77	50	56	31	22	14	18
8	4	2	1	2	11	40	71	65	137	69	57	67	58	54	74	92	110	95	46	37	38	22	15	8
13	4	2	2	1	21	31	123	67	80	63	55	66	77	59	76	92	90	95	51	35	27	26	10	7
6	2	3	0	4	40	53	141	94	96	75	62	66	82	55	59	116	79	61	45	44	19	20	11	5

AM Peak 0715 - 0815 (433), AM PHF=0.77 PM Peak 1630 - 1730 (419), PM PHF=0.90

*** Wednesday, January 28, 2009 - Total=4911, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	16	7	15	9	75	154	361	377	380	290	257	272	275	263	251	437	419	371	222	162	120	84	56	
18	6	3	2	0	4	40	54	76	92	63	59	78	84	62	56	88	116	94	58	47	34	27	17	14
8	3	1	5	3	12	29	77	77	93	71	51	58	51	59	54	94	106	96	51	48	24	22	10	8
7	3	2	4	3	14	29	97	93	96	80	71	70	66	74	56	118	106	95	61	39	37	15	13	3
5	4	1	4	3	45	56	133	131	99	76	76	66	74	68	85	137	91	86	52	28	25	20	16	10

AM Peak 0845 - 0945 (412), AM PHF=0.79 PM Peak 1630 - 1730 (477), PM PHF=0.87

*** Thursday, January 29, 2009 - Total=4921, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
35	17	13	13	10	78	138	363	304	404	316	253	302	282	242	275	387	409	401	209	157	156	86	71	
14	6	6	2	1	1	30	50	85	103	64	62	75	53	62	71	100	112	108	48	45	39	26	17	11
8	4	2	2	4	19	37	81	71	125	79	70	99	49	49	80	72	110	102	63	31	42	20	22	14
3	2	4	8	2	16	27	102	58	94	78	54	64	81	57	59	100	104	89	50	39	41	22	14	9
10	5	1	1	3	42	44	130	90	82	95	67	64	99	74	65	115	83	102	48	42	34	18	18	8

AM Peak 0845 - 0945 (412), AM PHF=0.82 PM Peak 1645 - 1745 (441), PM PHF=0.96

*** Friday, January 30, 2009 - Total=992 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	18	15	15	9	77	140	328	331	17	0	0	–	–	–	–	–	–	–	–	–	–	–	–	
11	5	3	4	0	6	36	47	81	17	0	0	–	–	–	–	–	–	–	–	–	–	–	–	–
14	6	4	2	1	11	28	66	59	0	0	0	–	–	–	–	–	–	–	–	–	–	–	–	–
9	5	5	3	1	20	26	94	84	0	0	0	–	–	–	–	–	–	–	–	–	–	–	–	–
8	2	3	6	7	40	50	121	107	0	0	0	–	–	–	–	–	–	–	–	–	–	–	–	–

ATTACHMENT C

TDSSW, Inc.
Vehicle Counts

VOIGT DRIVE
east of Gilman Dr.
"OUT"

VehicleCount-101 -- English (ENU)

Datasets:

Site:	**[10626] Location 26**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	12:58 Sunday, January 25, 2009 => 12:22 Saturday, January 31, 2009
File:	Z:\mcdata\LLG\2009\106\1062631Jan2009.EC0 (Base)
Identifier:	A560XBG4 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Monday, January 26, 2009 => 12:00 Friday, January 30, 2009**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 20158 / 44916 (44.88%)

*** Monday, January 26, 2009 - Total=3425 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	278	293	280	347	501	388	359	251	209	217	157	145	
-	-	-	-	-	-	-	-	-	-	-	-	90	96	77	86	131	132	102	71	57	64	37	35	38
-	-	-	-	-	-	-	-	-	-	-	-	59	70	67	79	116	92	102	58	52	80	53	39	23
-	-	-	-	-	-	-	-	-	-	-	-	67	67	64	95	129	88	79	57	46	45	35	36	32
-	-	-	-	-	-	-	-	-	-	-	-	62	60	72	87	125	76	76	65	54	28	32	35	18

