City of Oceanside Coast Highway Corridor

Task 5.1:
Existing Conditions Review and Analysis

Technical Memorandum
August 2014

IBI GROUP

DOCUMENT CONTROL

Client:	City of Oceanside
Project Name:	City of Oceanside Coast Highway Corridor
Report Title:	Task 5.1: Existing Conditions Review and Analysis
IBI Reference:	35130
Version:	Final
Digital Master:	J:\35130_CoastHwyEIR\10.0 Reports
Originator:	Carly Rask
Reviewer:	Bill Delo
Authorization:	Bill Delo
Circulation List:	City of Oceanside
History:	Revised Draft Submitted 4/28/14 Final Draft Submitted 6/27/14 Final Submitted 8/22/2014

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1.0 INTRODUCTION

This existing conditions technical memorandum has been prepared as part of the Oceanside Coast Highway Corridor Study. This memorandum summarizes the results of the review of existing roadway, multi-modal, and parking conditions in the study area, as well as a collision analysis of Coast Highway. Key work elements contained in the existing conditions analysis include the following:

- Field Review – IBI Group completed a field review of the Coast Highway corridor and key intersecting and parallel streets that will be included in the analysis to document existing conditions in terms of number of travel lanes, presence of on-street parking, and the presence of bicycle and pedestrian facilities.
- Multi-Modal Assessment – The existing conditions analysis includes the completion of a multi-modal level of service (MMLOS) analysis for the Coast Highway corridor.
- Data Collection – Traffic, bicycle, pedestrian, and parking counts were completed in August 2013 to obtain information regarding existing volumes for the daily and peak hour time periods.
- Traffic Analysis – An analysis of daily roadway and study intersection weekday peak hour level of service (LOS) is provided.

The objective of this memorandum is to provide an understanding of operating conditions in the Coast Highway Corridor for all modes of transportation.

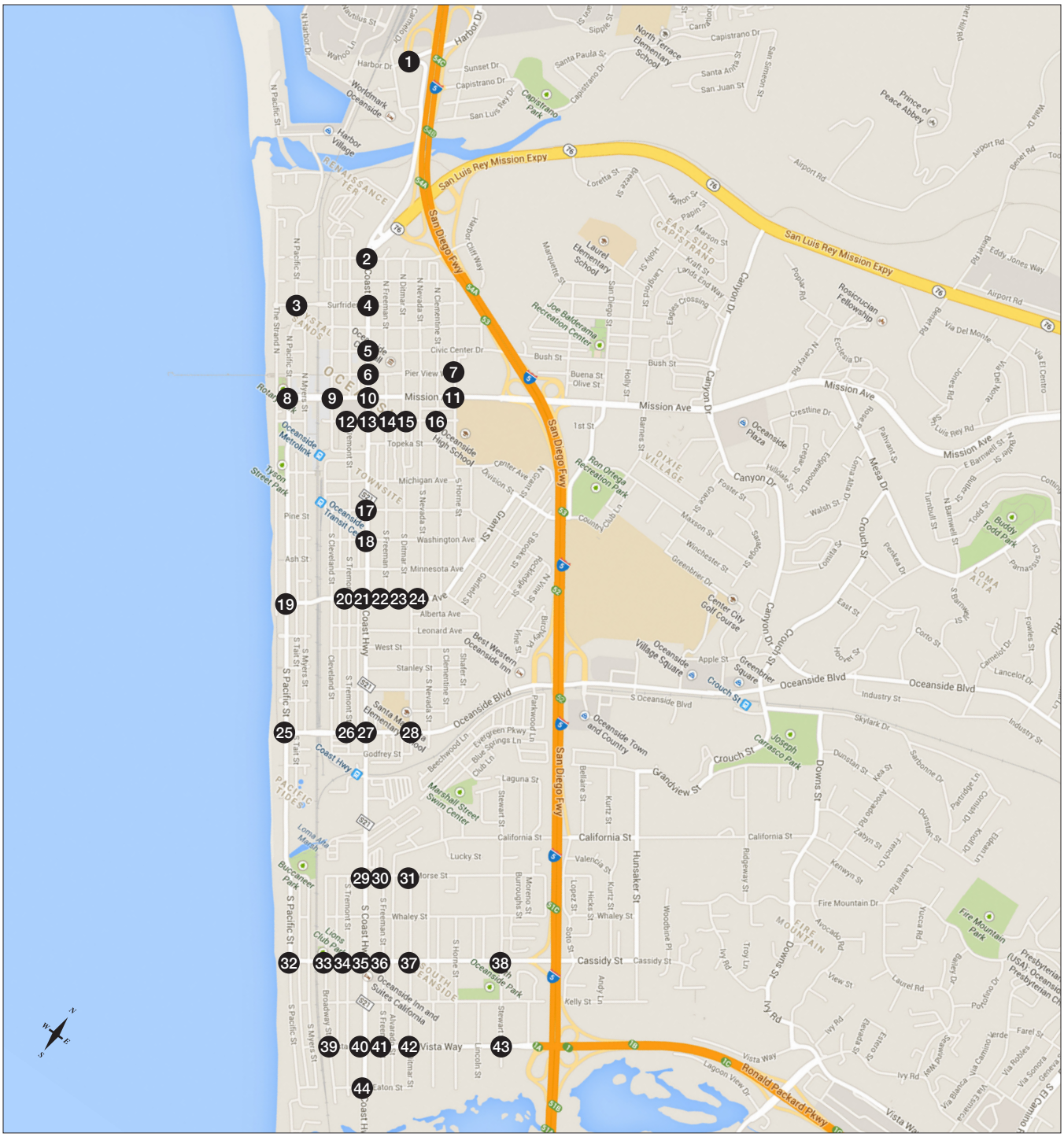
1.1 PROJECT DESCRIPTION

Coast Highway is designated as a secondary arterial in the City of Oceanside General Plan Circulation Element. The proposed project would reconfigure Coast Highway inside the city limits. The project will maintain the existing number of lanes between Harbor Drive and the SR-76 ramps, and consider the feasibility of reducing the number of lanes from four to two, south of SR-76 until the southern limits of the city. The new roadway configuration also proposes the construction of six new roundabouts in place of existing signalized intersections. The City of Oceanside Circulation Map and Roadway Classification Table are provided in Appendix A.

1.2 STUDY AREA

The proposed project is located in the City of Oceanside, west of Interstate 5 (I-5), and crosses the city in the northwest-southeast direction. The study area is roughly defined by the Coast Highway Vision Plan boundary and encompasses the areas surrounding Coast Highway in Oceanside. The roadway network within the study area consists of arterial roadways and local streets that form a grid system. The study area is shown in Figure 1.1.

FIGURE 1.1 STUDY AREA



2.0 ANALYSIS METHODOLOGY

The analysis completed for the existing conditions includes the assessment of automobile LOS for the roadway segments and identified study intersections, as well as MMLOS to quantify LOS for bicycles, pedestrians, and transit services in the corridor. The methodology used for the data collection and analysis efforts is described below.

2.1 TRAFFIC COUNT DATA

Existing peak hour intersection count data and 48-hour roadway segment volumes were collected at the selected intersections and roadway segments in the study area during August 2013. The detailed traffic count data can be found in Appendix B. Locations for roadway segment counts and intersection peak hour counts are illustrated in Figure 2.1.

2.2 SEGMENT ANALYSIS & PERFORMANCE CRITERIA

Arterial roadway segment performance is based on the capacity of the facility (as determined by the functional classification, roadway geometrics, and number of through lanes) and the Average Daily Traffic (ADT) volumes. The City of Oceanside General Plan Circulation Element evaluates roadway segment performance in terms of Level of Service (LOS), where the thresholds for each LOS grade are based on daily volume-to-capacity (v/c) ratios. Level of service designations are based on a volume-to-capacity ratio, and range from "A" to "F" with LOS A representing the lowest level of congestion and LOS F representing extremely congested and restricted operations. The goal is to provide the right balance of paved roadway to serve the surrounding uses with an acceptable amount of peak period delay. The maximum average daily volumes for each street classification and lane configuration and the corresponding Level of Service are summarized in Table 2-1.

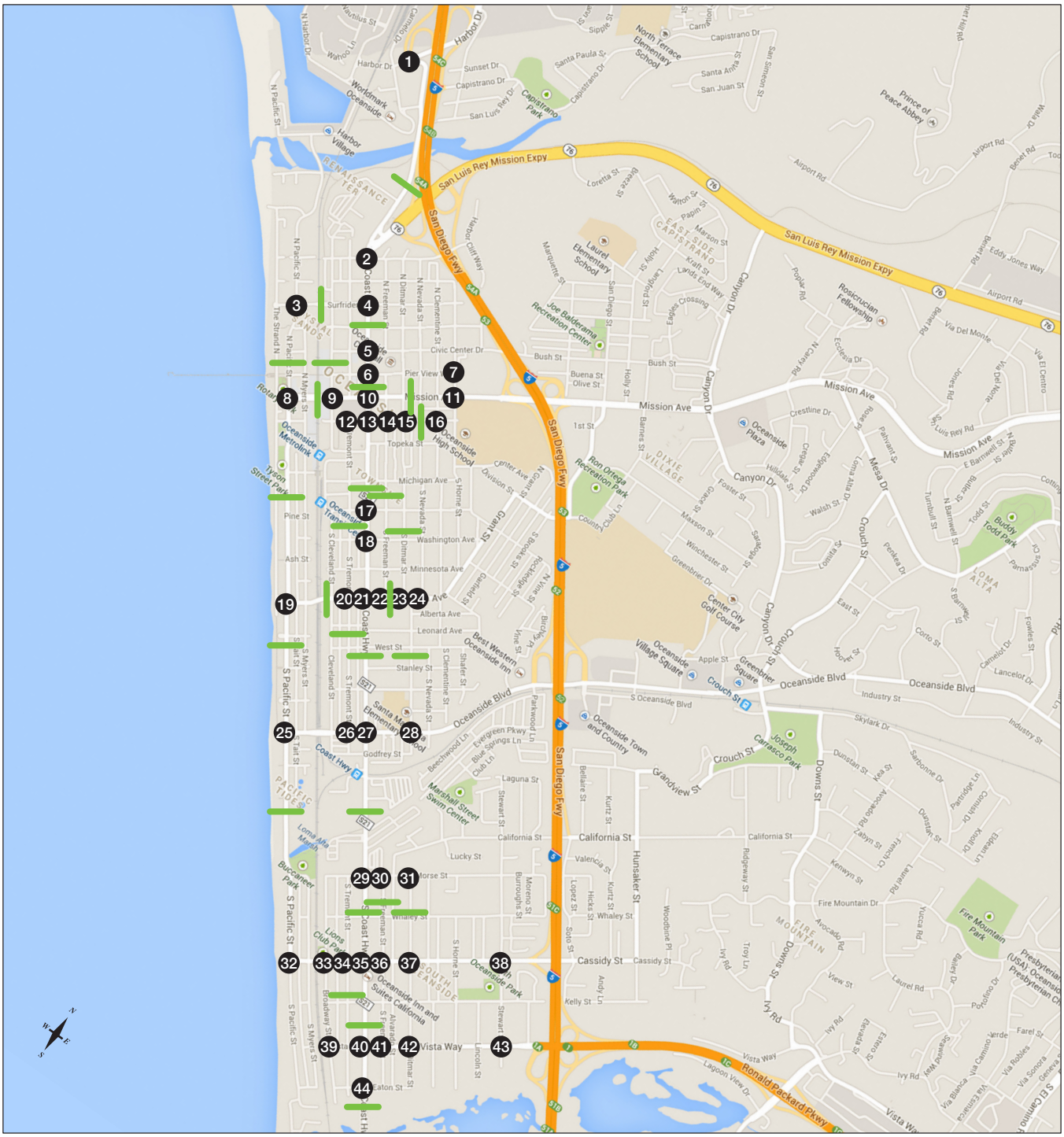
Table 2-1 Roadway Classification LOS & Capacity

Class	Lanes	Cross Section[1]	Level of Service				
			A	B	C	D	E
Expressway	6	102/160, 122/200	30,000	42,000	60,000	70,000	80,000
Expressway	4	102/160, 122/200	25,000	35,000	50,000	55,000	60,000
Prime Arterial	6	104/124	25,000	35,000	50,000	55,000	60,000
6-Lane Major Arterial	6	104/124	20,000	28,000	40,000	45,000	50,000
5-Lane Major Arterial[2]	5	102/122	17,500	24,500	35,000	40,000	45,000
4-Lane Major Arterial	4	80/100	15,000	21,000	30,000	35,000	40,000
Secondary Collector (4 lanes with 2-way left turn lane)	4	64/84	10,000	14,000	20,000	25,000	30,000
Secondary Collector (4 lanes without 2-way left-turn lane, with left turn pockets)	4	54/74, 60/80	9,000	13,000	18,000	22,000	25,000
Collector (commercial fronting, 2-lanes with 2-way left turn lane)[3]	2	50/70	5,000	7,000	10,000	13,000	15,000
Collector (residential streets in the Circulation Element or industrial fronting)	2	40/60, 50/70	4,000	5,500	7,500	9,000	10,000
Local Street (residential streets NOT in the Circulation Element)	2	36/56, 40/60	—	—	2,200	—	—

Note:

1. Cross sections are listed as curb-to-curb width/total right-of-way width, in feet.
2. Vandegrift Boulevard is the only roadway designated as a 5-Lane Major Arterial. It is not intended that other roadways be built to 5-lane Major Arterial standards.
3. This capacity will also be assumed for two-lane one-way collectors.

FIGURE 2.1 TRAFFIC COUNT LOCATIONS



2.3 INTERSECTION ANALYSIS & PERFORMANCE CRITERIA

The efficiency of intersection operations is measured in terms of seconds of average delay and LOS. Also, the evaluation of intersections involves the assignment of grades from "A" to "F." The Highway Capacity Manual (HCM) LOS for intersections is determined by measuring delay by seconds per vehicle. Each LOS letter grade corresponds to a range of second/vehicle delay values, which are described in Tables 2-2 and 2-3 for signalized and unsignalized intersections, respectively. Based on the current Circulation Element, LOS D is the acceptable threshold for intersections during peak hour operations.

The intersection level of service analysis was performed using Synchro (version 7) software. Synchro is a network-based interactive computer program that enables calculation of levels of service at signalized and unsignalized intersections. Synchro also calculates signal timing (green times and cycle lengths) and maximum queue lengths to assist in evaluating signalized intersections. Four of the intersections were analyzed using Traffix because Synchro only allows geometry of two lanes per leg for all-way-stop-controlled (AWSC) intersections.

For signalized intersections, the methodology described in HCM 2010, Chapter 18 for signalized intersections is used. With this methodology, the average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The relationship between control total delay and LOS for signalized intersections is summarized in Table 2-2.

Table 2-2 HCM Level of Service Description for Signalized Intersections

Level of Service	Description of Traffic Conditions	Control Delay (sec/veh)
A	Insignificant delays: no approach phase is fully utilized and no vehicle waits longer than one red indication.	≤ 10
B	Minimal delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.	> 10 – 20
C	Acceptable delays: major approach phase may become fully utilized. Most drivers feel somewhat restricted.	> 20 – 35
D	Tolerable delays: drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.	> 35 – 55
E	Significant delays: volumes approaching capacity. Vehicles may wait through several cycles and long vehicle queues form upstream.	> 55 – 80
F	Excessive delays: represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

Source: Highway Capacity Manual, Transportation Research Board, 2010.

For unsignalized intersections, the methodology described in HCM 2010, Chapter 19 for unsignalized intersections is used. With this methodology, LOS is related to the control delay for each stop-controlled movement. The relationship between control total delay and LOS for unsignalized intersections is summarized in Table 2-3.

Table 2-3 HCM Level of Service Description for Unsignalized Intersections

Level of Service	Description of Traffic Conditions	Control Delay (sec/veh)
A	No delay for stop-controlled approaches.	≤ 10
B	Operations with minor delay.	> 10 – 15
C	Operations with moderate delays.	> 15 – 25
D	Operations with some delays.	> 25 – 35
E	Operations with high delays and long queues.	> 35 – 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

Source: Highway Capacity Manual, Transportation Research Board, 2010.

2.4 MMLOS ANALYSIS & PERFORMANCE CRITERIA

Multimodal Level of Service (MMLOS) was calculated for motorized and non-motorized modes of traffic using ARTPLAN 2012, the arterial street component of the LOSPLAN software suite. The underlying analysis methodologies are based on HCM 2010 procedures. The level of service score outputs from ARTPLAN correspond to LOS Grades A to F, where A is of the highest quality and F of the lowest quality.

A numerical score is associated with a range of statistically significant variables determined in the HCM 2010. Inputs which contribute to the scoring include: number of lanes, curbside lane width, presence and occupancy of parking lane, presence of a bicycle lane or cycle track, sidewalk presence and width, separation between the sidewalk and the roadway, transit service frequency, and amenities such as a shelter.

3.0 EXISTING CONDITIONS

The project study area includes key arterials, streets, and intersections in the vicinity of the project corridor. Descriptions of geometrical features and intersection level of service analysis results are included in this section.

3.1 ROADWAY CONDITIONS

3.1.1 Existing Roadway Network

Selected arterials and streets that are located in the vicinity of the project corridor are described in Tables 3-1 and 3-2. Items of note include existing geometry, bicycle facilities, adjacent land uses, and the roadway classification designation. Figure 3.1 depicts the existing roadway network.

Table 3-1 Roadways that run in the North-South Direction

Site Photo	Street	Description
	Coast Highway	A secondary collector that runs north/south through Oceanside's downtown area, and has two typical sections within the City. The first section is a two-lane roadway with a continuous two-way left turn lane that spans from Harbor Drive to the intersection with SR-76. The speed limit is 25 miles per hour and no parking is allowed on most of the segment except for a small stretch just south of Harbor Drive. South of the SR-76, Coast Highway is generally built to secondary collector standards (as a four-lane undivided roadway). Between SR-76 and Wisconsin Avenue, the posted speed limit is 25 miles per hour, and south of Wisconsin, the speed limit increases to 35 miles per hour. Parking is not allowed on Coast Highway between SR-76 and Surfrider Way, from Oceanside Boulevard to Morse Street, and south of Vista Way, but is allowed in some sections between Surfrider Way and Oceanside Boulevard, and between Morse Street and Vista Way. Between Oceanside Boulevard and Morse Street and south of Vista Way, there is a striped bike lane on each side of the roadway.

Site Photo	Street	Description
	Pacific Street	A collector roadway located west of Coast Highway. This street runs parallel to Coast Highway between Harbor Drive and Eaton Street. Pacific Street is a two-lane undivided roadway, with a 25 mile per hour posted speed limit and on-street parking permitted on all segments. It is also designated as a bike route and has bike sharrows marked throughout the corridor.
	Cleveland Street	A collector roadway located east of Pacific Street. Cleveland Street is interrupted between Seagaze Street and Michigan Avenue in the area occupied by the Oceanside Transit Station. Cleveland Street continues south of Missouri Avenue ending at Godfrey Street. This street is a two-lane undivided roadway. The speed limit is assumed to be 25 miles per hour.
	Broadway Street	A collector that runs from Morse Street to Eaton Street. Broadway Street is a two-lane undivided roadway located west of Coast Highway. The speed limit is 25 miles per hour and parking is permitted. The Coastal Rail Trail runs adjacent to Broadway Street from Cassidy Street to Vista Way.
	Tremont Street	A local street located between Coast Highway and Cleveland Street. This street is a two-lane undivided roadway, with parking allowed on all segments of the street and a posted speed limit of 25 miles per hour. Tremont Street is a designated bike route from Missouri Avenue to Wisconsin Avenue.

Site Photo	Street	Description
	Freeman Street	A local street located east of Coast Highway. This street is a two-lane undivided roadway, with a 25 mile per hour posted speed limit and on-street parking permitted on all segments. Freeman Street is interrupted between Civic Center Drive and Pier View Way (area occupied by Oceanside's Civic Center) and between Wisconsin Avenue and Morse Street (with one block between Oceanside Boulevard and Godfrey Street). The last segment of Freeman Street is from Morse Street to Eaton Street.
	Ditmar Street	Designated as a collector roadway from Missouri Avenue to Eucalyptus Street and a local street north of Missouri Avenue and south of Eucalyptus Street. Ditmar Street is a two-lane undivided roadway located east of Freeman Street. The speed limit is 25 miles per hour and parking is permitted. Ditmar Street is interrupted south of Oceanside Boulevard, restarts at Morse Street and ends at Eaton Street.
	Stewart Street	A local street located east of Ditmar Street. This street is a two-lane undivided roadway. The posted speed limit is 25 miles per hour. Stewart Street runs parallel to Coast Highway between Laguna Street and Vista Way.

Table 3-2 Roadways that run in the East-West Direction

Site Photo	Street	Description
	State Route 76 (SR-76)	This is a State Highway located east of the study area, connecting to Coast Highway in the northern portion of the City. East of Coast Highway, SR-76 starts as a four-lane undivided roadway, becoming a four-lane divided roadway in the proximity of the interchange with Interstate 5.
	Surfrider Way	A collector street located south of the intersection of Coast Highway and SR-76. East of Coast Highway, Surfrider Way is a two-lane undivided roadway, with a speed limit of 25 miles per hour. West of Coast Highway, the street is two-lane roadway divided by a landscaped median from Coast Highway to the rail tracks, and a two-lane undivided roadway from the rail tracks to the beach. Parallel on-street parking is allowed on Surfrider Way, with the exception of the block closest to the beach.
	Civic Center Drive	A collector street located south of Surfrider Way, running from Cleveland Street to beyond the eastern limit of the study area. This street is a two-lane undivided roadway, with a 25 mile per hour speed limit. Parallel parking is allowed on all segments of the street within the study area limits, with the exception of the south side of Civic Center Drive east of Coast Highway. Diagonal on-street parking is provided in this section of the roadway.
	Pier View Way	A local street located south of Civic Center Drive, and runs from Cleveland Street to Horne Street. This street is a two-lane undivided roadway with a 25 mile per hour speed limit. Parking is allowed on all segments of the street, and diagonal parking is allowed on the segment between Cleveland Street and Ditmar Street.