PM Peak 1615 - 1715 (502), PM PHF=0.95

*** Tuesday, January 27, 2009 - Total=5139, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
111	61	27	13	12	13	69	211	289	282	266	266	360	270	311	391	465	413	371	225	210	176	185	142	
38	17	11	3	2	1	10	34	90	78	63	76	89	74	94	80	113	139	88	54	71	45	49	30	38
23	19	5	6	2	1	9	39	70	66	66	66	87	58	66	99	101	108	75	55	67	56	59	44	46
32	10	7	4	3	5	17	73	59	84	58	54	110	60	84	119	121	99	108	59	40	45	39	44	16
18	15	4	0	5	6	33	65	70	54	79	70	74	78	67	93	130	67	100	57	32	30	38	24	25

AM Peak 1145 - 1245 (356), AM PHF=0.81 PM Peak 1630 - 1730 (498), PM PHF=0.90

*** Wednesday, January 28, 2009 - Total=5341, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
125	56	25	19	19	17	80	217	282	259	261	272	300	315	326	356	556	395	389	261	218	288	151	154	
38	8	17	6	3	2	9	37	79	80	68	74	87	87	87	95	144	112	92	67	81	88	42	44	32
46	20	4	4	5	4	25	46	68	56	71	62	63	82	79	76	133	111	123	67	46	81	40	40	34
16	10	3	8	6	6	20	64	63	63	53	66	70	61	83	97	148	87	94	71	40	75	39	37	16
25	18	1	1	5	5	26	70	72	60	69	70	80	85	77	88	131	85	80	56	51	44	30	33	22

AM Peak 1145 - 1245 (290), AM PHF=0.83 PM Peak 1600 - 1700 (556), PM PHF=0.94

*** Thursday, January 29, 2009 - Total=5389, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
104	67	36	14	15	21	68	221	266	281	235	270	317	271	358	410	514	459	439	258	236	228	164	137	
32	21	23	3	3	2	10	38	80	75	40	82	80	63	111	88	105	154	104	87	64	49	43	39	43
34	15	6	4	4	5	16	48	67	61	53	57	87	74	94	94	106	132	111	61	49	69	48	34	35
16	15	4	4	5	9	16	64	49	82	66	55	76	61	67	135	156	92	139	63	50	66	33	28	35
22	16	3	3	3	5	26	71	70	63	76	76	74	73	86	93	147	81	85	47	73	44	40	36	25

AM Peak 1145 - 1245 (319), AM PHF=0.92 PM Peak 1630 - 1730 (589), PM PHF=0.94

*** Friday, January 30, 2009 - Total=864 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
138	65	40	18	8	16	85	205	279	10	0	0	-	-	-	-	-	-	-	-	-	-	-	-	
43	15	21	6	4	2	14	35	77	10	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
35	18	10	5	1	3	15	39	70	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
35	15	4	5	1	2	19	62	69	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
25	17	5	2	2	9	37	69	63	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-

ATTACHMENT C

1691

Traffic Data Service Southwest
Event Counts

28301-02 EventCount-2086 -- English (ENU)

2-Ln Roadway

Datasets:

Site:	**[28301] Alvarado Rd - Btwn E. Campus Dr & Reservoir Dr**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	4 - West bound. - Subtracted from totals. (-1)
Survey Duration:	15:09 Tuesday, September 26, 2006 => 14:51 Sunday, October 01, 2006
File:	Z:\mcdata\LLG\2006\283\2830101OCT2006.EC0 (Plus)
Identifier:	B102GC7E MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

AM - 668
PM - 509

Profile:

Filter time:	**16:00 Tuesday, September 26, 2006 => 9:00 Saturday, September 30, 2006**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 41241 / 42135 (97.88%)

*** Tuesday, September 26, 2006=1469 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	**336**	**364**	**277**	**142**	**110**	**118**	**66**	**56**	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	80	100	66	46	24	23	16	8	13
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	79	90	72	34	30	34	19	22	8
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	91	91	63	34	29	32	13	15	5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	86	83	76	28	27	29	18	11	4