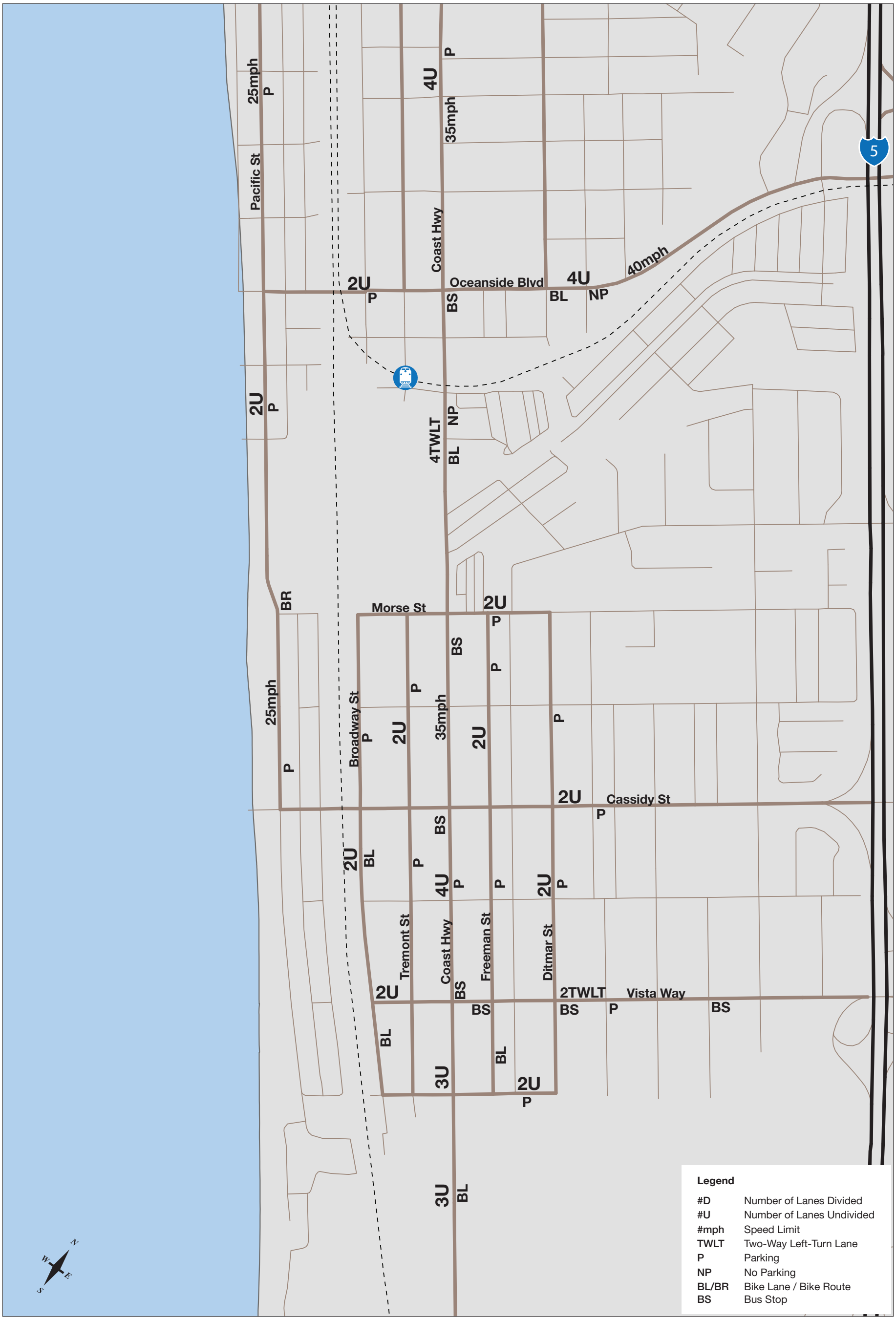
Site Photo	Street	Description
	Mission Avenue	A secondary collector that connects the Coast Highway corridor and beach area with portions of the city located east of Interstate 5. Mission Avenue is currently being converted from a four-lane roadway to a two-lane roadway between Coast Highway and Horne Street as part of a project to improve the pedestrian realm and help to revitalize the street.
	Seagaze Street	A two-lane collector roadway located south of Mission Avenue. Parallel parking is allowed on most parts of the street, with diagonal parking allowed on a portion of the north side of the street between Cleveland Street and Coast Highway and on the south side of the street between Coast Highway and Freeman Street.
	Missouri Avenue	A local street located south of Michigan Avenue. This street begins at Cleveland Street and crosses the study area, ending at Vine Street. This street is a two-lane undivided roadway. Parking is allowed, and the speed limit is 25 miles per hour.
	Washington Avenue	A local street located south of Missouri Avenue. This street begins at Cleveland Street and crosses the majority of the study area, ending at Grant Street. This street is a two-lane undivided roadway. Parking is allowed.

Site Photo	Street	Description
	Wisconsin Avenue	A collector street located south of Washington Avenue. This street begins at The Strand and crosses the majority of the study area, ending at Weitzel Street. This street is a two-lane undivided roadway. On-street parking is allowed east of Pacific Street, and the posted speed limit is 25 miles per hour.
	Oceanside Boulevard	A collector street located south of Wisconsin Avenue. It begins at Pacific Street, crosses the study area and continues east outside the study area boundaries. It provides access to industrial, residential, and retail/commercial uses. West of Coast Highway, Oceanside Boulevard is a two-lane undivided collector street, and parallel on-street parking is permitted. Between Coast Highway and I-5, Oceanside Boulevard is designated a secondary collector with four lanes, an undivided median and a striped bicycle lane. The posted speed limit is 25 miles per hour.
	Morse Street	A two-lane undivided collector street located south of Oceanside Boulevard and south of the Sprinter rail corridor. This street begins at Broadway Street and crosses the study area, ending at Griffin Street. On-street parking is allowed, and the posted speed limit is 25 miles per hour.
	Cassidy Street	A collector street located south of Morse Street. This street begins at Broadway Street and crosses the study area, continues east outside the study area boundaries. It is a two-lane undivided roadway. Parking is allowed on selected segments of the street, and the speed limit is 25 miles per hour. Bicycle sharrows are installed between Broadway and Ditmar Street.

Site Photo	Street	Description
	Vista Way	A collector street located south of Morse Street. From Broadway Street to Coast Highway, it is a two-lane undivided roadway with parallel parking permitted. East of Coast Highway, Vista Way is a two-lane roadway with a continuous two-way center left turn lane. The posted speed limit is 30 miles per hour. Parking is permitted from Broadway Street to the SR-78 ramps.

FIGURE 3.1A EXISTING ROADWAY CONDITIONS

FIGURE 3.1B EXISTING ROADWAY CONDITIONS



3.1.2 Existing Average Daily Traffic (ADT) and Roadway Level of Service (LOS)

Average Daily Traffic (ADT) volumes for the study area network are summarized in Table 3-3. The only current roadway segment in the study area operating at a deficient LOS is Vista Way from Coast Highway to Ditmar Street (LOS F). Figure 3.2 illustrates the observed ADT volumes and allows for a comparison of the magnitude between roadways.

Table 3-3 Existing Segment Volumes

Street	Lanes[a]	Classification	LOS E Capacity[b]	ADT[c]	V/C	LOS[d]
Coast Highway						
Harbor Drive to SR-76 Ramps	2TWLT	Collector	15,000	9,368	0.625	B
SR-76 Ramps to Civic Center Drive	4U	Secondary Collector	25,000	15,450	0.618	B
Civic Center Drive to Seagaze Drive	4U	Secondary Collector	25,000	16,488	0.660	B
Seagaze Drive to Wisconsin Avenue	4U	Secondary Collector	25,000	15,592	0.624	B
Wisconsin Avenue to Oceanside Boulevard	4U	Secondary Collector	25,000	18,470	0.739	C
Oceanside Boulevard to Morse Street	4TWLT	Secondary Collector	30,000	19,099	0.637	B
Morse Street to Cassidy Street	4U	Secondary Collector	25,000	16,918	0.677	B
Cassidy Street to Vista Way	4U	Secondary Collector	25,000	18,416	0.737	C
Vista Way to Southern City Limits	4TWLT	Secondary Collector	30,000	16,662	0.555	A
Pacific Street						
Surfrider Way to Seagaze Drive	2U	Collector	10,000	4,614	0.464	A
Seagaze Drive to Wisconsin Avenue	2U	Collector	10,000	5,153	0.517	A
Wisconsin Avenue to Oceanside Boulevard	2U	Collector	10,000	4,112	0.406	A
Oceanside Boulevard to Cassidy Street	2U	Collector	10,000	3,636	0.366	A
Surfrider Way						
Pacific Street to Coast Highway	2D	Collector	10,000	5,784	0.580	A
Mission Avenue						
Pacific Street to Coast Highway	4U	Secondary Collector	25,000	9,375	0.376	A
Coast Highway to Clementine Street	4U	Secondary Collector	25,000	12,440	0.503	A
Seagaze Street						
Coast Highway to Clementine Street	2U	Collector	10,000	2,267	0.231	A
Cleveland Street						
Civic Center Drive to Mission Avenue	2U	Collector	10,000	1,642	0.164	A
Tremont Street						
Michigan Avenue to Wisconsin Avenue	2U	Local	2,200	1,090	0.493	A
Wisconsin Avenue to Oceanside Boulevard	2U	Local	2,200	1,183	0.557	A
Cassidy Street to Vista Way	2U	Local	2,200	611	0.283	A
Freeman Street						
Michigan Avenue to Wisconsin Avenue	2U	Local	2,200	551	0.258	A
Morse Street to Cassidy Street	2U	Local	2,200	562	0.262	A
Ditmar Street						
Michigan Avenue to Wisconsin Avenue	2U	Local	2,200	750	0.341	A
Wisconsin Avenue to Oceanside Boulevard	2U	Collector	10,000	2,463	0.240	A
Morse Street to Cassidy Street	2U	Local	2,200	501	0.219	A
Wisconsin Avenue						
Cleveland to Coast Highway	2U	Collector	10,000	4,724	0.481	A

Street	Lanes[a]	Classification	LOS E Capacity[b]	ADT[c]	V/C	LOS[d]
Coast Highway to Ditmar Street	2U	Collector	10,000	2,289	0.226	A
Oceanside Boulevard						
Cleveland to Coast Highway	2U	Collector	10,000	4,479	0.446	A
Coast Highway to Ditmar Street	4U	Secondary Collector	25,000	14,484	0.580	A
Broadway Street						
Cassidy Street to Vista Way	2U	Collector	10,000	1,883	0.186	A
Morse Street						
Coast Highway to Ditmar Street	2U	Collector	10,000	2,606	0.271	A
Cassidy Street						
Broadway Street to Coast Highway	2U	Collector	10,000	4,575	0.459	A
Coast Highway to Ditmar Street	2U	Collector	10,000	4,667	0.459	A
Vista Way						
Broadway Street to Coast Highway	2U	Collector	10,000	2,192	0.221	A
Coast Highway to Ditmar Street	2TWLT	Collector	15,000	**16,453**	**1.098**	**F**

Footnotes:

a. #D – total number of lanes in both directions divided by a raised median; #U – total number of undivided lanes in both lanes, including facilities with a striped median island; and #TWLT – total number of lanes in both directions with a center continuous two-way left turn lane.
b. LOS E capacity is based on criteria established in the City of Oceanside Circulation Element Roadway Capacity Table (2009)
c. ADT – average daily traffic volumes
d. LOS – level of service

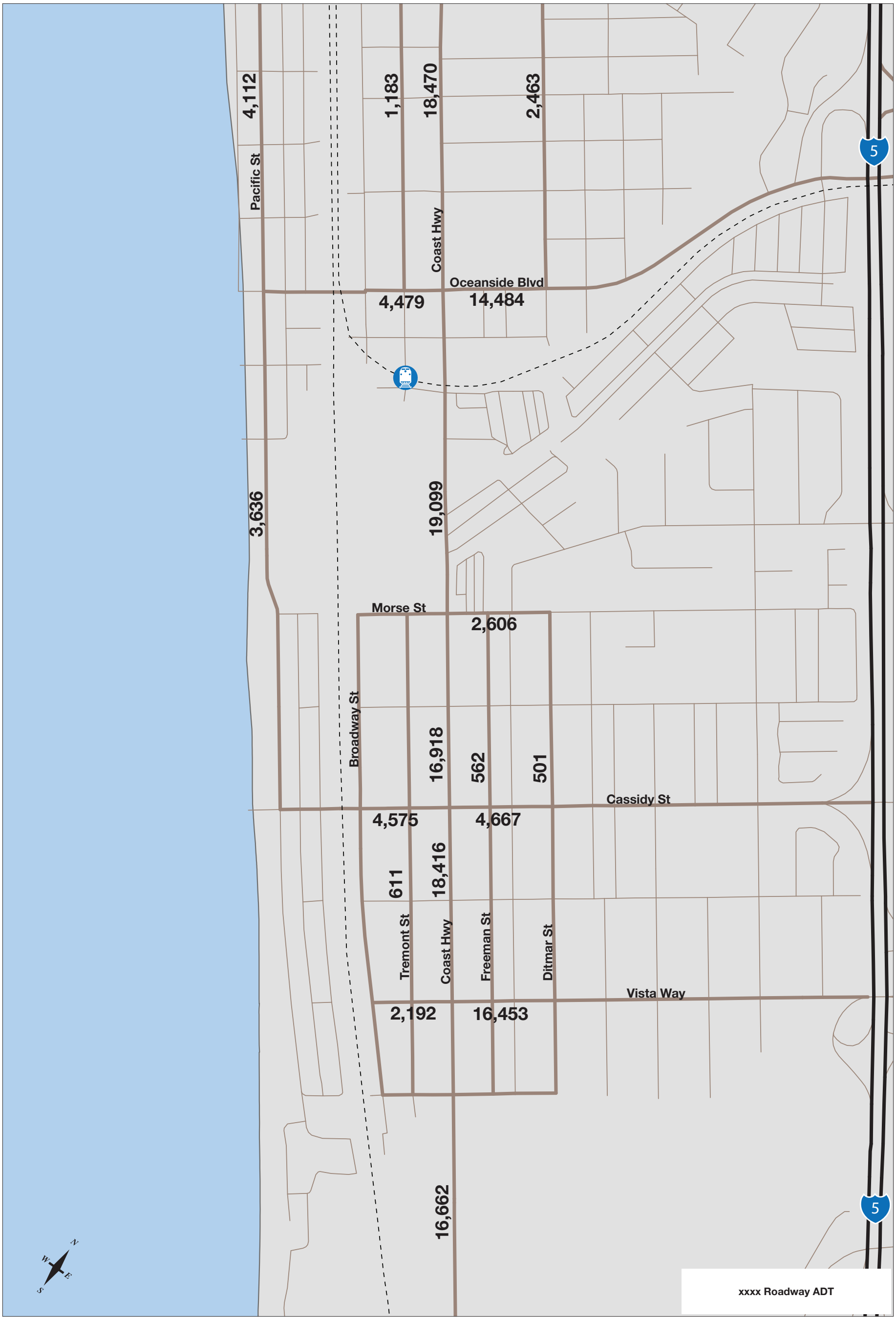
Notes:

1. **Bold** indicates an unacceptable level of service.

It should be noted that some existing streets are not currently built to their full capacity/classification.

FIGURE 3.2A EXISTING ROADWAY ADT

FIGURE 3.2B EXISTING ROADWAY ADT



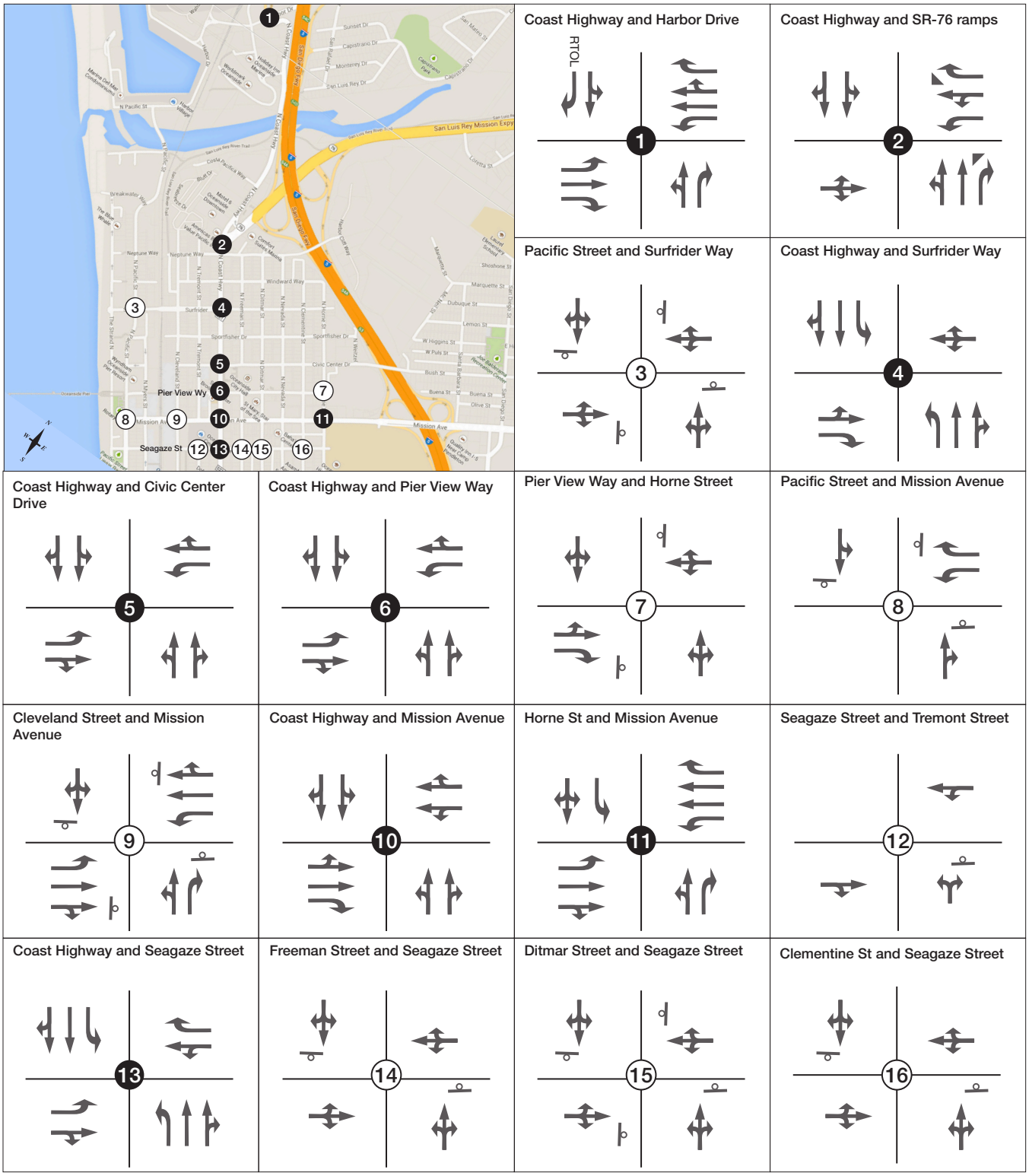
3.2 STUDY AREA INTERSECTIONS

3.2.1 Existing Intersection Geometry & Controls

Forty-four study intersections have been selected for analysis based on a review of the updated Circulation Element and major street corridors, as well as city staff input. The lane geometry and traffic control for each of the existing intersections are presented in Figure 3.3. The list of study intersections includes:

1. Coast Highway and I-5 Ramps
2. Coast Highway and SR-76 Ramps
3. Pacific Street and Surfrider Way
4. Coast Highway and Surfrider Way
5. Coast Highway and Civic Center Drive
6. Coast Highway and Pier View Way
7. Pier View Way and Horne Street
8. Pacific Street and Mission Avenue
9. Cleveland Street and Mission Avenue
10. Coast Highway and Mission Avenue
11. Horne St and Mission Avenue
12. Seagaze Street and Tremont Street
13. Coast Highway and Seagaze Street
14. Freeman Street and Seagaze Street
15. Ditmar Street and Seagaze Street
16. Clementine St and Seagaze Street
17. Coast Highway and Missouri Avenue
18. Coast Highway and Washington Avenu
19. Pacific Street and Wisconsin Avenue
20. Tremont Street and Wisconsin Avenue
21. Coast Highway and Wisconsin Avenue
22. Freeman Street and Wisconsin Avenue
23. Ditmar Street (North) and Wisconsin Avenue
24. Ditmar Street (South) and Wisconsin Avenue
25. Pacific St and Oceanside Blvd
26. Tremont Street and Oceanside Boulevard
27. Coast Highway and Oceanside Boulevard
28. Ditmar Street and Oceanside Boulevard
29. Coast Highway and Morse Street
30. Freeman St and Morse Street
31. Ditmar Street and Morse Street
32. Pacific St and Cassidy Street
33. Broadway Street and Cassidy Street
34. Tremont Street and Cassidy Street
35. Coast Highway and Cassidy Street
36. Freeman Street and Cassidy Street
37. Ditmar Street and Cassidy Street
38. Stewart Street and Cassidy Street
39. Broadway Street and Vista Way
40. Coast Highway and Vista Way
41. Freeman Street and Vista Way
42. Ditmar Street and Vista Way
43. Stewart Street and Vista Way
44. Coast Highway and Eaton Street

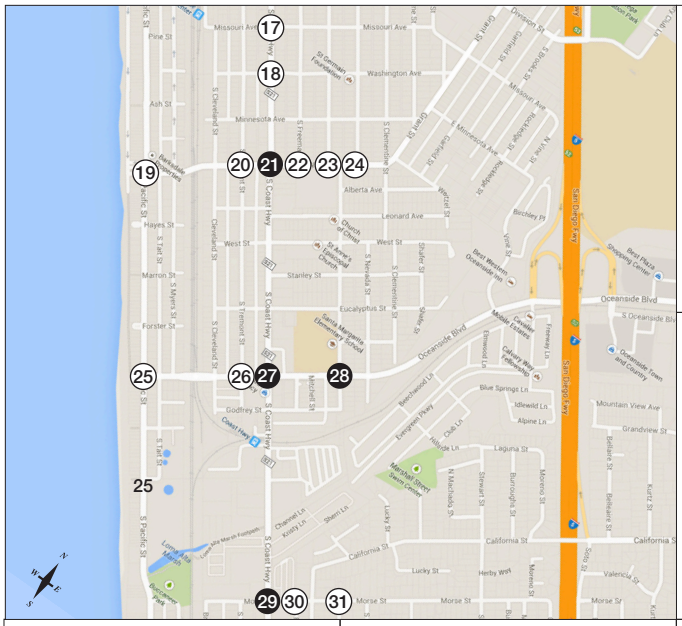
FIGURE 3.3A EXISTING INTERSECTION GEOMETRY AND CONTROLS



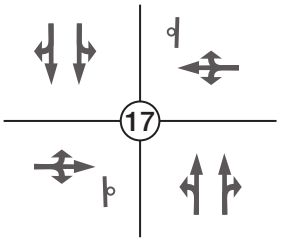
OCEANSIDE COAST HIGHWAY CORRIDOR
City of Oceanside