*** Wednesday, September 27, 2006=4037, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**15**	**12**	**10**	**10**	**90**	**118**	**114**	**181**	**231**	**266**	**310**	**271**	**298**	**296**	**362**	**337**	**309**	**240**	**166**	**121**	**125**	**58**	**67**	
13	5	5	1	2	11	21	25	51	58	87	85	**69**	70	70	87	**90**	78	66	60	27	32	16	15	13
8	4	3	5	0	15	21	24	41	56	54	62	**85**	68	69	**88**	57	67	63	45	38	25	18	24	10
5	3	0	4	5	26	25	32	33	59	56	**75**	52	78	76	**98**	94	98	51	35	26	38	17	20	6
4	3	4	0	3	38	51	33	56	58	69	**88**	65	82	81	**89**	96	66	60	26	30	30	7	8	10

AM Peak 1130 - 1230 (317), AM PHF=0.90 PM Peak 1515 - 1615 (365), PM PHF=0.93

*** Thursday, September 28, 2006=4125, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
39	**15**	**4**	**10**	**17**	**80**	**98**	**86**	**186**	**246**	**234**	**312**	**320**	**289**	**334**	**356**	**364**	**338**	**253**	**188**	**117**	**105**	**68**	**66**	
13	7	1	2	2	8	25	21	41	36	53	**83**	76	56	77	92	**97**	101	70	69	30	20	20	16	9
10	4	1	4	3	11	30	22	39	67	53	**75**	80	59	84	83	**78**	65	58	43	34	34	18	17	14
6	2	1	4	6	19	19	27	55	82	65	**74**	72	74	88	81	**110**	86	60	47	24	23	15	19	8
10	2	1	0	6	42	24	16	51	61	63	**80**	92	100	85	**100**	79	86	65	29	29	28	15	14	3

AM Peak 1100 - 1200 (312), AM PHF=0.94 PM Peak 1545 - 1645 (385), PM PHF=0.88

*** Friday, September 29, 2006=3942, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**29**	**18**	**13**	**28**	**75**	**85**	**128**	**213**	**253**	**279**	**322**	**334**	**295**	**331**	**297**	**304**	**275**	**183**	**127**	**91**	**86**	**78**	**64**	
9	4	3	5	4	2	12	21	40	73	76	85	**83**	72	**65**	58	87	73	51	42	21	15	23	10	13
14	6	6	1	9	8	25	33	62	58	49	66	**67**	56	**79**	93	60	83	48	30	26	23	18	15	13
8	10	6	6	8	24	18	34	51	54	72	72	**89**	68	**99**	63	91	64	47	27	23	18	17	23	10
3	9	3	1	7	41	30	40	60	68	82	**99**	95	**99**	88	83	66	55	37	28	21	30	20	16	11

AM Peak 1145 - 1245 (338), AM PHF=0.85 PM Peak 1345 - 1445 (342), PM PHF=0.86

*** Saturday, September 30, 2006=342 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
47	**35**	**26**	**19**	**14**	**46**	**41**	**46**	**68**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
13	12	5	2	5	2	11	7	18	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
13	9	8	4	6	5	5	9	12	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
10	2	9	9	2	14	10	12	14	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
11	12	4	4	1	25	15	18	24	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

ATTACHMENT C

Traffic Data Service Southwest
Event Counts

28301-02 EventCount-2087 -- English (ENU)

Datasets:

Site:	**[28301] Alvarado Rd - Btwn E. Campus Dr & Reservoir Dr**
Input A:	2 - East bound. - Excluded from totals. (0)
Input B:	4 - West bound. - Added to totals. (1)
Survey Duration:	15:09 Tuesday, September 26, 2006 => 14:51 Sunday, October 01, 2006
File:	Z:\mcdata\LLG\2006\283\2830101OCT2006.EC0 (Plus)
Identifier:	B102GC7E MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**16:00 Tuesday, September 26, 2006 => 9:00 Saturday, September 30, 2006**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 41241 / 42135 (97.88%)

*** Tuesday, September 26, 2006=1024 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	**244**	**207**	**222**	**117**	**79**	**60**	**55**	**40**	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	63	58	54	30	27	19	24	14	12
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	74	52	59	32	20	10	11	10	9
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	58	49	65	32	21	16	10	7	4
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	49	48	44	23	11	15	10	9	1