IBI GROUP August 2014

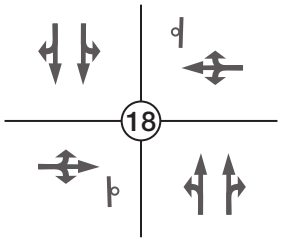
FIGURE 3.3B EXISTING INTERSECTION GEOMETRY AND CONTROLS



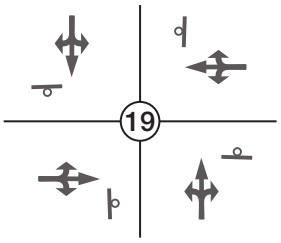
Coast Highway and Missouri Avenue



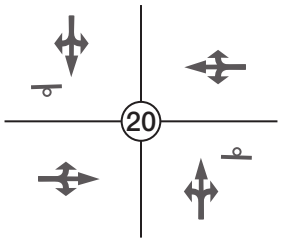
Coast Highway and Washington Avenue



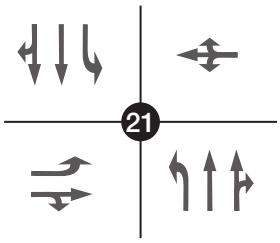
Pacific Street and Wisconsin Avenue



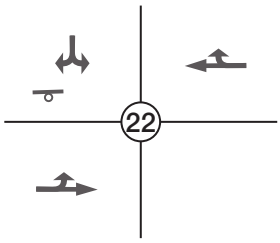
Tremont Street and Wisconsin Avenue



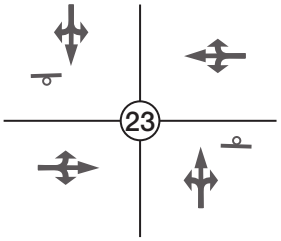
Coast Highway and Wisconsin Avenue



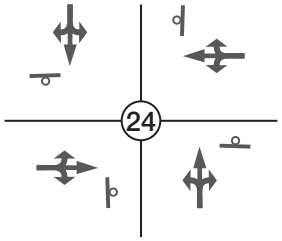
Freeman Street and Wisconsin Avenue



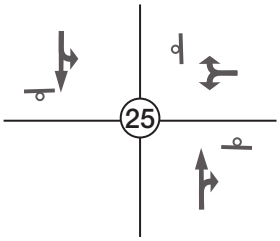
Ditmar Street (North) and Wisconsin Avenue



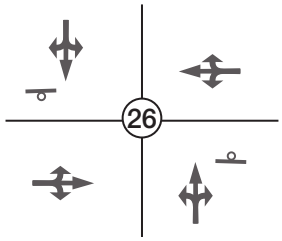
Ditmar Street (South) and Wisconsin Avenue



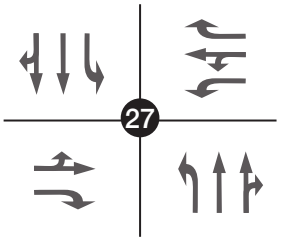
Pacific St and Oceanside Blvd



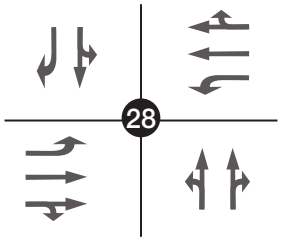
Tremont Street and Oceanside Boulevard



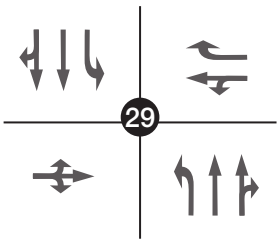
Coast Highway and Oceanside Boulevard



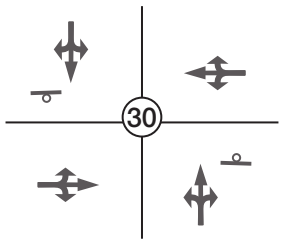
Ditmar Street and Oceanside Boulevard



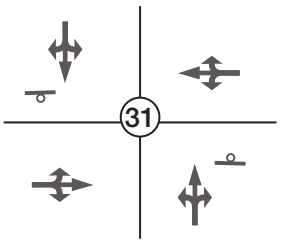
Coast Highway and Morse Street



Freeman St and Morse Street



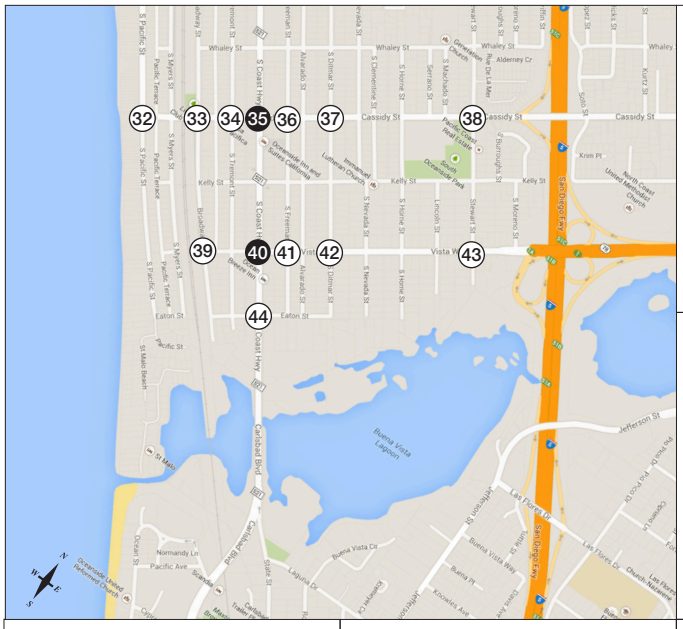
Ditmar Street and Morse Street



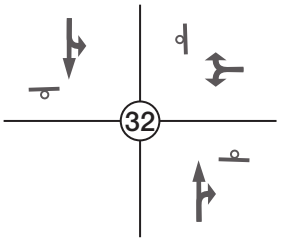
Legend

- Signalized Intersections
- Unsignalized Intersections
- Turning Movement Volume
- Free Right Turn Lane
- Stop Sign Control

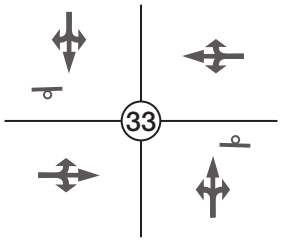
FIGURE 3.3C EXISTING INTERSECTION GEOMETRY AND CONTROLS



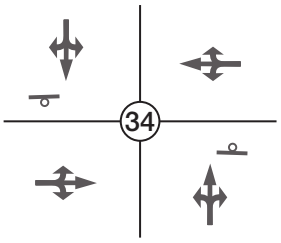
Pacific St and Cassidy Street



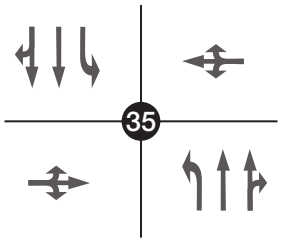
Broadway Street and Cassidy Street



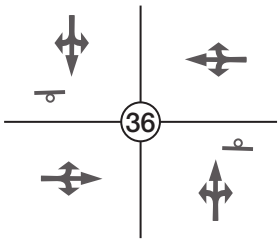
Tremont Street and Cassidy Street



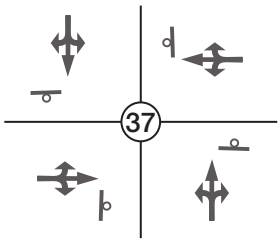
Coast Highway and Cassidy Street



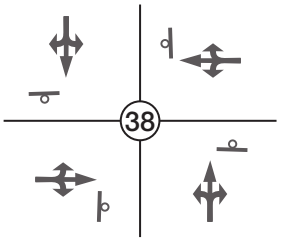
Freeman Street and Cassidy Street



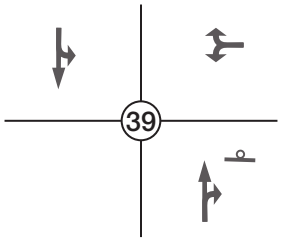
Ditmar Street and Cassidy Street



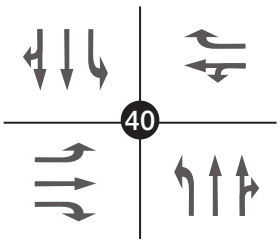
Stewart Street and Cassidy Street



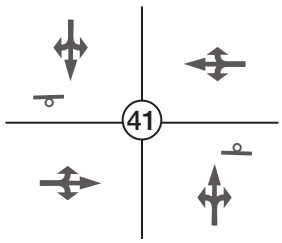
Broadway Street and Vista Way



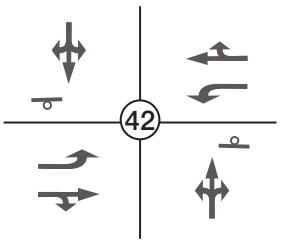
Coast Highway and Vista Way



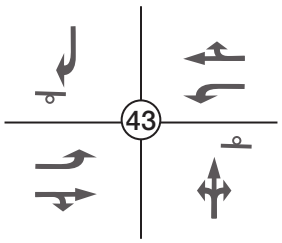
Freeman Street and Vista Way



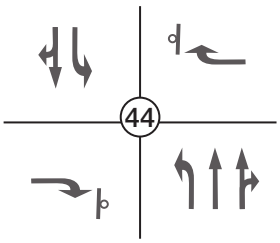
Ditmar Street and Vista Way



Stewart Street and Vista Way



Coast Highway and Eaton Street



Legend

- Signalized Intersections
- Unsignalized Intersections
- Turning Movement Volume
- Free Right Turn Lane
- Stop Sign Control

3.2.4 Existing Intersection Level of Service (LOS)

Existing AM and PM peak hour turning movement volumes at study intersections are shown in Figure 3.4. Table 3-4 displays the results of the weekday peak hour LOS analysis conducted for each study intersection. The Synchro and Traffix worksheets used for the intersection analysis are presented in Appendix C. As shown in Table 3-4, all of the intersections are currently operating at an acceptable level of service D or better.

Table 3-4 Existing Peak Hour Intersection Level of Service (LOS)

No.	Intersection	Control Type	Peak Hour	Existing	
				Delay[a]	LOS[b]
1	Coast Highway and Harbor Drive	Signal	AM	13.8	B
			PM	28.7	C
2	Coast Highway and SR-76 ramps	Signal	AM	13.7	B
			PM	36.8	D
3	Pacific Street and Surfrider Way	AWSC[d]	AM	8.5	A
			PM	10.5	B
4	Coast Highway and Surfrider Way	Signal	AM	10.4	B
			PM	14.4	B
5	Coast Highway and Civic Center Drive	Signal	AM	13.7	B
			PM	15.0	B
6	Coast Highway and Pier View Way	Signal	AM	16.8	B
			PM	16.6	B
7	Pier View Way and Horne Street	TWSC[e]	AM	12.8	B
			PM	34.5	D
8	Pacific Street and Mission Avenue	AWSC[d]	AM	7.9	A
			PM	10.0	A
9	Cleveland Street and Mission Avenue[c]	AWSC[d]	AM	8.1	A
			PM	10.6	B
10	Coast Highway and Mission Avenue	Signal	AM	14.4	B
			PM	16.6	B
11	Horne St and Mission Avenue	Signal	AM	6.2	A
			PM	10.6	B
12	Seagaze Street and Tremont Street	OWSC[f]	AM	9.1	A
			PM	11.6	B
13	Coast Highway and Seagaze Street	Signal	AM	26.8	C
			PM	35.7	D
14	Freeman Street and Seagaze Street	TWSC[e]	AM	9.4	A
			PM	11.2	B
15	Ditmar Street and Seagaze Street	AWSC[d]	AM	7.3	A
			PM	8.3	A
16	Clementine St and Seagaze Street	TWSC[e]	AM	9.3	A
			PM	10.4	B
17	Coast Highway and Missouri Avenue	TWSC[e]	AM	12.1	B
			PM	26.0	D
18	Coast Highway and Washington Avenue	TWSC[e]	AM	11.3	B
			PM	23.1	C

No.	Intersection	Control Type	Peak Hour	Existing	
				Delay[a]	LOS[b]
19	Pacific Street and Wisconsin Avenue	AWSC[d]	AM	7.8	A
			PM	9.5	A
20	Tremont Street and Wisconsin Avenue	TWSC[e]	AM	10.6	B
			PM	13.9	B
21	Coast Highway and Wisconsin Avenue	Signal	AM	8.9	A
			PM	12.2	B
22	Freeman Street and Wisconsin Avenue	OWSC[f]	AM	9.1	A
			PM	9.7	A
23	Ditmar Street (North) and Wisconsin Avenue	TWSC[e]	AM	9.7	A
			PM	10.1	B
24	Ditmar Street (South) and Wisconsin Avenue	AWSC[d]	AM	7.3	A
			PM	7.9	A
25	Pacific St and Oceanside Blvd	AWSC[d]	AM	7.7	A
			PM	8.7	A
26	Tremont Street and Oceanside Boulevard	TWSC[e]	AM	10.9	B
			PM	14.7	B
27	Coast Highway and Oceanside Boulevard	Signal	AM	29.7	C
			PM	39.7	D
28	Ditmar Street and Oceanside Boulevard	Signal	AM	5.7	A
			PM	6.8	A
29	Coast Highway and Morse Street	Signal	AM	9.0	A
			PM	9.8	A
30	Freeman St and Morse Street	TWSC[e]	AM	9.0	A
			PM	10.0	B
31	Ditmar Street and Morse Street	TWSC[e]	AM	8.8	A
			PM	9.2	A
32	Pacific St and Cassidy Street	AWSC[d]	AM	7.3	A
			PM	8.7	A
33	Broadway Street and Cassidy Street	TWSC[e]	AM	10.3	B
			PM	14.5	B
34	Tremont Street and Cassidy Street	TWSC[e]	AM	9.9	A
			PM	12.4	B
35	Coast Highway and Cassidy Street	Signal	AM	9.1	A
			PM	13.9	B
36	Freeman Street and Cassidy Street	TWSC[e]	AM	10.1	B
			PM	12.7	B
37	Ditmar Street and Cassidy Street	AWSC[d]	AM	7.9	A
			PM	9.0	A
38	Stewart Street and Cassidy Street	AWSC[d]	AM	8.9	A
			PM	12.1	B
39	Broadway Street and Vista Way[c]	OWSC[f]	AM	9.2	A
			PM	9.6	A
40	Coast Highway and Vista Way	Signal	AM	22.7	C
			PM	36.9	D
41	Freeman Street and Vista Way	TWSC[e]	AM	12.2	B
			PM	15.3	C

No.	Intersection	Control Type	Peak Hour	Existing	
				Delay[a]	LOS[b]
42	Ditmar Street and Vista Way	TWSC[e]	AM	13.1	B
			PM	18.8	C
43	Stewart Street and Vista Way[c]	TWSC[e]	AM	12.5	B
			PM	23.2	C
44	Coast Highway and Eaton Street[c]	TWSC[e]	AM	12.8	B
			PM	14.5	B

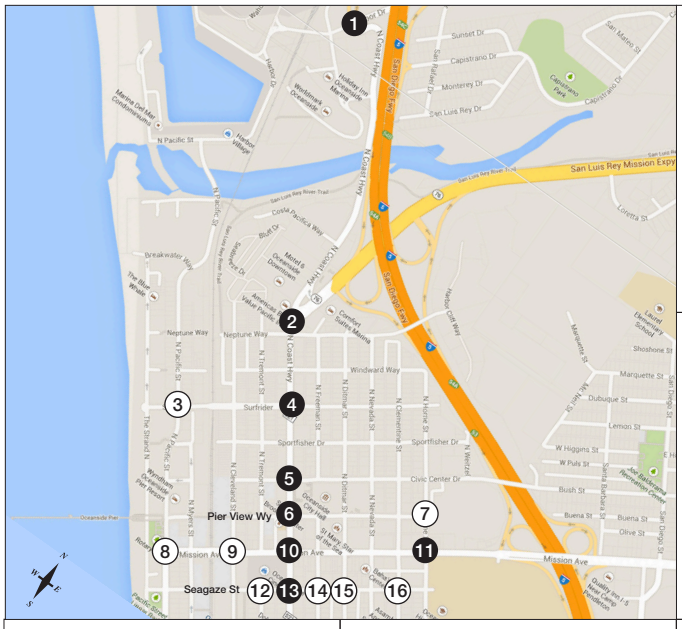
Footnotes:

a. Delay is expressed as average seconds of delay per vehicle.
b. LOS – Level of Service
c. These intersection calculations were done in Traffix using 2000 HCM methodologies. Synchro only allows geometry of 2-lanes per leg for AWSC intersections
d. AWSC – All way stop controlled intersection
e. TWSC – Two way stop controlled intersection
f. OWSC – One way stop controlled intersection

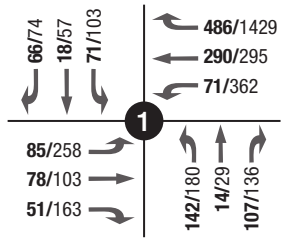
Notes:

1. **Bold** indicates an unacceptable level of service.
2. Acceptable level of service at intersections in Oceanside is LOS D.

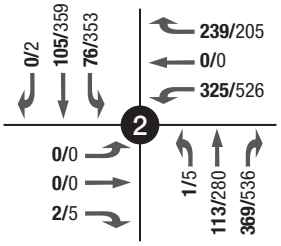
FIGURE 3.4A EXISTING PEAK HOUR TRAFFIC VOLUMES - AM & PM



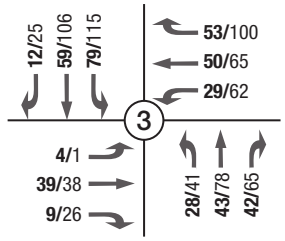
Coast Highway and Harbor Drive



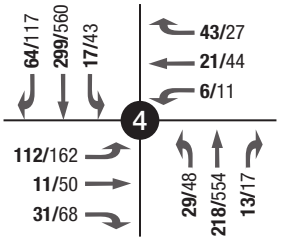
Coast Highway and SR-76 ramps



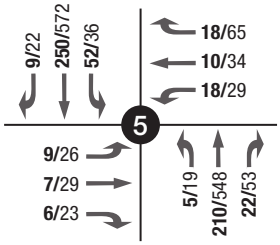
Pacific Street and Surfrider Way



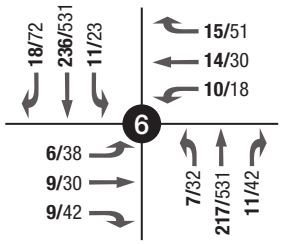
Coast Highway and Surfrider Way



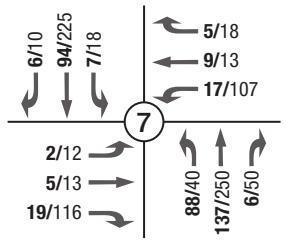
Coast Highway and Civic Center Drive



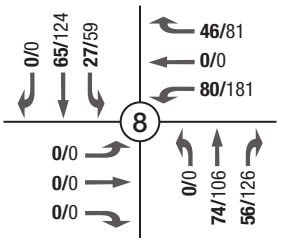
Coast Highway and Pier View Way



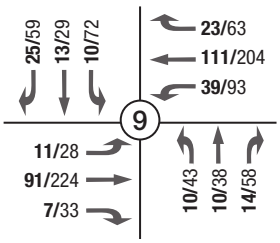
Pier View Way and Horne Street



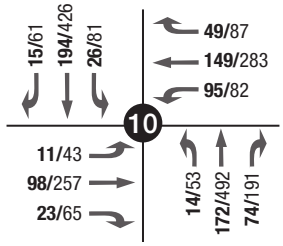
Pacific Street and Mission Avenue



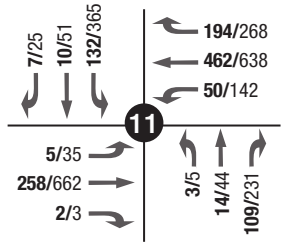
Cleveland Street and Mission Avenue



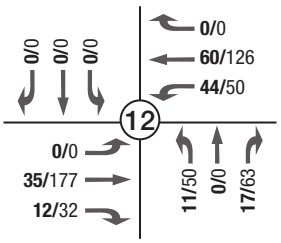
Coast Highway and Mission Avenue



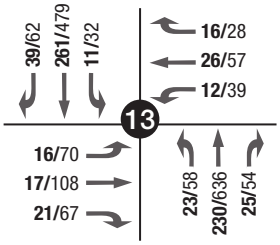
Horne St and Mission Avenue



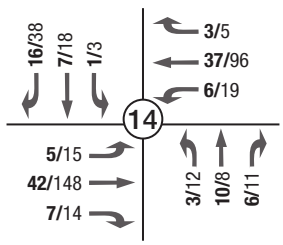
Seagaze Street and Tremont Street



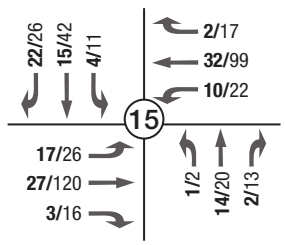
Coast Highway and Seagaze Street



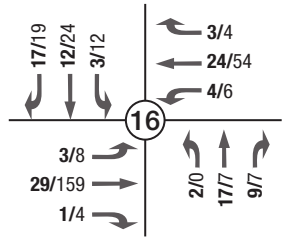
Freeman Street and Seagaze Street



Ditmar Street and Seagaze Street



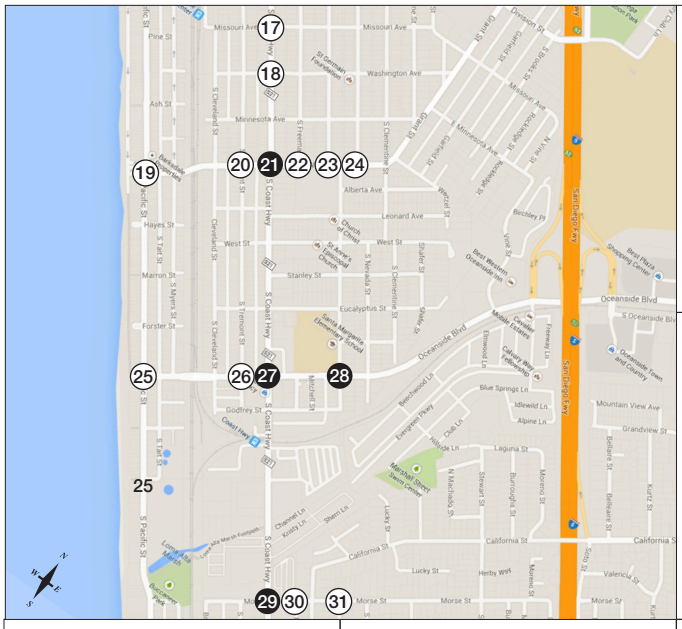
Clementine St and Seagaze Street



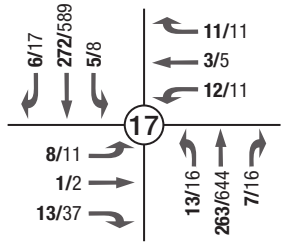
Legend

● Signalized Intersections ○ Unsignalized Intersections ##/## AM/PM Turning Movement Volume