*** Wednesday, September 27, 2006=4115, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**13**	**9**	**5**	**16**	**47**	**142**	**435**	**487**	**319**	**264**	**246**	**276**	**290**	**292**	**268**	**240**	**200**	**188**	**125**	**76**	**57**	**57**	**37**	
12	7	3	0	2	4	17	61	**102**	70	70	66	82	**71**	74	73	69	61	46	32	24	15	24	10	10
9	3	2	2	2	10	32	72	**109**	82	53	59	67	**80**	62	64	67	45	53	34	22	13	13	13	9
4	3	2	3	8	15	44	159	**161**	89	62	58	64	**81**	80	75	56	53	56	35	10	16	9	6	6
1	0	2	0	4	18	49	**143**	115	78	79	63	**63**	58	76	56	48	41	33	24	20	13	11	8	6

AM Peak 0745 - 0845 (515), AM PHF=0.80 PM Peak 1245 - 1345 (295), PM PHF=0.91

*** Thursday, September 28, 2006=4325, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	**10**	**7**	**5**	**14**	**53**	**143**	**564**	**419**	**327**	**306**	**273**	**296**	**299**	**279**	**284**	**237**	**192**	**215**	**120**	**85**	**67**	**56**	**43**	
10	2	3	2	1	7	21	86	**121**	109	68	63	79	57	**64**	79	65	62	51	34	27	19	16	12	4
9	4	1	2	4	9	39	**114**	106	78	79	62	70	**71**	69	63	60	42	60	28	24	16	13	15	10
6	2	1	0	6	15	32	**178**	96	68	93	81	78	**89**	75	81	57	46	57	36	21	16	13	9	4
6	2	2	1	3	22	51	**186**	96	72	66	67	69	**82**	71	61	55	42	47	22	13	16	14	7	1

AM Peak 0715 - 0815 (599), AM PHF=0.81 PM Peak 1315 - 1415 (306), PM PHF=0.86

*** Friday, September 29, 2006=3903, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**14**	**10**	**10**	**20**	**47**	**138**	**329**	**351**	**332**	**297**	**277**	**291**	**300**	**271**	**254**	**213**	**181**	**141**	**127**	**107**	**66**	**70**	**38**	
4	4	2	4	4	6	17	46	**82**	97	62	72	76	**87**	68	74	62	47	44	24	33	12	18	10	7
10	1	1	3	3	4	33	70	**90**	79	76	65	69	**75**	62	68	53	48	36	40	25	17	16	14	4
4	3	7	1	6	13	37	**102**	99	80	76	76	**81**	65	64	53	62	47	32	30	28	19	22	9	7
1	6	0	2	7	24	51	**111**	80	76	83	64	**65**	73	77	59	36	39	29	33	21	18	14	5	8

AM Peak 0730 - 0830 (385), AM PHF=0.87 PM Peak 1230 - 1330 (308), PM PHF=0.89

*** Saturday, September 30, 2006=295 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**21**	**15**	**15**	**15**	**19**	**53**	**62**	**69**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
7	6	4	3	7	4	6	16	15	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
4	2	5	4	2	2	21	9	19	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
7	8	2	5	4	7	11	16	10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
8	5	4	3	2	6	15	21	25	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

ATTACHMENT C

ATTACHMENT D

INTERSECTION ANALYSIS WORKSHEETS

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	15	0	1	13	24	27
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	0	1	14	26	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	57	41	55			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	57	41	55			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	950	1030	1549			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	16	15	55
Volume Left	16	1	0
Volume Right	0	0	29
cSH	950	1549	1700
Volume to Capacity	0.02	0.00	0.03
Queue Length 95th (ft)	1	0	0
Control Delay (s)	8.9	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	0.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	7	40	279	506	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	8	43	303	550	88
RTOR Reduction (vph)	0	8	0	0	0	35
Lane Group Flow (vph)	13	0	43	303	550	53
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	1.0	1.0	1.3	27.2	21.9	21.9
Effective Green, g (s)	1.0	1.0	1.3	27.2	21.9	21.9
Actuated g/C Ratio	0.03	0.03	0.04	0.75	0.60	0.60
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	49	44	64	2659	2141	958
v/s Ratio Prot	c0.01		c0.02	0.09	c0.16	
v/s Ratio Perm		0.00				0.03
v/c Ratio	0.27	0.01	0.67	0.11	0.26	0.06
Uniform Delay, d1	17.2	17.1	17.2	1.2	3.3	2.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	0.0	24.3	0.0	0.1	0.0
Delay (s)	20.1	17.2	41.6	1.2	3.4	2.9
Level of Service	C	B	D	A	A	A
Approach Delay (s)	19.0			6.3	3.3	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	36.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	68	11	7	79	86	67
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	74	12	8	86	93	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	231	130	166			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231	130	166			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	99	99			
cM capacity (veh/h)	753	920	1412			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	86	93	166
Volume Left	74	8	0
Volume Right	12	0	73
cSH	773	1412	1700
Volume to Capacity	0.11	0.01	0.10
Queue Length 95th (ft)	9	0	0
Control Delay (s)	10.2	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	10.2	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	21.1%	ICU Level of Service	A
Analysis Period (min)	15		

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	100	102	137	657	417	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	111	149	714	453	162
RTOR Reduction (vph)	0	91	0	0	0	100
Lane Group Flow (vph)	109	20	149	714	453	62
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	6.5	6.5	4.0	21.8	13.8	13.8
Effective Green, g (s)	6.5	6.5	4.0	21.8	13.8	13.8
Actuated g/C Ratio	0.18	0.18	0.11	0.60	0.38	0.38
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	317	283	195	2125	1345	602
v/s Ratio Prot	c0.06		c0.08	c0.20	0.13	
v/s Ratio Perm		0.01				0.04
v/c Ratio	0.34	0.07	0.76	0.34	0.34	0.10
Uniform Delay, d1	13.0	12.4	15.7	3.6	8.0	7.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1	16.2	0.1	0.1	0.1
Delay (s)	13.7	12.5	31.9	3.7	8.1	7.3
Level of Service	B	B	C	A	A	A
Approach Delay (s)	13.1			8.6	7.9	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	36.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	0	5	76	94	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	5	83	102	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	208	115	127			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	208	115	127			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	777	938	1459			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	9	88	127
Volume Left	9	5	0
Volume Right	0	0	25
cSH	777	1459	1700
Volume to Capacity	0.01	0.00	0.07
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.7	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.7	0.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	24	52	118	289	228	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	57	128	314	248	122
RTOR Reduction (vph)	0	53	0	0	0	70
Lane Group Flow (vph)	26	4	128	314	248	52
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	2.3	2.3	4.8	23.2	14.4	14.4
Effective Green, g (s)	2.3	2.3	4.8	23.2	14.4	14.4
Actuated g/C Ratio	0.07	0.07	0.14	0.69	0.43	0.43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	122	109	254	2451	1521	680
v/s Ratio Prot	c0.01		c0.07	0.09	c0.07	
v/s Ratio Perm		0.00				0.03
v/c Ratio	0.21	0.04	0.50	0.13	0.16	0.08
Uniform Delay, d1	14.7	14.6	13.3	1.7	5.9	5.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1	1.6	0.0	0.1	0.0
Delay (s)	15.6	14.7	14.8	1.8	5.9	5.7
Level of Service	B	B	B	A	A	A
Approach Delay (s)	15.0			5.5	5.8	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	6.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	33.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	51	7	9	94	105	49
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	55	8	10	102	114	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	262	141	167			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	141	167			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	99	99			
cM capacity (veh/h)	721	907	1410			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	63	112	167
Volume Left	55	10	0
Volume Right	8	0	53
cSH	740	1410	1700
Volume to Capacity	0.09	0.01	0.10
Queue Length 95th (ft)	7	1	0
Control Delay (s)	10.3	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