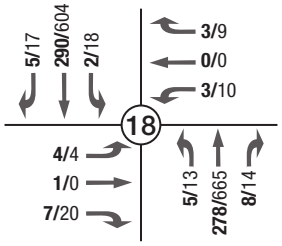
FIGURE 3.4B EXISTING PEAK HOUR TRAFFIC VOLUMES - AM & PM



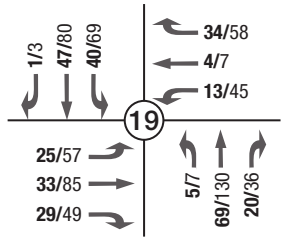
Coast Highway and Missouri Avenue



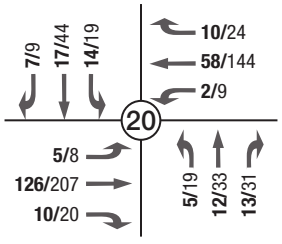
Coast Highway and Washington Avenue



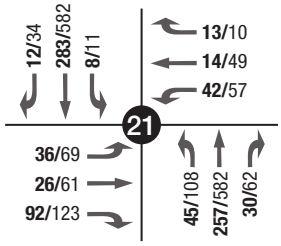
Pacific Street and Wisconsin Avenue



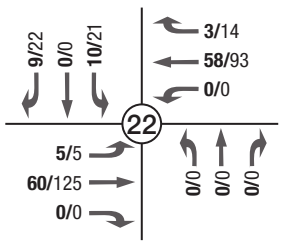
Tremont Street and Wisconsin Avenue



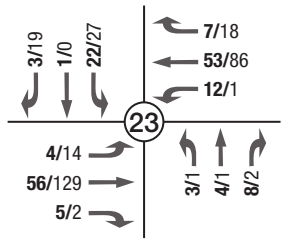
Coast Highway and Wisconsin Avenue



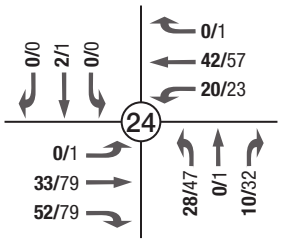
Freeman Street and Wisconsin Avenue



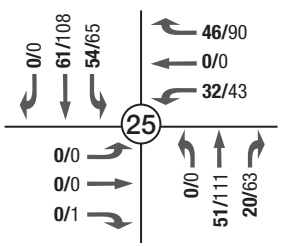
Ditmar Street (North) and Wisconsin Avenue



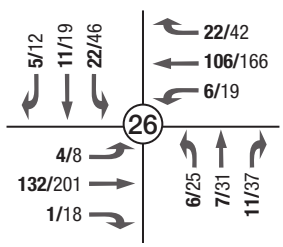
Ditmar Street (South) and Wisconsin Avenue



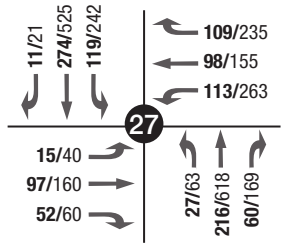
Pacific St and Oceanside Blvd



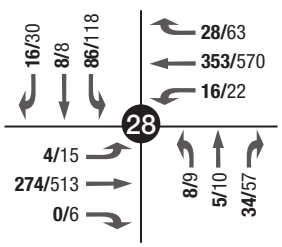
Tremont Street and Oceanside Boulevard



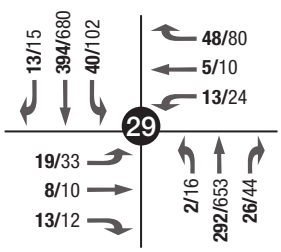
Coast Highway and Oceanside Boulevard



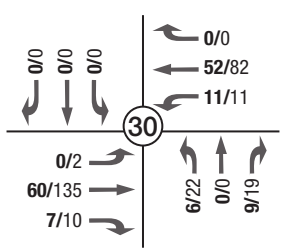
Ditmar Street and Oceanside Boulevard



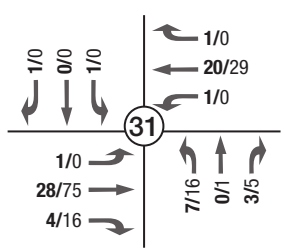
Coast Highway and Morse Street



Freeman St and Morse Street



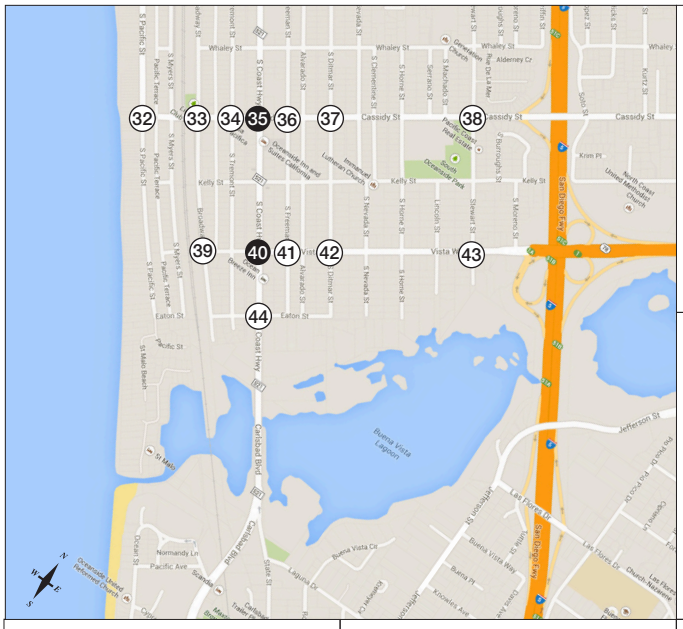
Ditmar Street and Morse Street



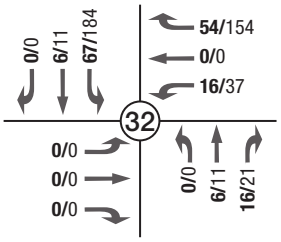
Legend

- Signalized Intersections
- Unsignalized Intersections
- ##/## AM/PM Turning Movement Volume

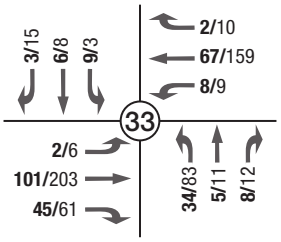
FIGURE 3.4C EXISTING PEAK HOUR TRAFFIC VOLUMES - AM & PM



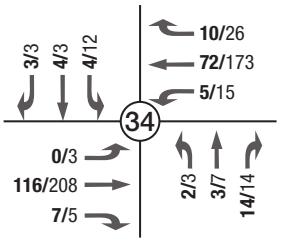
Pacific St and Cassidy Street



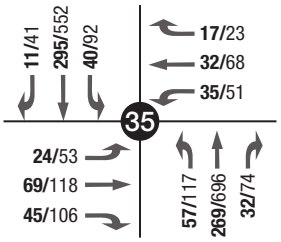
Broadway Street and Cassidy Street



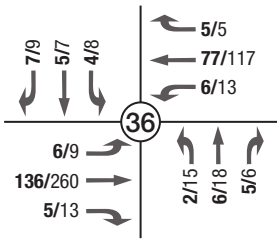
Tremont Street and Cassidy Street



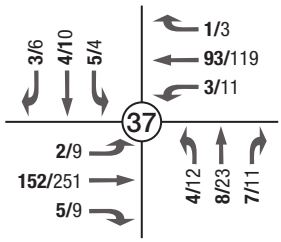
Coast Highway and Cassidy Street



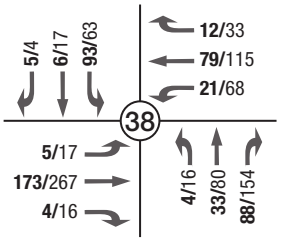
Freeman Street and Cassidy Street



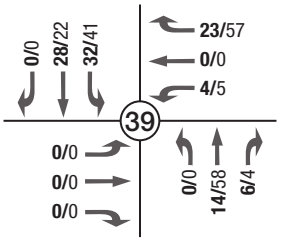
Ditmar Street and Cassidy Street



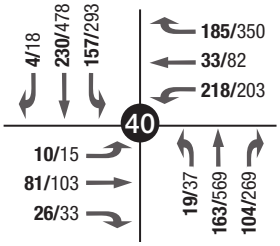
Stewart Street and Cassidy Street



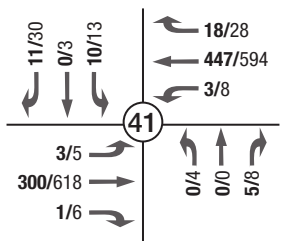
Broadway Street and Vista Way



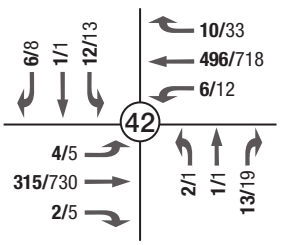
Coast Highway and Vista Way



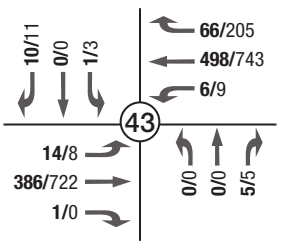
Freeman Street and Vista Way



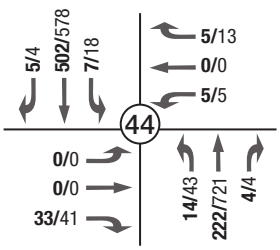
Ditmar Street and Vista Way



Stewart Street and Vista Way



Coast Highway and Eaton Street



Legend

- Signalized Intersections
- Unsignalized Intersections
- ##/## AM/PM Turning Movement Volume

4.0 MULTI-MODAL ASSESSMENT

The following section describes the review of existing conditions for bicyclists, pedestrians, and transit services in the Coast Highway Corridor. The review includes observations and discussion of the existing pedestrian and bicycle environment, as well as a summary of a multi-modal level of service (MMLOS) analysis completed for the corridor.

The benefit in using the MMLOS analysis is that this methodology allows for the comparison of LOS for bike, pedestrian, and transit uses in the corridor in conditions before and after proposed changes to the roadway configuration, number of lanes, and the presence and quality of bicycle and pedestrian facilities.

In order to conduct the MMLOS analysis, the team utilized the ARTPLAN software package, which was originally developed by the Florida Department of Transportation (FDOT). While developed in Florida, the software package incorporates the analysis methodology and procedures used in the Highway Capacity Manual 2010 (HCM 2010), as applied by traffic engineering and transportation planning professionals nationwide. The software is also configured to calculate MMLOS for any type of roadway, regardless of location. A key benefit of this software package is its ability to calculate MMLOS for roadway intersections in addition to roadway segments.

The existing conditions MMLOS analysis presented in this report serves to provide an understanding of the current conditions for bicycles, pedestrians, and transit, allowing for comparison on how these conditions are forecast to change in the future both with and without changes to Coast Highway.

4.1 MULTI-MODAL ASSESSMENT

This assessment reviews and discusses current conditions for pedestrian, bicycle, and transit infrastructure along Coast Highway, with the objective of identifying existing opportunities and constraints related to mobility for each of these travel modes within the corridor. This information serves as input to the MMLOS analysis presented later in this section, and will also help to support the development of project alternatives in subsequent tasks completed as part of this study.

4.1.1 Pedestrian Conditions

The assessment of pedestrian infrastructure conditions is primarily concerned with the presence and condition of existing sidewalks, the presence of landscape buffers adjacent to sidewalks, and condition of pedestrian crossings along the corridor, including both accessible ramps and pedestrian crossing treatments (i.e. crosswalks, pedestrian signals, etc).

Information regarding the presence and width of existing sidewalks and landscape buffers is presented in Table 4-1. A discussion of the condition of pedestrian infrastructure by section along Coast Highway follows Table 4-1.

Table 4-1 Existing Coast Highway Sidewalk Conditions

Segment	Sidewalk Width (feet)		Landscape Buffer Width (feet)	
	West Side	East Side	West Side	East Side
Harbor Drive to SR-76 Ramps	4-7	0-4	None	None (except for small segment near SR-76)
SR-76 Ramps to Civic Center Drive	4-5	4-5	4-5	4-5
Civic Center Drive to Seagaze Drive	10	10	4 (w/tree wells)	4 (w/tree wells)
Seagaze Drive to Wisconsin Avenue	6-10	6-10	4 (w/tree wells)	4 (w/tree wells)
Wisconsin Avenue to Oceanside Boulevard	4-8	4-8	4 (w/tree wells)	4 (w/tree wells)
Oceanside Boulevard to Morse Street	4-6	4-6	Intermittent tree wells	Intermittent tree wells
Morse Street to Cassidy Street	4-5	4-5	4 (w/tree wells)	4 (w/tree wells)
Cassidy Street to Vista Way	4-5	4-5	4	4
Vista Way to Southern City Limits	4	4	0-4	0-4

n/a = sidewalk not present

Harbor Drive to SR-76 Ramps

Between Harbor Drive and the south end of the bridge over the San Luis Rey River there is an existing sidewalk on the west side of the street and no sidewalk on the east side. The absence of a sidewalk on the east side of the street is due in part to the proximity of the roadway to Interstate 5 in this segment. South of the bridge, a sidewalk is provided on both sides of the street. The large island between the free right turn lane and left turn lanes on State Route 76 does provide a landscape buffer for the east side sidewalk, the only landscaped buffer present in this segment. The only marked pedestrian crosswalks in this segment are at the intersections with Harbor Drive and State Route 76.

SR-76 Ramps to Civic Center Drive

The west side of Coast Highway features a sidewalk that is generally about five feet wide, with an adjacent landscape buffer than is about four to five feet wide. The buffer on the west side of the street is generally continuous in this segment, except where driveways are present and for the block between State Route 76 and Neptune Way. On the east side of the street, the landscape buffer is not continuous for the full length of this segment. The buffer primarily consists of tree wells and existing palm trees planted at intervals along the street. Marked pedestrian crosswalks are provided at signalized intersections with Surfrider and Civic Center Drive.

Civic Center Drive to Seagaze Drive

This segment features a generally wider sidewalk area when compared to the segments to the north, and does include some limited outdoor dining for selected restaurants located within this segment. The sidewalk is separated from the street by tree wells spaced at generally regular intervals and distinctive pavement treatments for the three to four foot section adjacent to the curb. The east side sidewalk widens into a pedestrian plaza between Civic Center Drive and Pier View Way. Pedestrian crosswalks are provided at all signalized intersections within this segment (Pier View Way, Mission Avenue, Seagaze Drive).

Seagaze Drive to Wisconsin Avenue

The combined sidewalk and parkway for this segment of Coast Highway is generally about 10 feet wide. The landscape buffer consists primarily of regularly spaced tree wells, with some segments (between Michigan Avenue and Missouri Avenue and south of Washington Avenue) offering a full four foot wide landscape buffer adjacent to a sidewalk that is then about five to six

feet wide. The traffic signal at Michigan Avenue provides the only marked crossing of Coast Highway between Seagaze Drive and Wisconsin Avenue.

Wisconsin Avenue to Oceanside Boulevard

The combined sidewalk and landscape buffer/parkway is about eight feet wide in this segment. The sidewalk generally provides for a four foot minimum clear area throughout the segment. A full landscape buffer is present between West Street and Stanley Street. Tree wells adjacent to the curb are provided in this other sections of this segment. The street is generally wider from curb-to-curb in this segment when compared to segments to the north. There are no marked pedestrian crossings of Coast Highway between Wisconsin Avenue and Oceanside Boulevard.

Oceanside Boulevard to Morse Street

This segment provides generally narrower sidewalks when compared to segments to the north. Landscaping adjacent the sidewalk is also generally reduced and in many locations, the sidewalk is adjacent to the curb with no buffer or tree wells. Tree spacing is more intermittent than is the case along segments north of this portion of the corridor. The only marked pedestrian crossings are provided at Oceanside Boulevard and Morse Street.

Morse Street to Cassidy Street

This segment of Coast Highway provides a generally consistent cross section with a four to five foot wide sidewalk, separated from the curb by either a landscape buffer or regularly spaced tree wells. Pedestrian crossings are facilitated via signalized intersections at Morse Street and Cassidy Street.

Cassidy Street to Vista Way

This segment of the street is very similar to the segment between Morse Street and Cassidy Street, providing a four to five foot sidewalk and a nearly continuous landscape buffer with street trees. This is another short segment with pedestrians crosswalks across Coast Highway provided at Cassidy Street and Vista Way

Vista Way to Southern City Limits

Between Vista Way and Eaton Street, the landscaped buffer and four to five foot sidewalk continue in a manner consistent with the segments to the north. South of Eaton Street, the landscaped buffer disappears and the sidewalk is located adjacent to the curb. The existing sidewalk ends on both sides of the street near the southern city limit, about ¼ mile south of Eaton Street. Crosswalks are present at Vista Way, but not south of this intersection.

Observations

The sidewalk and adjacent landscaping are generally consistent through the Coast Highway corridor in the existing condition. However, there are segments (for example between Oceanside Boulevard and Morse Street) where the sidewalk width and frequency and amount of landscaping is substantially reduced when compared to other segments of the corridor. The north portion of the corridor has a much denser street grid, which offers pedestrians more opportunities to cross Coast Highway at signalized intersections. As you move south along the corridor, protected pedestrian crossing opportunities diminish, reducing pedestrian mobility across Coast Highway.

4.1.2 Bicycle Conditions

Bicycle facilities are provided intermittently along Coast Highway. Within the study area, there are several existing bike routes, including the Class I off-road, paved San Luis Rey bikeway and the Class III signed bike route along Pacific Street to the west of Coast Highway. Table 4-2 highlights the current bicycle facilities in place on Coast Highway.

Table 4-2 Existing Coast Highway Bicycle Facilities

Segment	Bicycle Facility Designation		Bicycle Facility Width/Location	
	Southbound	Northbound	Southbound	Northbound
Harbor Drive to SR-76 Ramps	None	None	None	None
SR-76 Ramps to Civic Center Drive	None	None	None	None
Civic Center Drive to Seagaze Drive	None	None	None	None
Seagaze Drive to Wisconsin Avenue	None	None	None	None
Wisconsin Avenue to Oceanside Boulevard	None	None	None	None
Oceanside Boulevard to Morse Street	Class II	Class II	On-street, striped – 5 feet wide	On-street, striped – 5 feet wide
Morse Street to Cassidy Street	None	None	None	None
Cassidy Street to Vista Way	None	None	None	None
Vista Way to Southern City Limits	Class II	Class II	On-street, striped – 5 feet wide – south of Eaton Street	On-street, striped – 5 feet wide – south of Eaton Street

In addition to the facilities noted above along Coast Highway, other bicycle facilities in the study area include the following:

North-South Bikeways

- Pacific Street/Harbor Drive – Class III
- Coast Rail Trail – Class I (portions complete between Oceanside Boulevard and Wisconsin Avenue and south of Morse Street)
- Broadway – Class III

East-West Bikeways

- San Luis Rey River Trail – Class I
- Oceanside Boulevard – Class II
- California Street/Morse Street – Class III

As shown in the summary above, existing bicycle facilities in the study area are somewhat limited, but the existing facilities do provide connectivity across the study area. Coast Highway could potentially serve as a key north-south bicycle connection west of Interstate 5.

4.1.3 Transit Conditions

The Coast Highway corridor and surrounding study area are served by several transit routes. The Oceanside Transportation Center, located just west of Coast Highway, offers access to regional transit services, including Amtrak and the Coaster commuter rail.

Amtrak

The Amtrak Pacific Surfliner inter-city rail service stops at the Oceanside Transportation Center and provides connections to San Luis Obispo, Santa Barbara, Los Angeles and Los Angeles County, Orange County, and San Diego. The transportation center is served by 12 trains per day

in each direction during weekdays. Weekend service is also provided with the same number of daily trains.

Coaster

The Coaster commuter rail service connects Oceanside with San Diego, with intermediate stops in Carlsbad, Encinitas, Solana Beach, Sorrento Valley, and Old Town. Service operates primarily on weekdays with some limited weekend service. The Coaster operates 11 round trips per weekday between Oceanside and Downtown San Diego.

Sprinter

The Sprinter is an east-west running rail service that is operated by the North County Transit District (NCTD) and connects Oceanside with Vista, San Marcos, and Escondido. The line generally parallels State Route 78 and provides a connection to the Oceanside Transportation Center for transfers to Coaster and Amtrak services.

Metrolink

The Metrolink commuter rail service is operated by the Southern California Regional Rail Authority (SCRRA) and connects Oceanside to Orange County and Downtown Los Angeles. Metrolink service is generally focused on weekdays during the peak morning and evening commute time periods. Oceanside is served by six round-trip trains each weekday.

NCTD Bus

NCTD is the primary bus operator within Oceanside. Current NCTD bus routes operating along Coast Highway and within the study area are shown below in Table 4-3.

Table 4-3 Existing NCTD Bus Services

NCTD Bus Route	Peak Frequency	Span of Service	Primary Corridors Served
101	30 mins	5am – 11pm	Coast Highway
302	20 mins	4:40am – 11pm	Coast Highway/Vista Way
303	15 mins	4am – 12am	Mission Avenue
313	90 mins	6:30am – 7:30pm	Seagaze/Mission/Mesa
318	60 mins	4:30am – 8pm	Oceanside Blvd
395	3 hours	7am – 8:15pm	Coast Highway/Stuart Mesa

The existing bus transit services in the study area converge on the Oceanside Transportation Center as the primary transfer point between bus routes and between local and regional transit services. Existing transit service frequency is generally better closer to the transportation center given that all routes current converge at this location.

4.2 MULTI-MODAL LEVEL OF SERVICE ANALYSIS ASSUMPTIONS

The following software settings have been utilized to calculate MMLOS for the study area segments.

- Peak Travel Direction: For the heavier volume afternoon (PM) peak period, most intersections have a slightly higher southbound (SB) volume.
- Area Type: Other Urbanized based on Oceanside's population of over 183,000; this area type is for urban areas between 50,000 and 1,000,000.

- Arterial Class: Class 2 based on the posted speed of 25 mph; the break point for a Class 1 arterial is a posted speed of 40 mph.
- Study Period Traffic Volumes: Directional peak hour volumes were used based on data gathered in August 2013. For this base model, only the PM peak period has been analyzed as this has about twice the volume as the AM peak period. A K-factor of 0.9 has been assumed (i.e. 10% of the AADT is traveling during the peak hour).

- Intersection Data
  - Control Type – Coordinated/actuated rather than pre-timed or fully actuated
  - Cycle Time – 100 seconds
  - Effective Green Time – Default values of 0.45 (through) and 0.15 (left)
  - Arrival Type – Level 3 on a six-point scale representing random arrivals has been selected; if more favorable progression exists then this setting may be advanced towards level 4 (coordinated) up to level 6 (high level of coordination favoring the main road)
  - Through Lanes – Two lanes (for the one direction roadway cross-section excluding turning lanes)
  - Left Turn Phasing – Protected/Permissive
  - Right Turn Lanes – Set as none, although most of the curbside lanes are 16 feet wide and may in fact be operating as unmarked right turn lanes
- Link (Auto)
  - Speeds posted (free flow) – North of Wisconsin Avenue: 25 mph (30 mph); south of Wisconsin Avenue: 35 mph (40 mph)
  - On-Street Parking – Available between Surfrider Way and Oceanside Boulevard; utilization high between Civic Center Drive and Wisconsin Avenue (medium otherwise)
- Link (Multi-Modal)
  - Outside Lane Width – 11 feet based on a typical center strip to curb face distance of 18 feet less a 7 feet estimated, unmarked parking lane dimension
  - Sidewalk / Roadway Separation – “Adjacent” (0-3’) as the typical condition is for trees to be planted within the 6-foot sidewalk
  - Bus Frequency – Level 4, routes #101 and #302 have a 30-minute headway during the peak periods
  - Passenger Load Factor – Default 0.6
  - Amenities – Poor if only a sign is present, fair if a bench is provided, and good if a shelter is provided. The amenities would be excellent if features like enclosed shelter and/or real-time information displays were to be provided.

4.3 MULTI-MODAL LEVEL OF SERVICE RESULTS

Table 4-4 displays the results of the weekday PM peak hour MMLOS analysis conducted for the specified study area segments and intersections. The ARTPLAN worksheets used for the analysis are presented in Appendix D. The MMLOS analysis has focused on the PM peak hour because this condition contains the highest observed automobile volumes, and would be anticipated to have the highest pedestrian and bicycle volumes as well. The southbound direction was selected for analysis due to the observed higher traffic flows in this direction during the PM peak hour.

Table 4-4 Existing PM Peak Hour Southbound Multimodal Level of Service (MMLOS)

Segment	Bike		Ped		Bus
	Int	Seg	Int	Seg	
SR-76 – Surfrider	C	D	B	C	E
Surfrider – Civic Center	A	D	B	B	D
Civic Center – Pier View	A	C	B	B	E
Pier View – Mission	A	C	B	B	E
Mission - Seagaze	A	C	B	B	E
Seagaze - Michigan	A	D	B	B	E
Michigan - Wisconsin	A	D	B	B	D
Wisconsin - Oceanside	A	D	B	C	D
Oceanside - Morse	B	D	B	C	E

Footnotes:
a. Column headings refer to intersection (Int) and segment (Seg).

Bicycle level of service varies along the corridor, with a higher level of service between Civic Center and Seagaze. The narrow traffic lanes and lower traffic speeds present in this part of the corridor contribute to improved level of service for bicyclists. Outside of the downtown, the existing level of service for bicycles decreases to LOS D generally due to higher traffic volumes and traffic speeds.

The separation between traffic lanes and sidewalks along Coast Highway, primarily due to the presence of on-street parking and the existing parkway, help to generate an observed level of service of B or C along all studied segments for pedestrian level of service.

Transit level of service is observed as LOS D or worse, primarily due to the limited frequency of existing transit services in the corridor.

5.0 COLLISION ANALYSIS

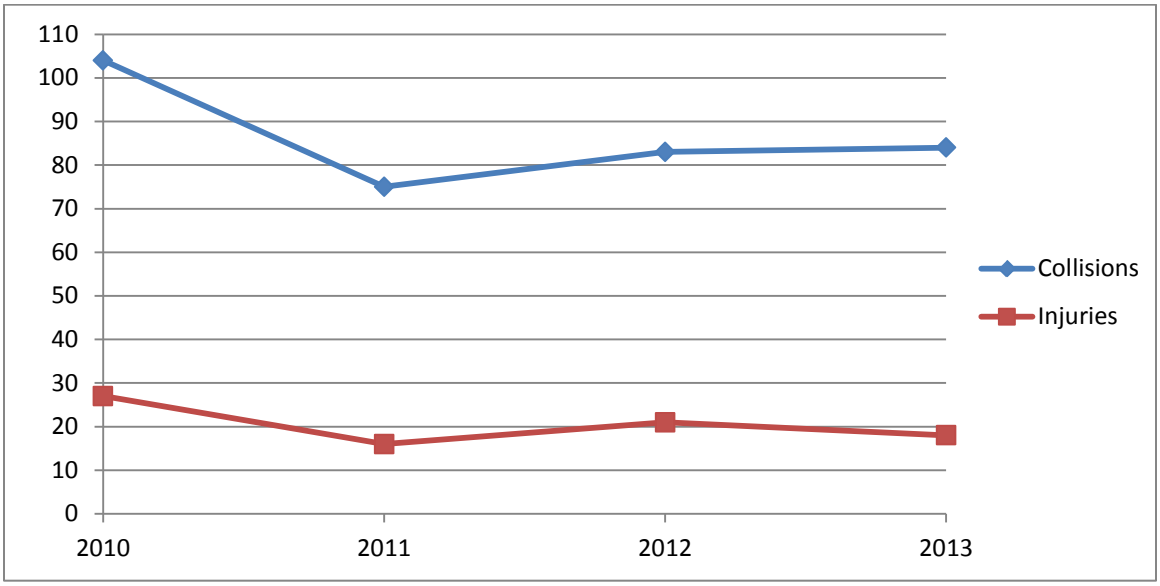
Collision data for the time period between July 2009 and September 2013 was provided by the City of Oceanside. The data was provided as computer generated summary lists of collisions and their characteristics rather than hard-copy police reports.

The following crash variables were used in the collision analysis:

- Date of Collision (Month and Year)
- Collision Type (Broadside, Head-On, Rear-End, Sideswipe, Hit object)
- Involved Parties (Vehicle to Vehicle, Vehicle to Bicyclist, Vehicle to Pedestrian, Vehicle to Object)
- Number of Injuries

Collision reports were reviewed for the four complete year-long periods from October 2009 to September 2013. This collision data is included in Appendix E. A total of 111 collisions and 30 injuries occurred in the study corridor during the 4-year period. Figure 5-1 presents the number of collisions and injuries from 2010 to 2013 (each year was October – September).

Figure 5-1 Total Number of Collisions and Injuries in the Study Area (2010~2013)



5.1 PRIMARY COLLISION TYPE

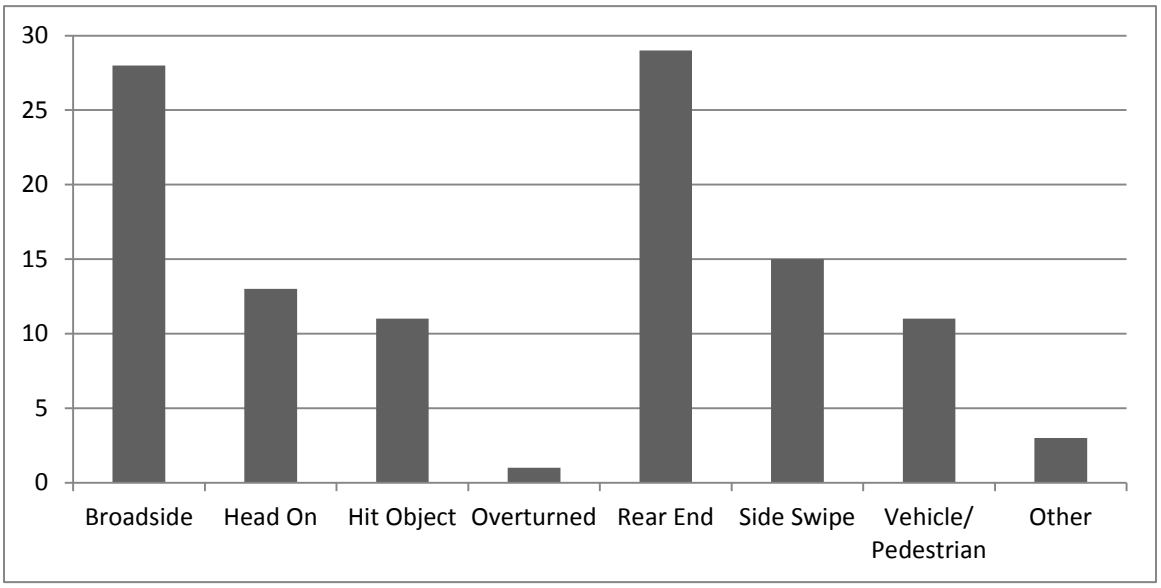
Rear-end collisions were the predominant collision type on the study corridor with 29 incidents, closely followed by broadside collisions (28) as well as sideswipes (15), head-on collisions (13), and vehicle/pedestrian incidents (11).

Rear-end collisions are some of the most common types of car accidents. These types of accidents occur when the front end of a vehicle hits the back of the vehicle in front of it. Rear-end collisions tend to occur at lower speeds, but the impact can still cause serious injuries to the occupants of the vehicle. Most rear-end collisions occur when drivers are inattentive or distracted.

A broadside collision refers to the scenario upon which the front of one vehicle impacts or collides with the driver side or passenger side of another vehicle. Occupants experiencing a broadside collision are at higher risks of injury as the force impacting the broadsided vehicle are close in proximity to where the occupants are positioned. Most broadside collisions occur at intersections when drivers fail to obey traffic signals or yield to the right of way.

Collisions types are summarized by type in Figure 5-2.

Figure 5-2 Total Number of Collisions by Type along the Study Corridor (2010~2013)



5.2 COLLISIONS BY INVOLVED PARTIES

More than half of the collisions on Coast Highway involved other vehicles (65). Left and U-turn movements were the predominant violation type in the study corridor with 15 incidents, closely followed by speeding (13) and DUI's (10).

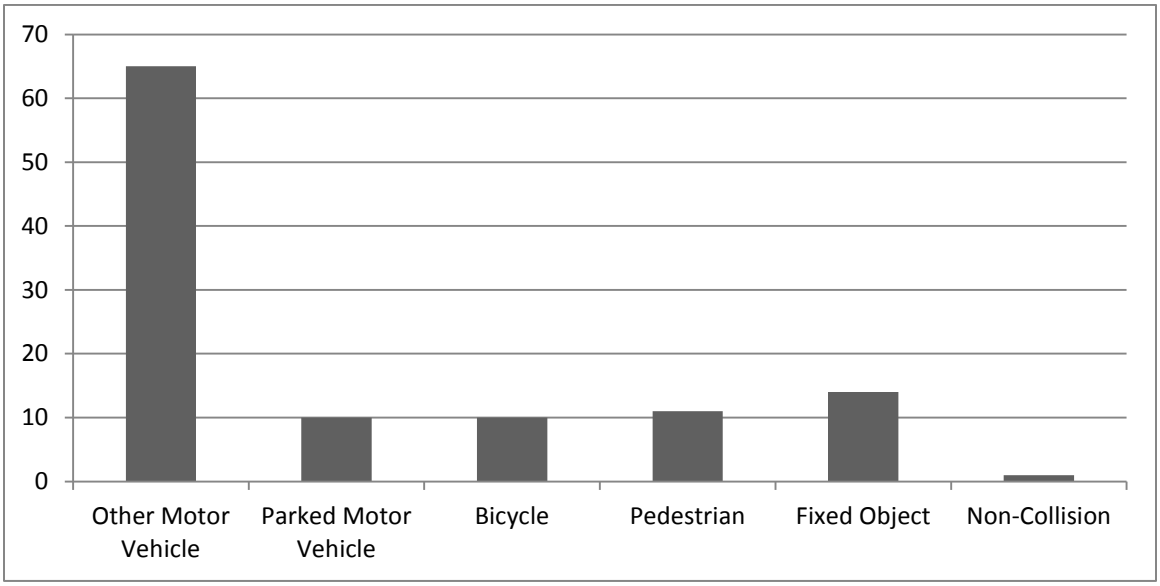
Of the 111 collisions, nine percent (10) involved bicycles. The most common collision cause was cyclists riding on the wrong side of the road. This violation occurs when bicyclists ride against traffic and accounted for half of all bicycle collisions within the corridor. Some bicyclists believe that in the absence of bike lanes, they are more visible to motorists when riding against the flow of automobile traffic. Doing so, however, results in turning conflicts between bicycles and autos and poses a danger for less experienced bicyclists who might unintentionally weave into the path of oncoming automobiles.

Eleven collisions involving pedestrians occurred on Coast Highway between 2010 and 2013. Half of the collisions (5) were due to drivers not yielding to pedestrians in the crosswalk and all of them occurred in the busy downtown area between Civic Center Drive and Mission Avenue. Other causes of pedestrian collisions included pedestrians crossing against a no walk sign and pedestrians not crossing in the crosswalk.

Half of all collisions involving bicyclists and pedestrians resulted in injury, in contrast with only 25% of vehicle to vehicle collisions resulting in injury.

Collisions types are summarized by type in Figure 5-3.

Figure 5-3 Total Number of Collisions by Involvement along the Study Corridor (2010~2013)



5.3 COLLISIONS BY LOCATION

Of the 111 total collisions and 30 injuries, 25 collisions and 6 injuries occurred at Mission Avenue & Coast Highway and 14 collisions and 4 injuries occurred at Vista Way & Coast Highway. Both of these intersections are major connectors to I-5. This may indicate that vehicles are traveling at higher speeds near these intersections when they are entering or exiting the freeway which leads to more frequent collisions and injuries.

Furthermore, half of the collisions occurred in the northern portion of the corridor between Coast Highway & SR-76 and Coast Highway & Seagaze Drive, including the majority of the pedestrian collisions. This section of Coast Highway is near the pier, the transit center and a variety commercial land uses. This creates conflicts between vehicles traveling through the corridor, vehicles that are driving slowly and looking for parking, and pedestrians.

Figure 5-4 shows the locations of the collisions along Coast Highway as well as their magnitude.

Figure 5-4 Vehicle Collision Magnitude 2010 – 2013

5.4 CONCLUSIONS

Based on the reported collision data obtained from the City of Oceanside, the following conclusions can be drawn:

- According to the collision analysis, 35% of all collisions (39 out of 111) and 33% of injuries (10 out of 30) for the past 4 years occurred at two of the intersections within the study corridor that serve as connectors to I-5
- Half of all the collisions occurred in the northern portion of the corridor between Coast Highway & SR-76 and Coast Highway & Seagaze Drive, including the majority of the pedestrian collisions
- As a whole, broadside collisions are one of the most common collision types, accounting for 25% of all collisions (28 out of 111 collisions) and 57% (17 out of 30 injuries) of all injuries.
- Improving intersection safety and reducing collisions at these locations is a critical element in improving overall safety of the study corridor.

One of the alternatives that will be evaluated during the Coast Highway Corridor Study is a road diet with roundabouts. Road diets have the potential to increase traffic safety and reduce collisions, as the changes associated with road diets (reducing travel lanes, adding bicycle lanes, improving pedestrian facilities) typically help to reduce travel speeds and conflicts between different travel modes. Additionally, roundabouts will be evaluated as part of the study. Roundabouts have been shown to dramatically decrease the number of collisions and injuries by slowing down traffic, enabling one way travel, and removing the temptation for drivers to speed up to catch a yellow light. The design of roundabouts also makes broadside collisions much less likely.

6.0 EXISTING PARKING OCCUPANCY DATA

Existing on-street parking occupancy counts were conducted along the Coast Highway Corridor for a twelve-hour period on Thursday, August 8, 2013 from 7am to 7pm. A summary of the parking occupancy data is shown in Tables 6-1 and 6-2 on the following page. The complete parking occupancy data is included in Appendix B.

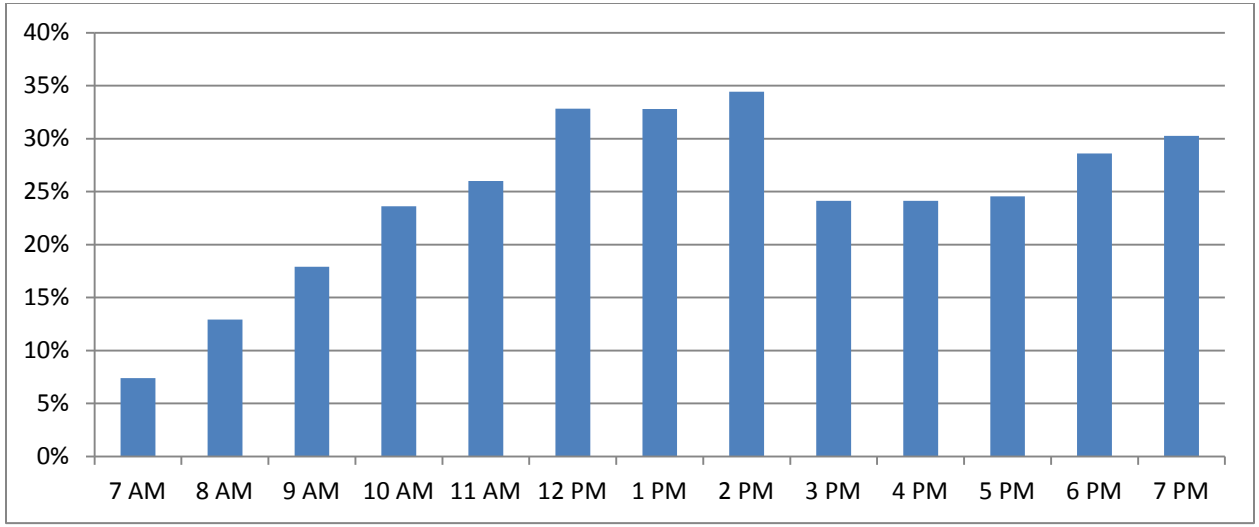
The study area contains 543 on-street parking spaces along Coast Highway from Harbor Drive to Eaton Street. The average percent occupancy for the total study area is 33 percent during the peak between 12:00 pm to 2:00 pm and 25 percent for the twelve-hour period. Table 5-1 shows trends in parking occupancy over the course of the day. The parking occupancy increases steadily from 6:00 am to 12:00 pm and then remains relatively constant until 2:00 PM. There is a drop in occupancy from 3:00 pm to 5:00 pm and then occupancy starts to increase again from 6:00 pm to 7:00 pm.

The first segment from Harbor Drive to Civic Center Drive has a low average occupancy (11%). This is probably because of the lack of businesses and attractions along this segment. A high average occupancy (56%) can be observed between Civic Center Drive and Michigan Avenue due to the commercial storefronts and restaurants in this area. The segment between Michigan Avenue and Oceanside Boulevard has a low average occupancy (19%). This trend may be the result of the adjacent land uses (used car lots, auto repair, etc.) and the higher speed limit (35 mph) through the southern half of the segment. The last segment from Oceanside Boulevard to Eaton Street has an average occupancy of 26% which is very close to the average occupancy for the entire corridor. This part of Coast Highway has more street-front oriented businesses and fewer used car lots and auto-oriented land uses.

Table 6-1 Parking Utilization Summary

Street Segment	Value	Capacity (Spaces)	Average Occupancy	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM
Harbor Drive to Civic Center Drive	No. Cars	131	15	8	5	4	10	14	17	10	16	12	11	21	29	34
	% Occupied	100%	11%	6%	4%	3%	8%	11%	13%	8%	12%	9%	8%	16%	22%	26%
Civic Center Drive to Michigan Avenue	No. Cars	90	50	18	33	51	58	57	67	65	48	38	42	57	61	58
	% Occupied	100%	56%	20%	37%	57%	64%	63%	74%	72%	53%	42%	47%	63%	68%	64%
Michigan Avenue to Oceanside Boulevard	No. Cars	206	38	13	17	24	30	35	57	49	53	45	47	35	44	47
	% Occupied	100%	19%	6%	8%	12%	15%	17%	28%	24%	26%	22%	23%	17%	21%	23%
Oceanside Boulevard to Eaton Street	No. Cars	116	30	1	15	18	30	35	37	54	70	36	31	20	21	25
	% Occupied	100%	26%	1%	13%	16%	26%	30%	32%	47%	60%	31%	27%	17%	18%	22%
Total	**No. Cars**	**543**	**134**	**40**	**70**	**98**	**129**	**142**	**179**	**179**	**188**	**132**	**132**	**134**	**156**	**165**
	% Occupied	**100%**	**25%**	**7%**	**13%**	**18%**	**24%**	**26%**	**33%**	**33%**	**34%**	**24%**	**24%**	**25%**	**29%**	**30%**

Table 6-2 Average Parking Utilization



7.0 SUMMARY

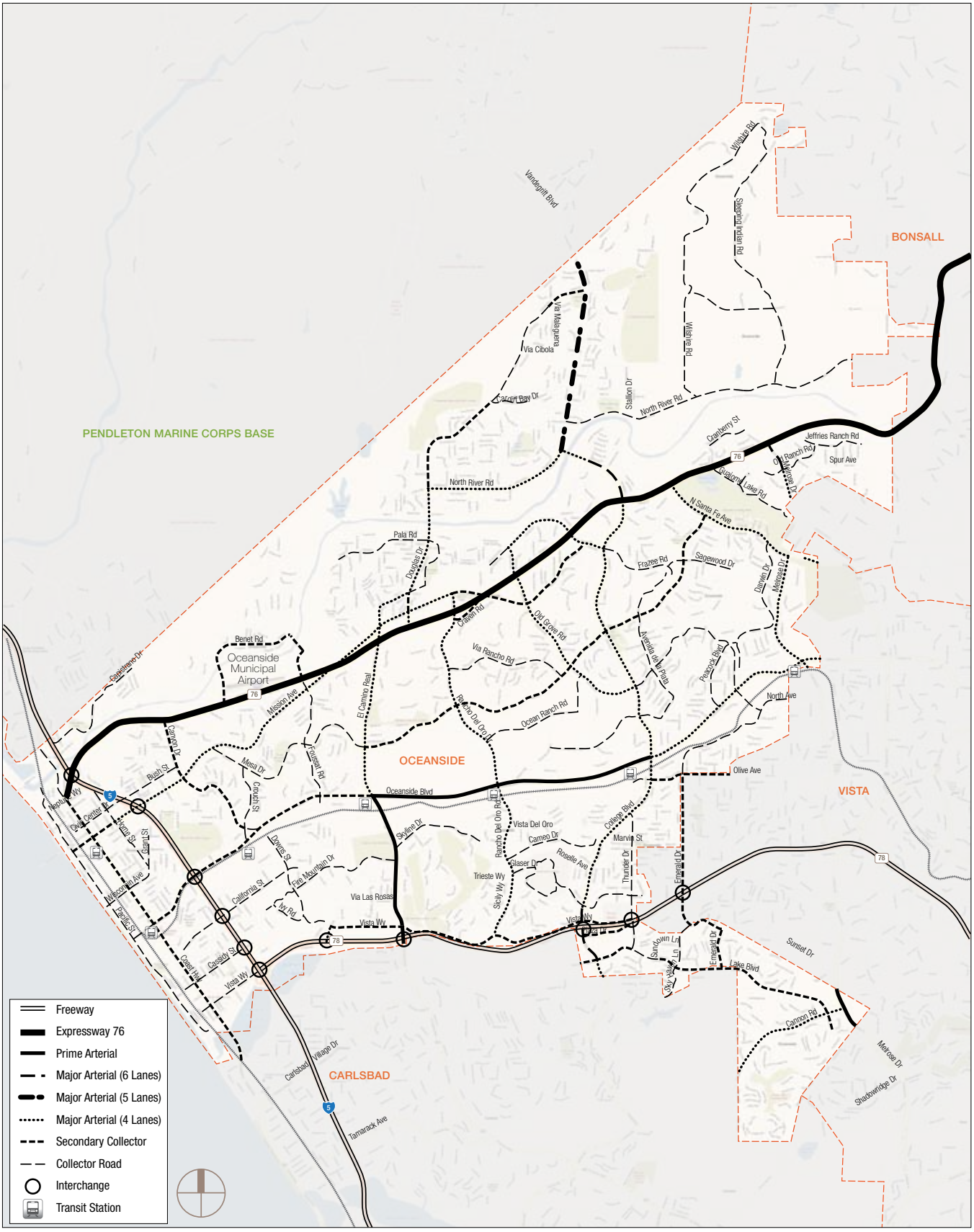
The proposed project is located in the City of Oceanside, west of Interstate 5, and crosses the city in the Northwest-Southeast direction. The study area spans from Pacific Street to the west, Stewart Street to the east, Harbor Drive to the north, and Eaton Street to the south. There are 543 parking spaces available along Coast Highway from Harbor Drive to Eaton Street. An analysis of the existing conditions for 2013 was conducted for 44 study intersections and 36 roadway segments.