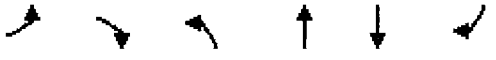
ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	126	183	118	500	615	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	199	128	543	668	151
RTOR Reduction (vph)	0	166	0	0	0	78
Lane Group Flow (vph)	137	33	128	543	668	73
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	6.8	6.8	4.4	25.9	17.5	17.5
Effective Green, g (s)	6.8	6.8	4.4	25.9	17.5	17.5
Actuated g/C Ratio	0.17	0.17	0.11	0.64	0.43	0.43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	296	264	191	2252	1522	681
v/s Ratio Prot	c0.08		c0.07	0.15	c0.19	
v/s Ratio Perm		0.02				0.05
v/c Ratio	0.46	0.13	0.67	0.24	0.44	0.11
Uniform Delay, d1	15.3	14.4	17.5	3.2	8.2	6.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.2	8.9	0.1	0.2	0.1
Delay (s)	16.4	14.6	26.3	3.2	8.4	7.0
Level of Service	B	B	C	A	A	A
Approach Delay (s)	15.4			7.6	8.1	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	40.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	15	0	1	13	24	216
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	0	1	14	26	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	160	143	261			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	160	143	261			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	831	904	1304			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	16	15	261
Volume Left	16	1	0
Volume Right	0	0	235
cSH	831	1304	1700
Volume to Capacity	0.02	0.00	0.15
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.4	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.4	0.6	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	7	182	279	506	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	8	198	303	550	139
RTOR Reduction (vph)	0	8	0	0	0	57
Lane Group Flow (vph)	13	0	198	303	550	82
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	0.9	0.9	7.8	29.5	17.7	17.7
Effective Green, g (s)	0.9	0.9	7.8	29.5	17.7	17.7
Actuated g/C Ratio	0.02	0.02	0.20	0.77	0.46	0.46
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	41	37	360	2719	1631	730
v/s Ratio Prot	c0.01		c0.11	0.09	c0.16	
v/s Ratio Perm		0.00				0.05
v/c Ratio	0.32	0.01	0.55	0.11	0.34	0.11
Uniform Delay, d1	18.4	18.3	13.7	1.1	6.6	5.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	0.1	1.8	0.0	0.1	0.1
Delay (s)	22.9	18.4	15.5	1.1	6.7	6.0
Level of Service	C	B	B	A	A	A
Approach Delay (s)	21.2			6.8	6.6	
Approach LOS	C			A	A	

Intersection Summary			
HCM Average Control Delay	6.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	38.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	246	11	7	79	86	90
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	267	12	8	86	93	98
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	243	142	191			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	243	142	191			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	99	99			
cM capacity (veh/h)	741	905	1382			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	279	93	191
Volume Left	267	8	0
Volume Right	12	0	98
cSH	747	1382	1700
Volume to Capacity	0.37	0.01	0.11
Queue Length 95th (ft)	44	0	0
Control Delay (s)	12.7	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	12.7	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

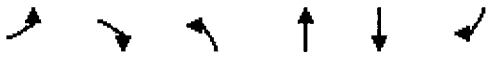
ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	144	236	154	657	417	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	157	257	167	714	453	168
RTOR Reduction (vph)	0	201	0	0	0	113
Lane Group Flow (vph)	157	56	167	714	453	55
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.3	9.3	7.3	25.3	14.0	14.0
Effective Green, g (s)	9.3	9.3	7.3	25.3	14.0	14.0
Actuated g/C Ratio	0.22	0.22	0.17	0.59	0.33	0.33
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	386	346	303	2102	1163	520
v/s Ratio Prot	c0.09		c0.09	c0.20	0.13	
v/s Ratio Perm		0.04				0.03
v/c Ratio	0.41	0.16	0.55	0.34	0.39	0.11
Uniform Delay, d1	14.3	13.5	16.2	4.4	11.0	9.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.2	2.2	0.1	0.2	0.1
Delay (s)	15.0	13.7	18.3	4.5	11.2	10.0
Level of Service	B	B	B	A	B	B
Approach Delay (s)	14.2			7.1	10.9	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	9.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	42.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	9	0	5	76	94	211
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	5	83	102	229
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	310	217	332			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	217	332			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	679	823	1228			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	10	88	332
Volume Left	10	5	0
Volume Right	0	0	229
cSH	679	1228	1700
Volume to Capacity	0.01	0.00	0.20
Queue Length 95th (ft)	1	0	0
Control Delay (s)	10.4	0.5	0.0
Lane LOS	B	A	
Approach Delay (s)	10.4	0.5	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	24	53	259	289	228	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	58	282	314	248	173
RTOR Reduction (vph)	0	53	0	0	0	121
Lane Group Flow (vph)	26	5	282	314	248	52
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	3.5	3.5	11.6	27.2	11.6	11.6
Effective Green, g (s)	3.5	3.5	11.6	27.2	11.6	11.6
Actuated g/C Ratio	0.09	0.09	0.30	0.70	0.30	0.30
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	160	143	531	2487	1061	474
v/s Ratio Prot	c0.01		c0.16	0.09	c0.07	
v/s Ratio Perm		0.00				0.03
v/c Ratio	0.16	0.04	0.53	0.13	0.23	0.11
Uniform Delay, d1	16.2	16.1	11.3	1.9	10.2	9.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1	1.0	0.0	0.1	0.1
Delay (s)	16.7	16.2	12.3	1.9	10.3	9.9
Level of Service	B	B	B	A	B	A
Approach Delay (s)	16.3			6.8	10.2	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	38.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	222	7	9	94	105	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	241	8	10	102	114	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	275	153	192			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	275	153	192			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	66	99	99			
cM capacity (veh/h)	710	893	1381			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	249	112	192
Volume Left	241	10	0
Volume Right	8	0	78
cSH	714	1381	1700
Volume to Capacity	0.35	0.01	0.11
Queue Length 95th (ft)	39	1	0
Control Delay (s)	12.7	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	12.7	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