- All of the 44 study intersections operate at an acceptable level of service D or better in the Existing Year 2013.
- All 36 study roadway segments operate at an acceptable level of service D or better in the Existing Year 2013, with the exception of a segment of Vista Way between Coast Highway and Ditmar Street, which operates at a LOS F.
- Using the MMLOS analysis methodology for bikes and pedestrians, all segments along Coast Highway were found to currently provide a level of service of D or better. However, existing bus service has a level of service of E for several segments, primarily due to the limited frequency of existing bus service in the corridor.
- Half of all the collisions occurred in the northern portion of the corridor between Coast Highway & SR-76 and Coast Highway & Seagaze Drive, including the majority of the pedestrian collisions.
- Existing on-street parking occupancy rates in the Coast Highway corridor are generally below 50% of the current parking supply, except for the segment between Civic Center Drive and Michigan Avenue, which does experience occupancy rates about 50% during the weekday mid-day hours.

The analysis results presented in this memorandum provide a snapshot of existing conditions for automobile traffic, bicycles, pedestrians, transit, and on-street parking. This information can be used as a point of comparison for the analysis of future conditions that will be part of subsequent tasks for this project.

Appendix A

City of Oceanside Circulation Map and Roadway Classification Table



Not to Scale

Existing Roadway Classifications

Figure 3.1

TABLE 3-3
CIRCULATION ELEMENT ROADWAY CLASSIFICATION LOS & CAPACITY

Class	Lanes	Cross Section[1]	Level of Service				
			A	B	C	D	E
Expressway	6	102/160 122/200	30,000	42,000	60,000	70,000	80,000
Expressway	4	102/160 122/200	25,000	35,000	50,000	55,000	60,000
Prime Arterial	6	104/124	25,000	35,000	50,000	55,000	60,000
6-Lane Major Arterial	6	104/124	20,000	28,000	40,000	45,000	50,000
5-Lane Major Arterial[2]	5	102/122	17,500	24,500	35,000	40,000	45,000
4-Lane Major Arterial	4	80/100	15,000	21,000	30,000	35,000	40,000
Secondary Collector (4 lanes with 2-way left-turn lane)	4	64/84	10,000	14,000	20,000	25,000	30,000
Secondary Collector (4 lanes without 2-way left-turn lane, with left turn pockets)	4	54/74, 60/80	9,000	13,000	18,000	22,000	25,000
Collector (commercial fronting, 2-lanes with 2-way left-turn lane) [3]	2	50/70	5,000	7,000	10,000	13,000	15,000
Collector (residential streets in the Circulation Element or industrial fronting)	2	40/60, 50/70	4,000	5,500	7,500	9,000	10,000
Local Street (residential streets NOT in the Circulation Element)	2	36/56, 40/60	—	—	2,200	—	—

Footnotes:

1. Cross sections are listed as curb-to-curb width/total right-of-way width, in feet.
2. Vandegrift Boulevard and El Camino Real are the only Circulation Element roadways designated as a 5-lane Major Arterial. It is not intended that other roadways be built to 5-lane Major Arterial standards.
3. This capacity will also be assumed for a two-lane one-way collector.

Appendix B

Existing Traffic & Parking Counts

ITM Peak Hour Summary

Prepared by:

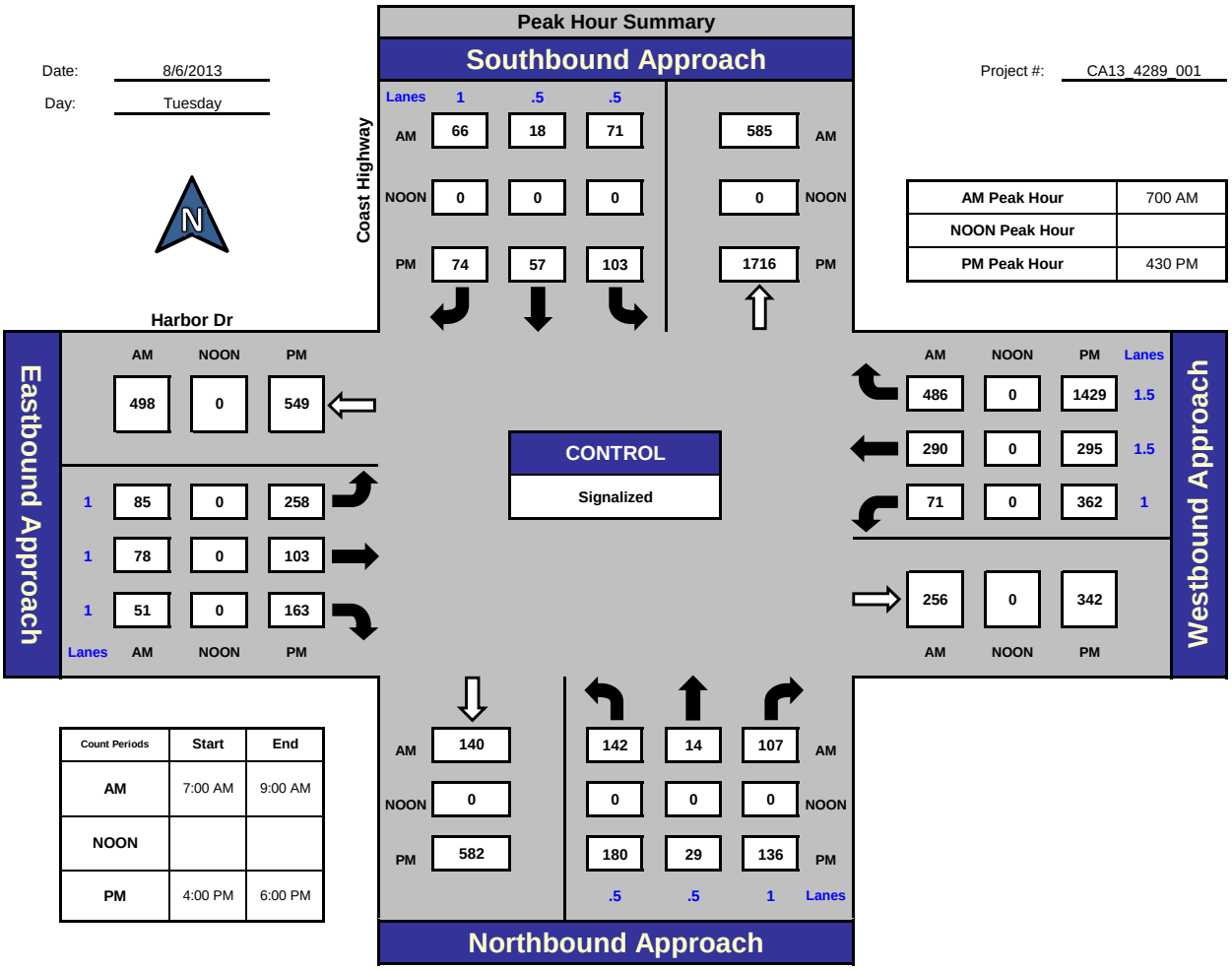
National Data & Surveying Services

Coast Highway and Harbor Dr , City of Oceanside

Date: 8/6/2013

Day: Tuesday

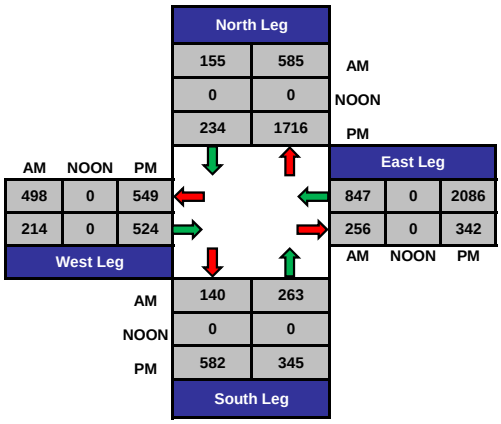
Project #: CA13_4289_001



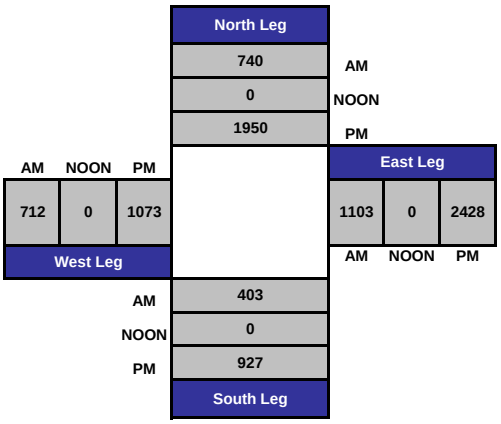
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

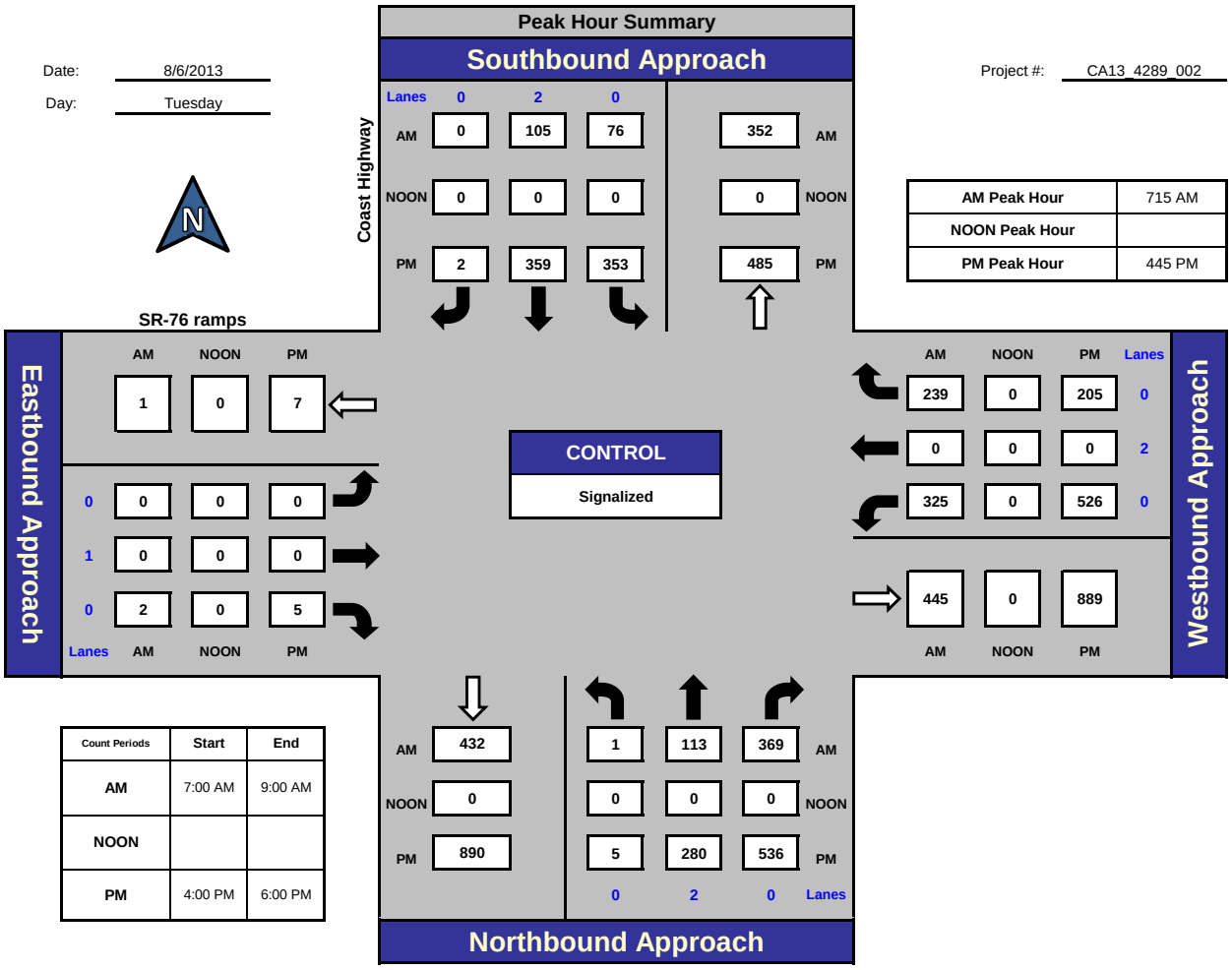
National Data & Surveying Services

Coast Highway and SR-76 ramps , City of Oceanside

Date: 8/6/2013

Day: Tuesday

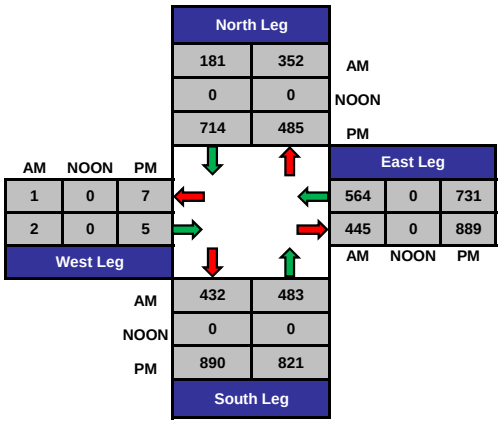
Project #: CA13_4289_002



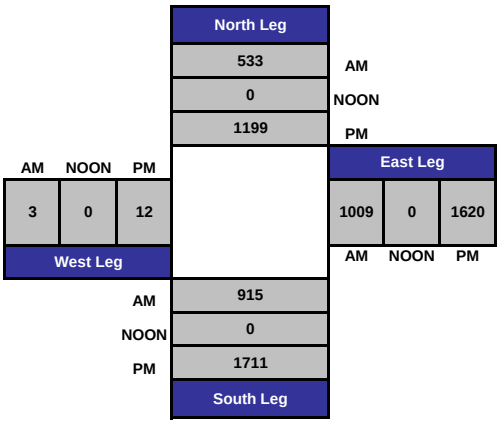
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Pacific St and Surfrider St , City of Oceanside

Date: 8/6/2013

Day: Tuesday

Project #: CA13_4289_003

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

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

Peak Hour Summary

Southbound Approach

Lanes	0	1	0		
AM	12	59	79	100	AM
NOON	0	0	0	0	NOON
PM	25	106	115	179	PM

Pacific St

Surfrider St

Eastbound Approach

	AM	NOON	PM	
	90	0	131	
0	4	0	1	
1	39	0	38	
0	9	0	26	
Lanes	AM	NOON	PM	

Westbound Approach

	AM	NOON	PM	Lanes
	53	0	100	0
	50	0	65	1
	29	0	62	0
	160	0	218	
	AM	NOON	PM	

CONTROL

4-Way Stop

Northbound Approach

AM	97	28	43	42	AM
NOON	0	0	0	0	NOON
PM	194	41	78	65	PM
		0	1	0	Lanes

Total Ins & Outs

	AM	NOON	PM
North Leg	150	0	246
East Leg	132	0	227
South Leg	97	0	194
West Leg	90	0	131
	160	0	218
	113	0	184
	52	0	65

Total Volume Per Leg

	AM	NOON	PM
North Leg	250	0	425
East Leg	292	0	445
South Leg	210	0	378
West Leg	142	0	196

ITM Peak Hour Summary

Prepared by:

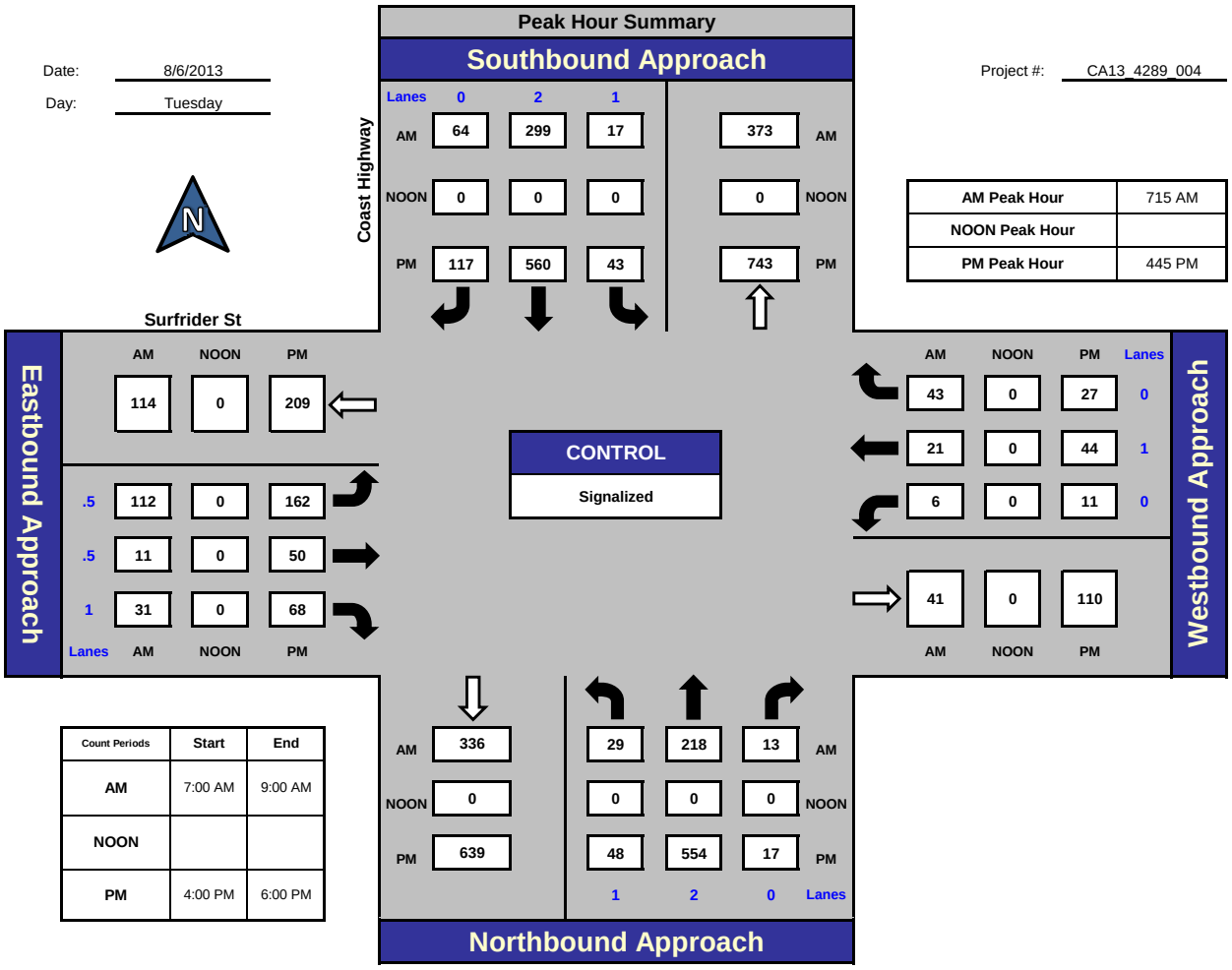
National Data & Surveying Services

Coast Highway and Surfrider St , City of Oceanside

Date: 8/6/2013

Day: Tuesday

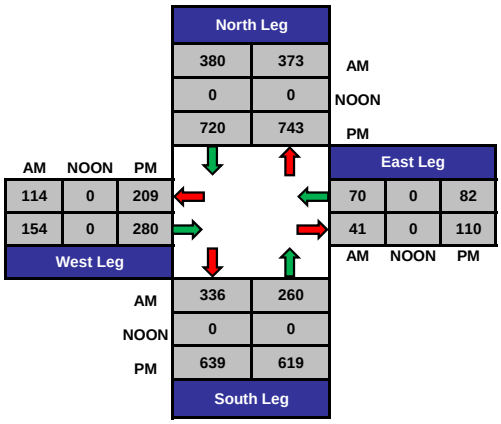
Project #: CA13_4289_004



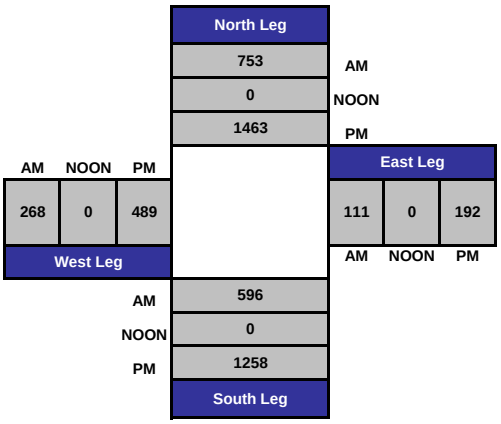
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

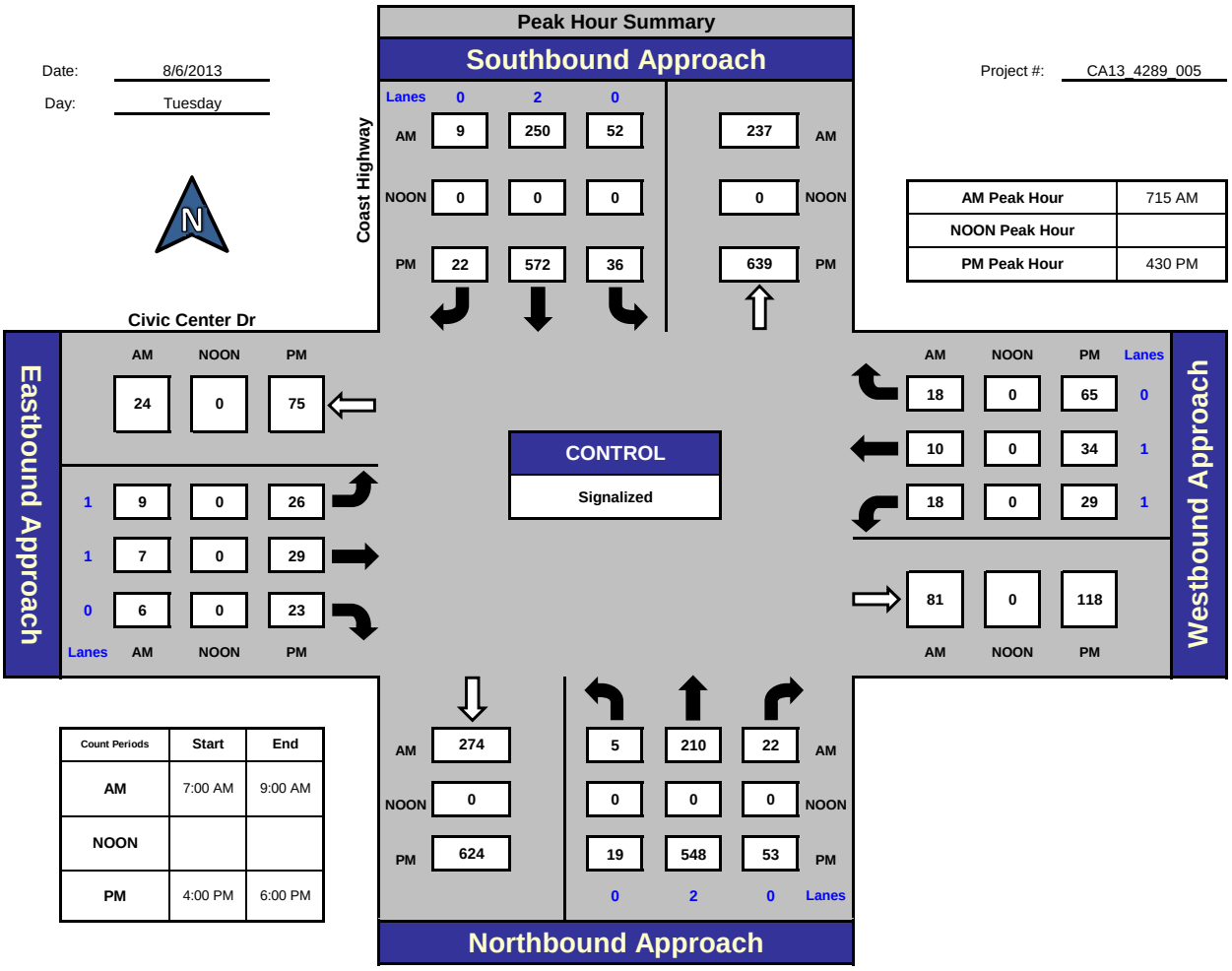
National Data & Surveying Services

Coast Highway and Civic Center Dr , City of Oceanside

Date: 8/6/2013

Day: Tuesday

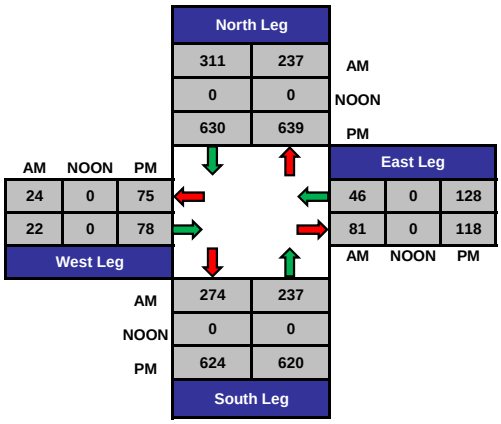
Project #: CA13_4289_005



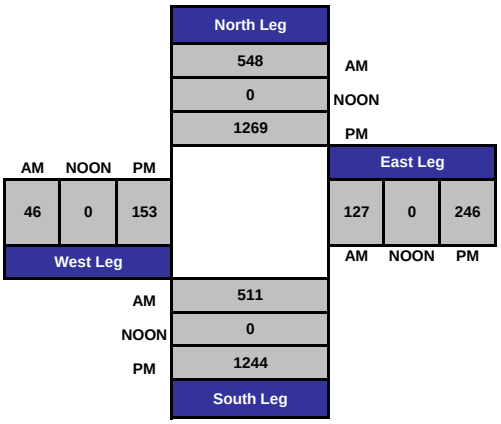
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

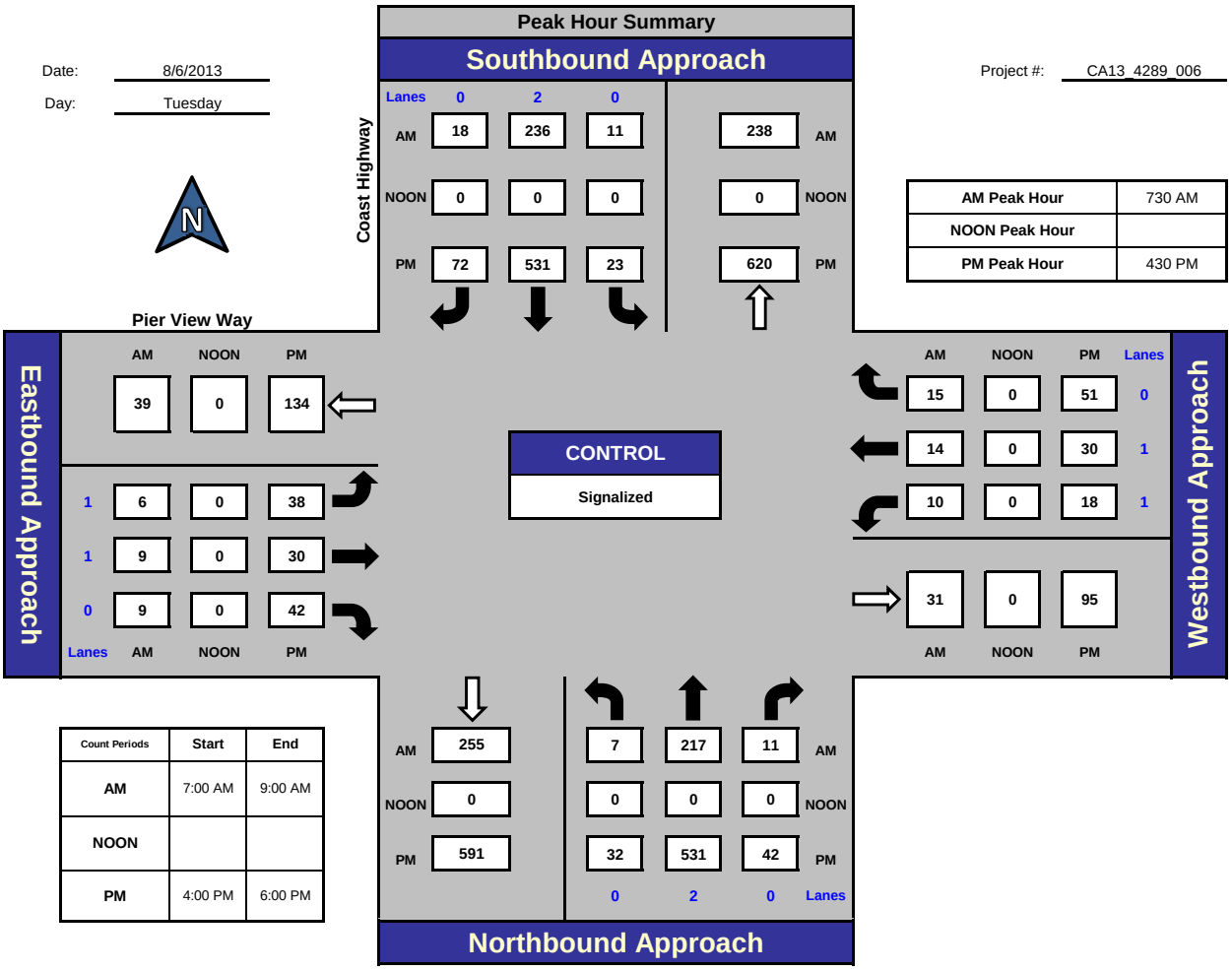
National Data & Surveying Services

Coast Highway and Pier View Way , City of Oceanside

Date: 8/6/2013

Day: Tuesday

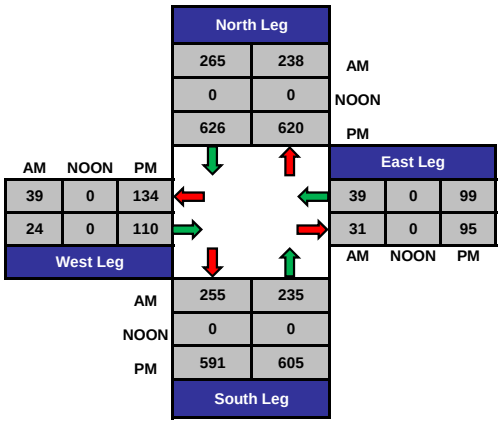
Project #: CA13_4289_006



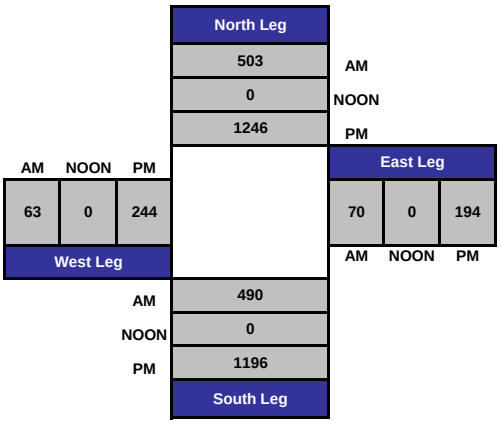
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Horne St and Pier View Way , City of Oceanside

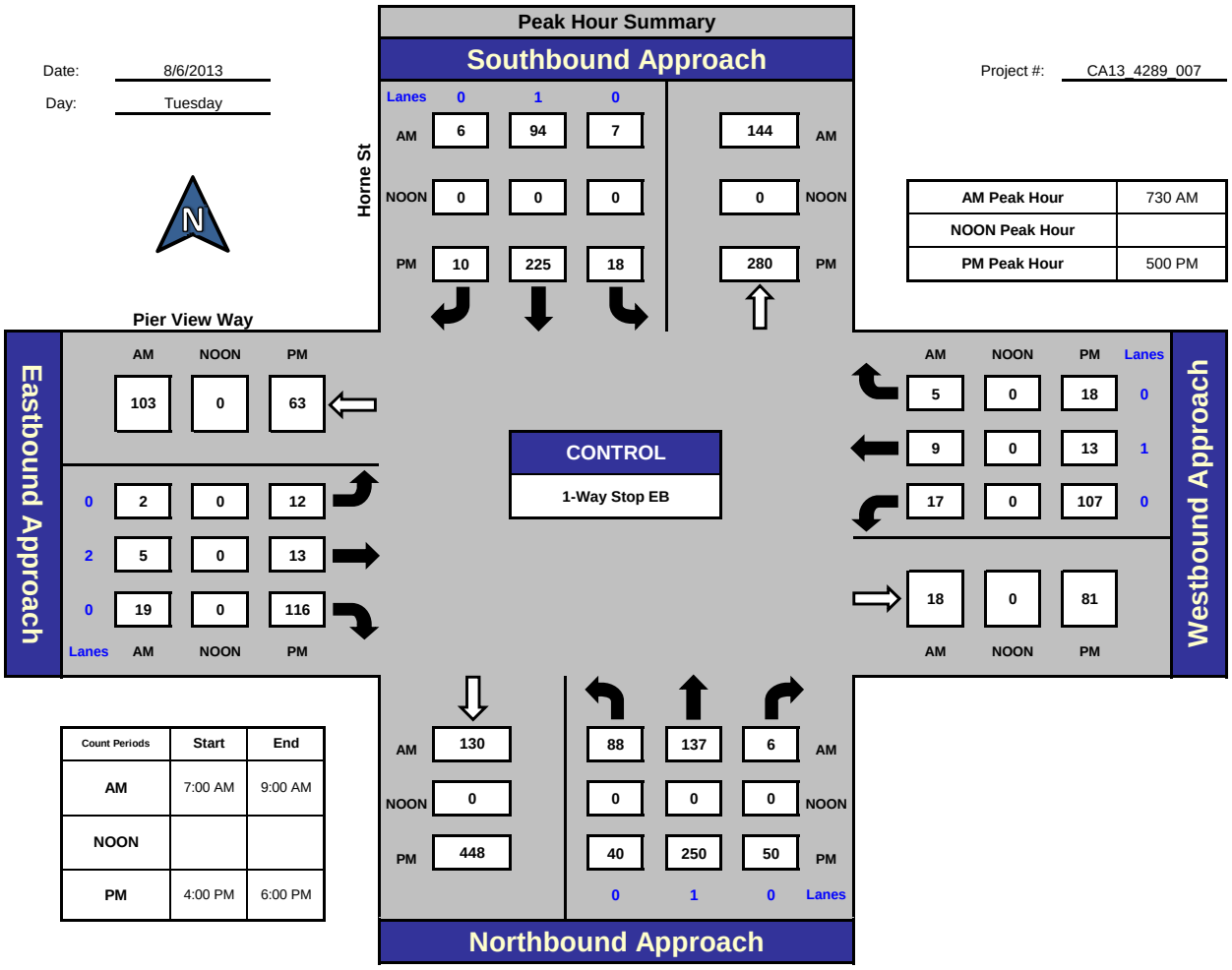
Date: 8/6/2013

Day: Tuesday

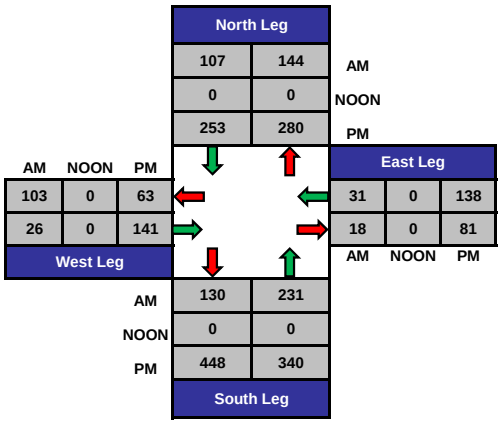
Project #: CA13_4289_007

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

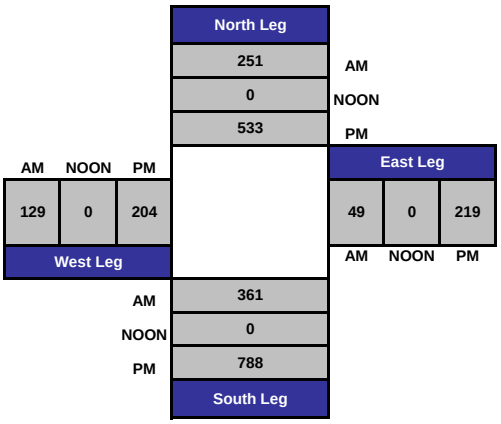
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

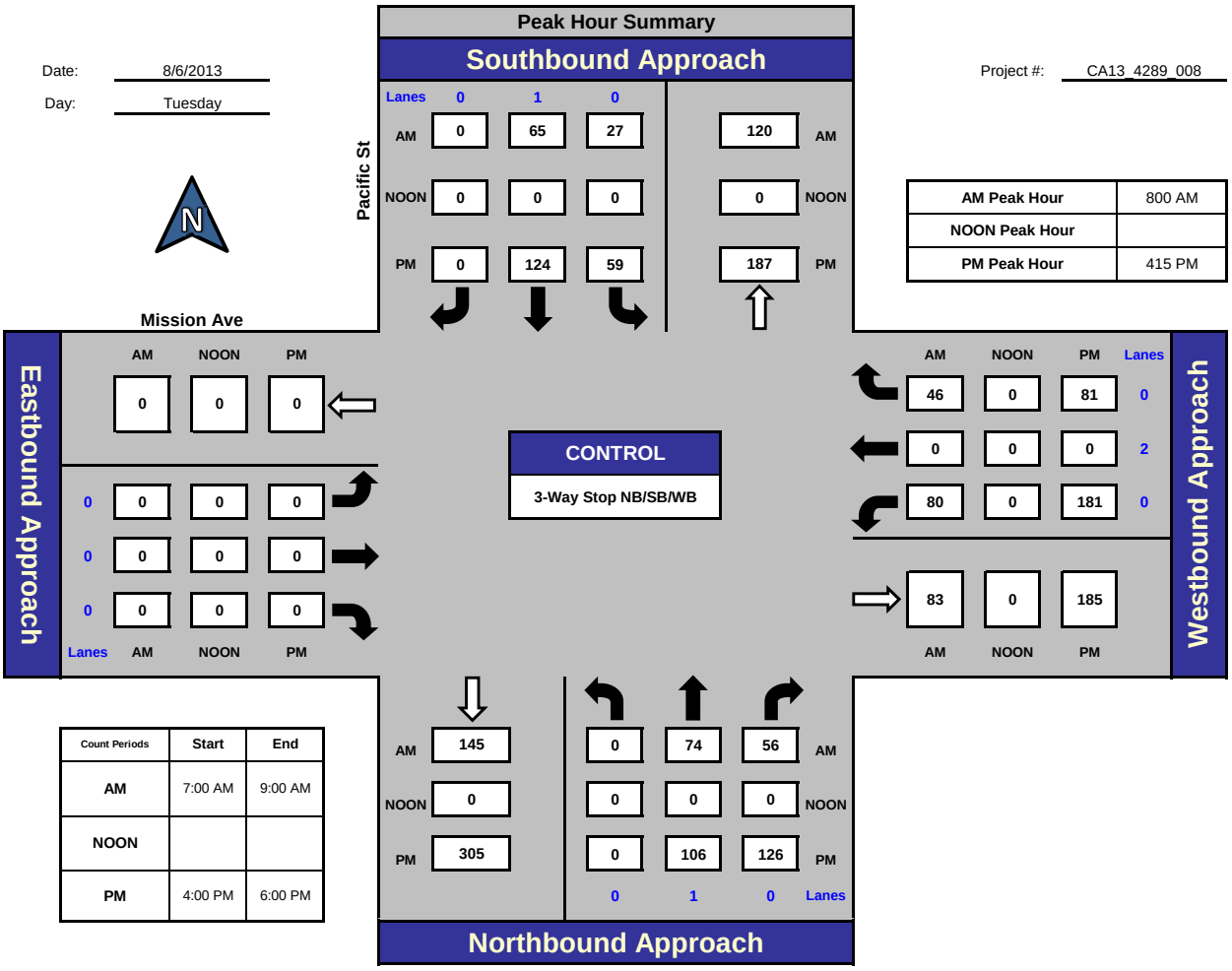
National Data & Surveying Services

Pacific St and Mission Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

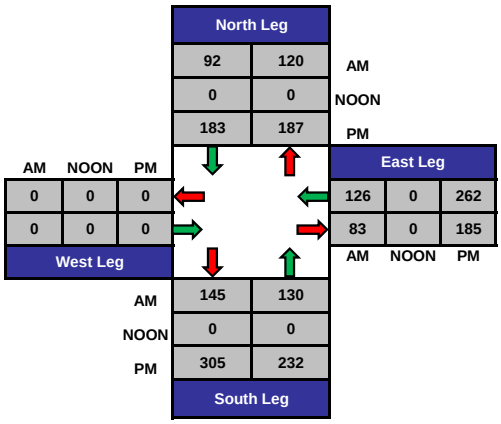
Project #: CA13_4289_008



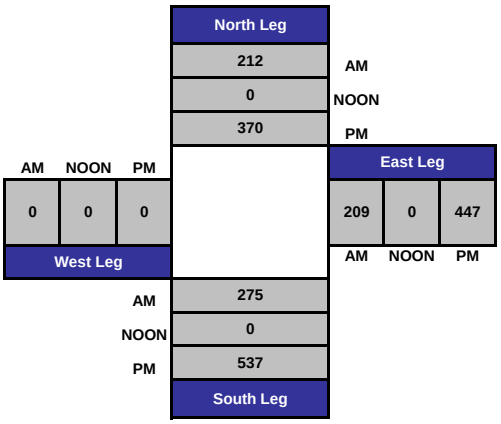
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

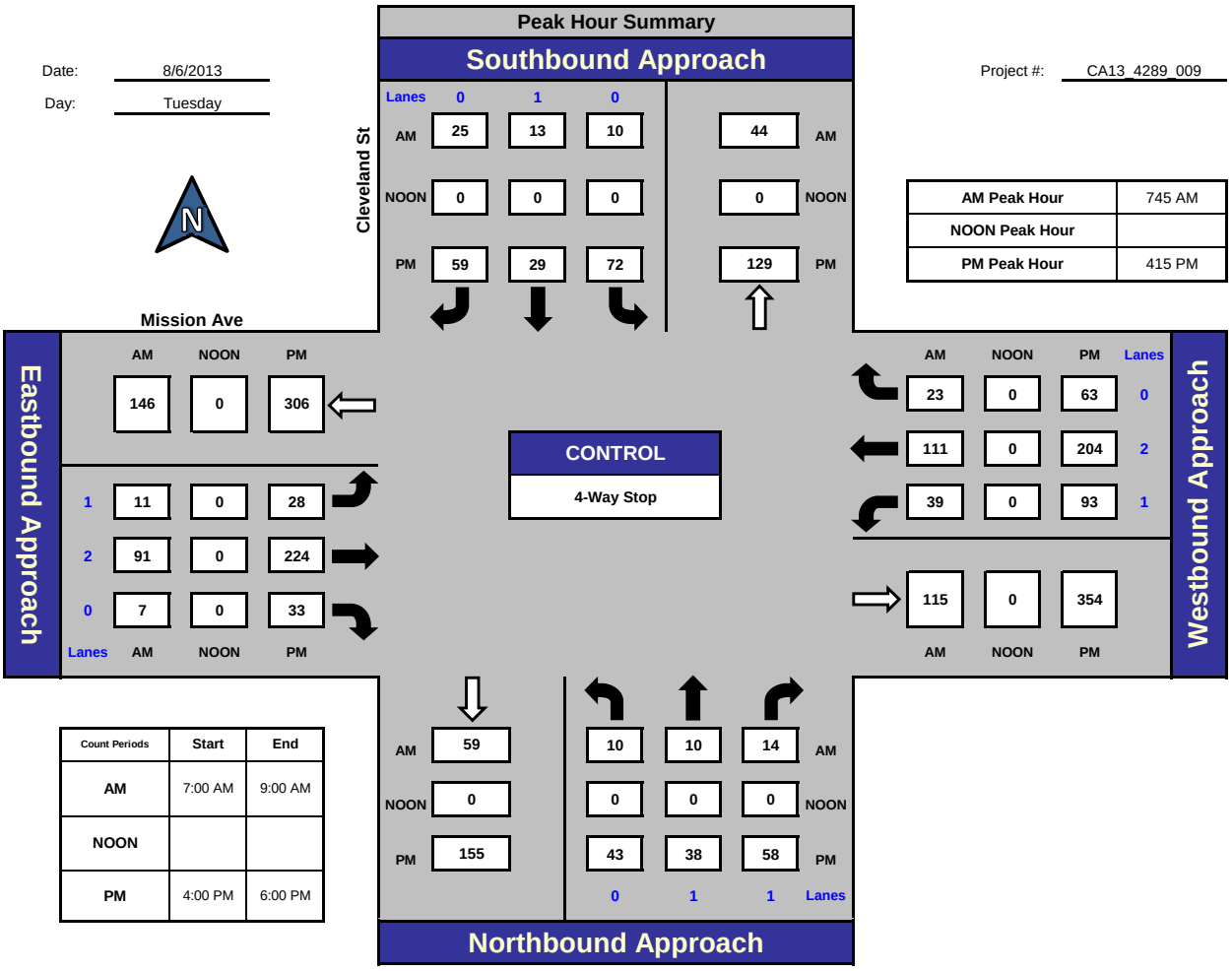
National Data & Surveying Services

Cleveland St and Mission Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

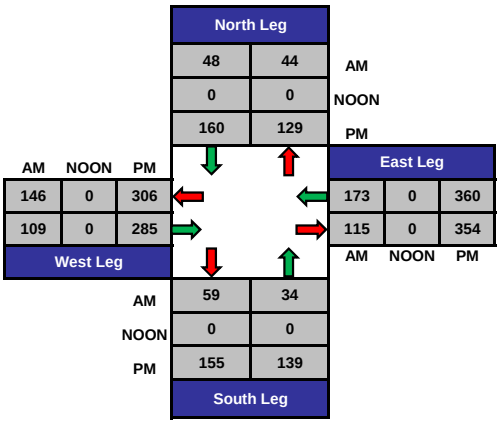
Project #: CA13_4289_009



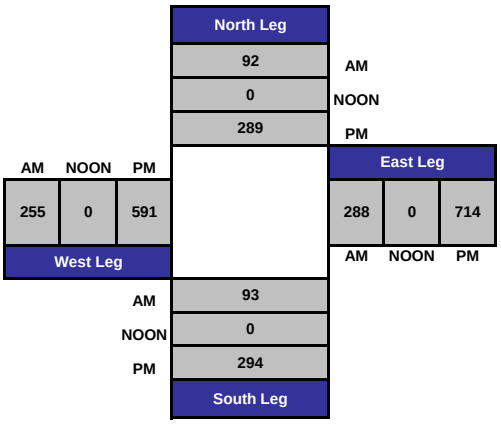
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	415 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