ATTACHMENT C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	169	311	135	500	615	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	338	147	543	668	158
RTOR Reduction (vph)	0	258	0	0	0	73
Lane Group Flow (vph)	184	80	147	543	668	85
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	10.2	10.2	6.3	25.0	14.7	14.7
Effective Green, g (s)	10.2	10.2	6.3	25.0	14.7	14.7
Actuated g/C Ratio	0.24	0.24	0.15	0.58	0.34	0.34
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	418	374	258	2048	1204	539
v/s Ratio Prot	c0.10		c0.08	0.15	c0.19	
v/s Ratio Perm		0.05				0.05
v/c Ratio	0.44	0.21	0.57	0.27	0.55	0.16
Uniform Delay, d1	14.1	13.3	17.2	4.5	11.6	9.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.3	2.9	0.1	0.6	0.1
Delay (s)	14.8	13.6	20.1	4.6	12.1	10.1
Level of Service	B	B	C	A	B	B
Approach Delay (s)	14.0			7.9	11.8	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	11.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	43.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT C

ATTACHMENT E

EMPLOYEE COUNT DATA

Date / Time of day	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Grand Total
07/16																									
I		19				8	53	176	106	170	119	73	53	68	56	30	21	24	12	2		3		1		994
O		16		1			1				6	12	4	10	28	147	133	170	149	80	60	47	86	27	22	999
16		3	3	2	2	10	62	238	344	514	627	688	737	795	823	706	594	448	311	233	173	129	43	17	-5	
07/17																									
I		16				9	54	192	120	198	123	73	51	60	59	29	25	26	12	2	1	5	1			1056
O		12				1	1	1			6	7	4	11	30	172	125	178	157	101	58	44	94	35	18	1055
17		4	4	4	4	12	65	256	376	574	691	757	804	853	882	739	639	487	342	243	186	147	54	19	1	
07/18																									
I		16				9	59	204	114	199	115	75	54	56	62	25	19	19	10	2	4	1				1043
O		13	1				1				8	11	4	16	39	176	127	187	145	86	56	45	79	31	20	1045
18		3	2	2	2	11	69	273	387	586	693	757	807	847	870	719	611	443	308	224	172	128	49	18	-2	
07/19																									
I		15				9	55	200	132	179	112	69	58	63	60	30	24	19	8	2	1	4	1	1		1042
O		10				1	2	1			7	14	3	7	28	179	136	172	148	87	54	56	81	32	22	1040
19		5	5	5	5	13	66	265	397	576	681	736	791	847	879	730	618	465	325	240	187	135	55	24	2	
07/20																									
I		14		2	2	8	49	189	113	188	99	82	67	61	68	38	18	23	7	2	2	3				1035
O		10	1				1			1	8	13	10	13	36	160	130	171	158	68	57	54	88	36	19	1034
20		4	3	5	7	15	63	252	365	552	643	712	769	817	849	727	615	467	316	250	195	144	56	20	1	

Saturday

I = In

O = out

ATTACHMENT C