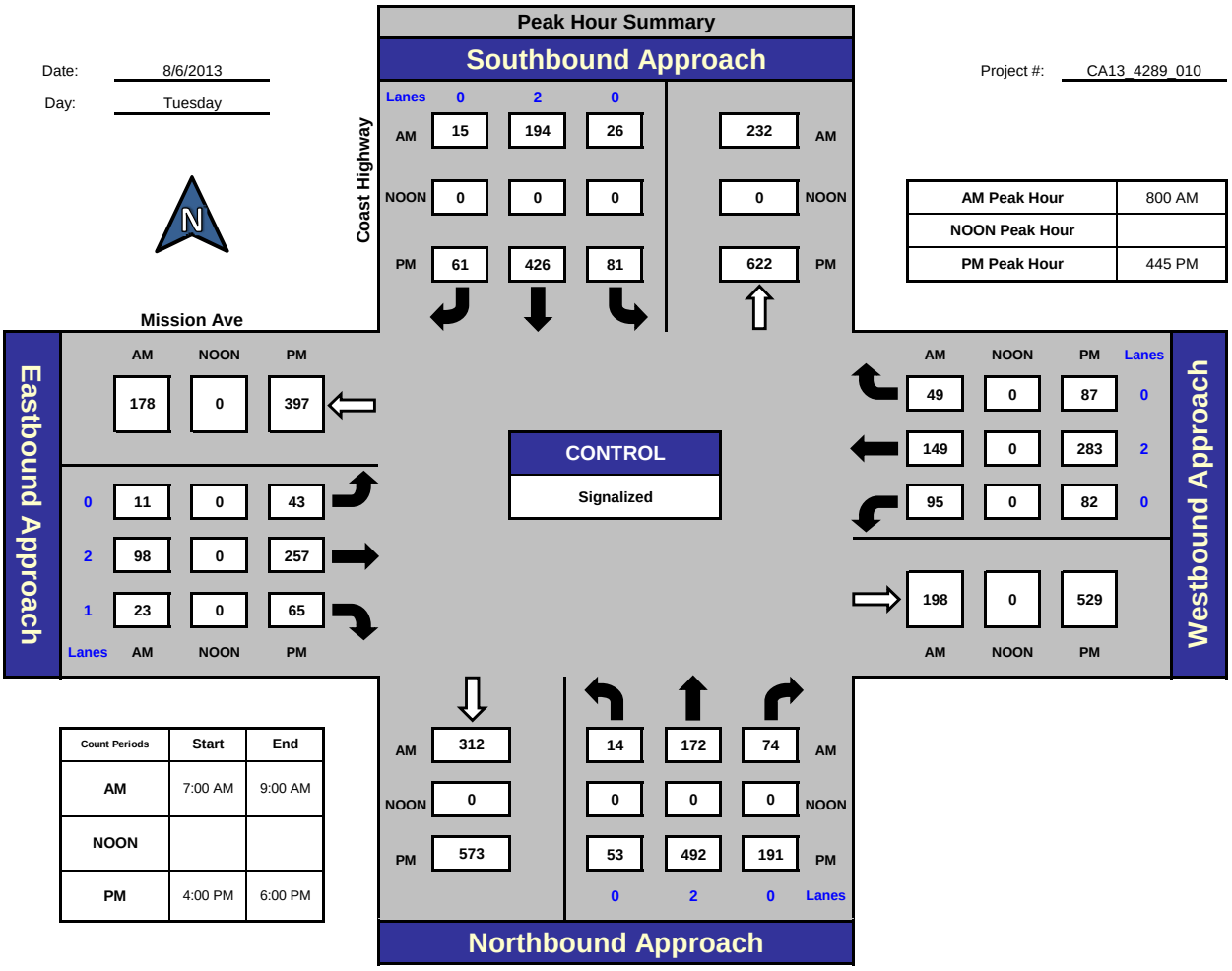
National Data & Surveying Services

Coast Highway and Mission Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

Project #: CA13_4289_010



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs

North Leg	
235	232
0	0
568	622

AM NOON PM

West Leg			East Leg		
AM	NOON	PM			
178	0	397	293	0	452
132	0	365	198	0	529
			AM	NOON	PM

South Leg	
312	260
0	0
573	736

AM NOON PM

Total Volume Per Leg

North Leg
467
0
1190

AM NOON PM

West Leg			East Leg		
AM	NOON	PM			
310	0	762	491	0	981
			AM	NOON	PM

South Leg
572
0
1309

AM NOON PM

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Horne St and Mission Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

Project #: CA13_4289_011

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Peak Hour Summary

Southbound Approach

Lanes	.3	.3	1.3		
AM	7	10	132	213	AM
NOON	0	0	0	0	NOON
PM	25	51	365	347	PM

Horne St

Mission Ave

Eastbound Approach

Lanes	AM	NOON	PM
	472	0	668
1	5	0	35
2	258	0	662
0	2	0	3
Lanes	AM	NOON	PM

CONTROL

Signalized

Westbound Approach

AM	NOON	PM	Lanes
194	0	268	1
462	0	638	2
50	0	142	1
499	0	1258	
AM	NOON	PM	

Northbound Approach

AM	62	3	14	109	AM
NOON	0	0	0	0	NOON
PM	196	5	44	231	PM
		0	1	0	Lanes

Total Ins & Outs

North Leg		
149	213	AM
0	0	NOON
441	347	PM

West Leg			East Leg		
AM	NOON	PM			
472	0	668	706	0	1048
265	0	700	499	0	1258
			AM	NOON	PM

South Leg	
62	126
0	0
196	280
AM	NOON	PM

Total Volume Per Leg

North Leg	
362	AM
0	NOON
788	PM

West Leg			East Leg		
AM	NOON	PM			
737	0	1368	1205	0	2306
			AM	NOON	PM

South Leg	
188	AM
0	NOON
476	PM

ITM Peak Hour Summary

Prepared by:

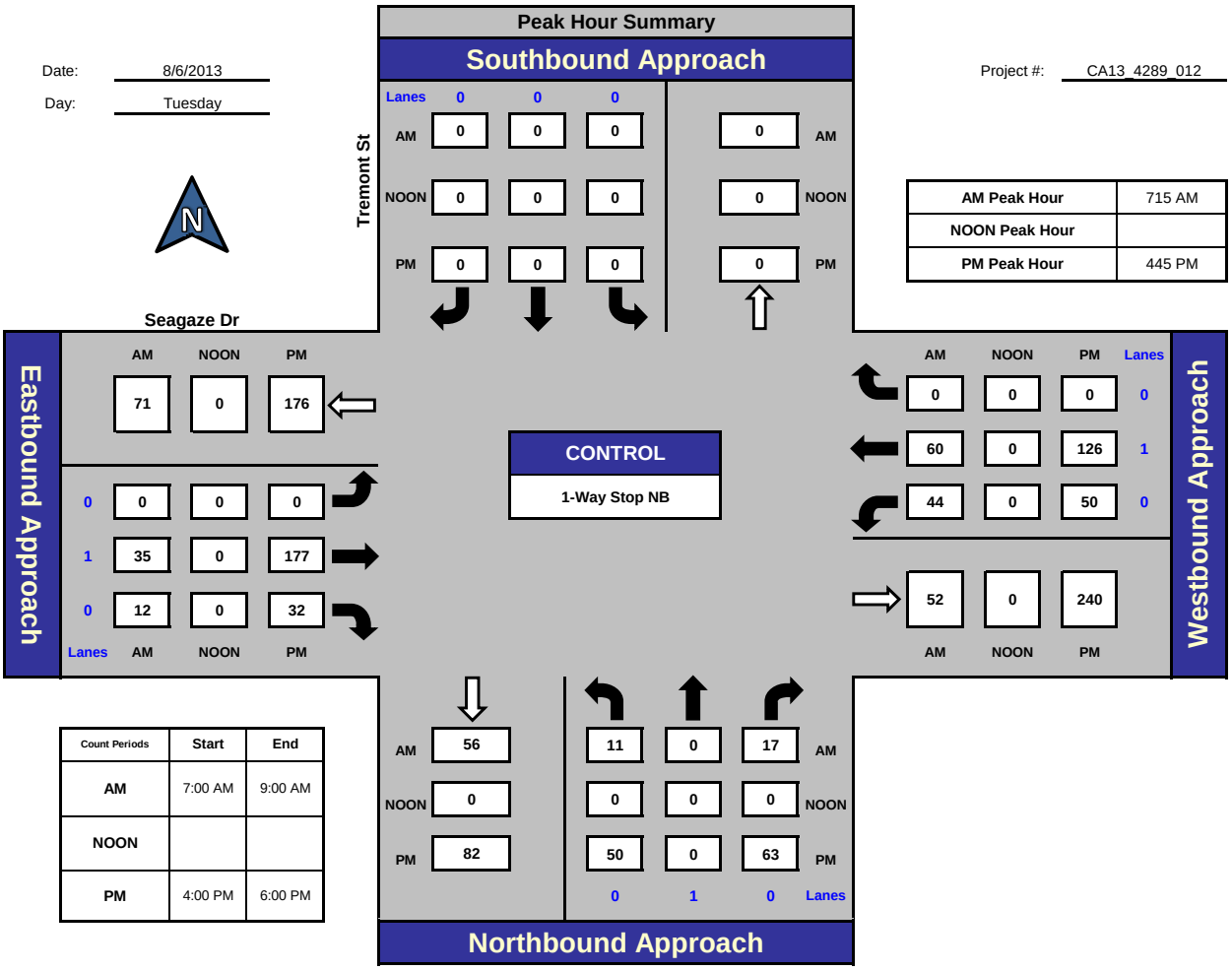
National Data & Surveying Services

Tremont St and Seagaze Dr , City of Oceanside

Date: 8/6/2013

Day: Tuesday

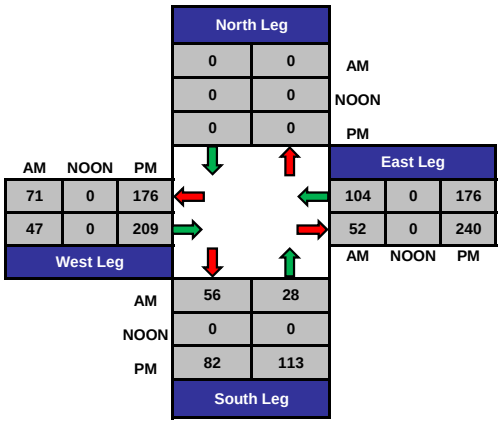
Project #: CA13_4289_012



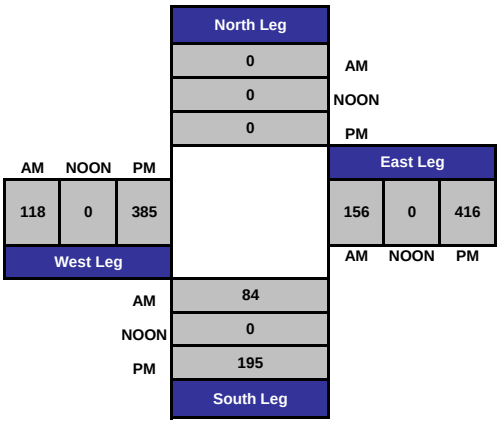
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

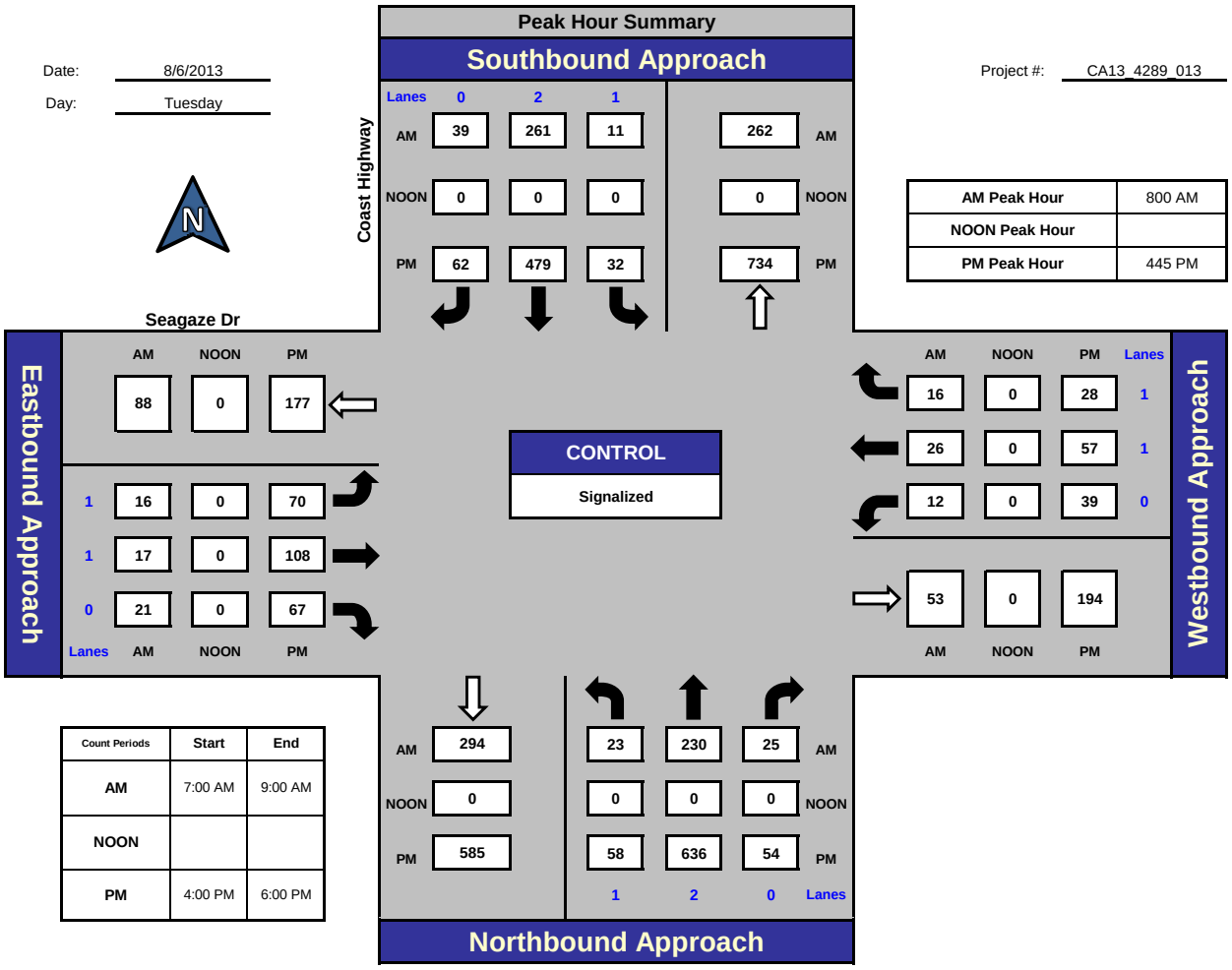
National Data & Surveying Services

Coast Highway and Seagaze Dr , City of Oceanside

Date: 8/6/2013

Day: Tuesday

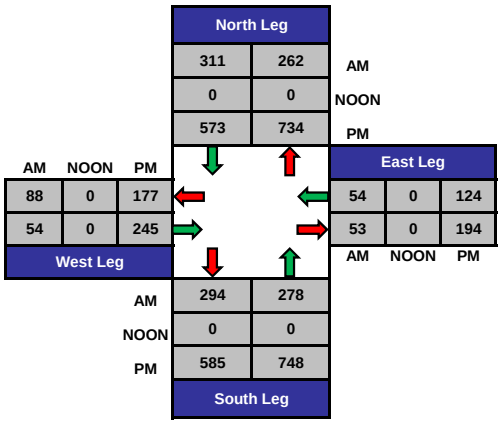
Project #: CA13_4289_013



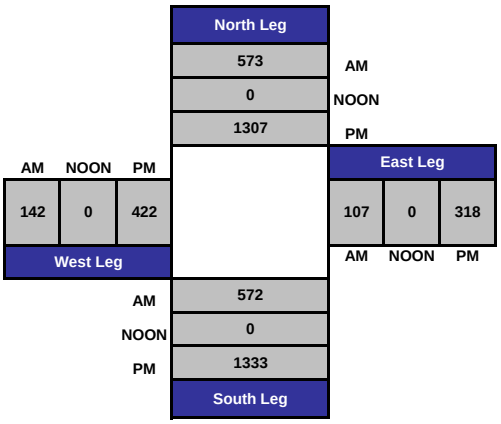
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

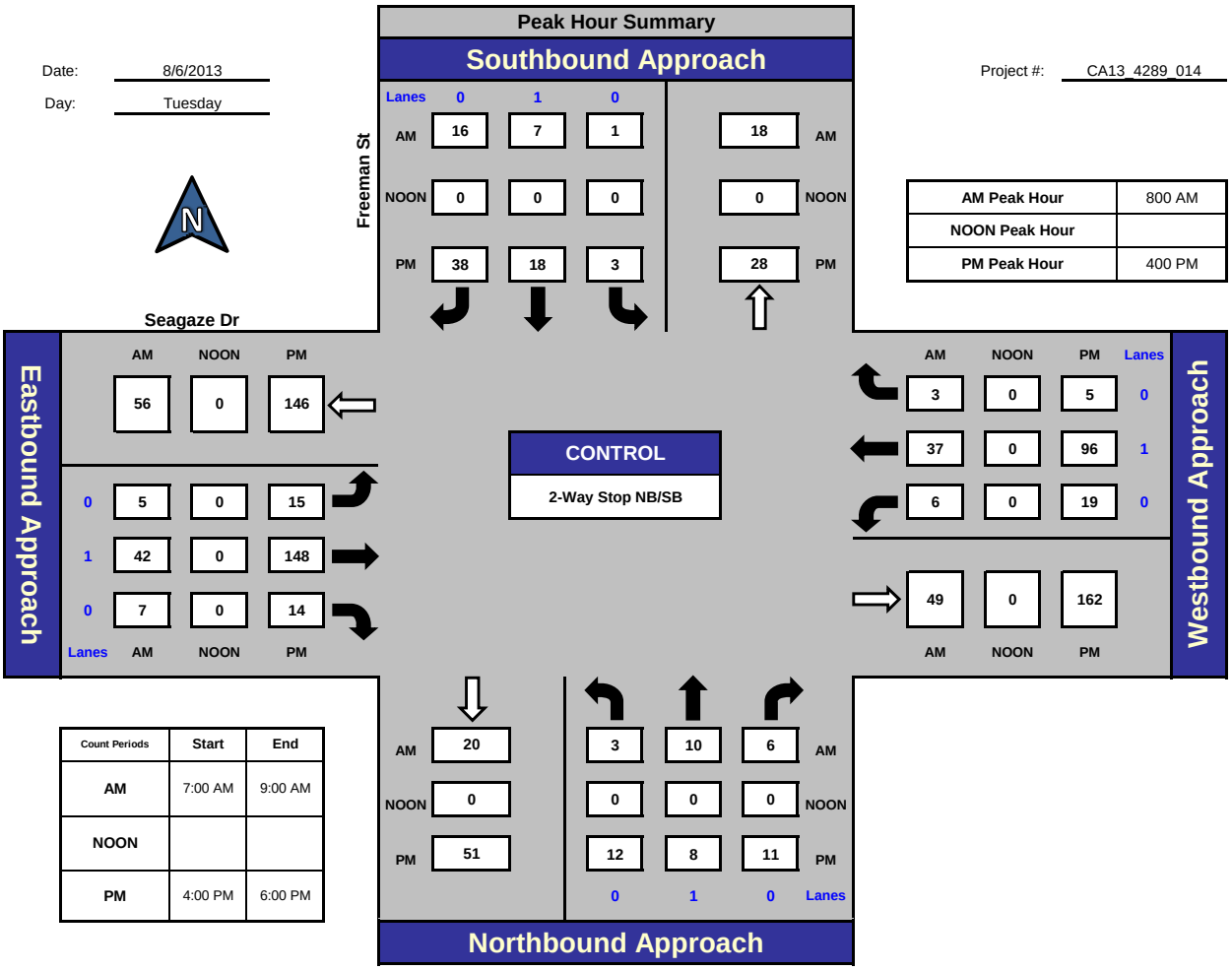
National Data & Surveying Services

Freeman St and Seagaze Dr , City of Oceanside

Date: 8/6/2013

Day: Tuesday

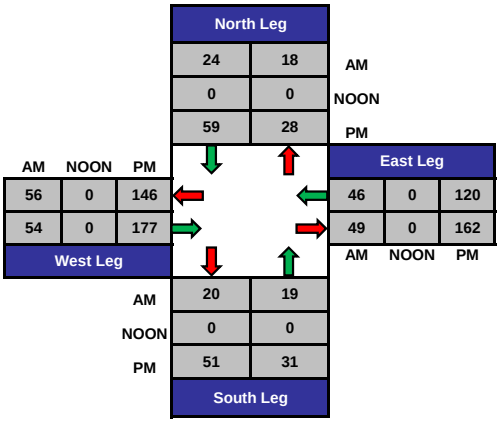
Project #: CA13_4289_014



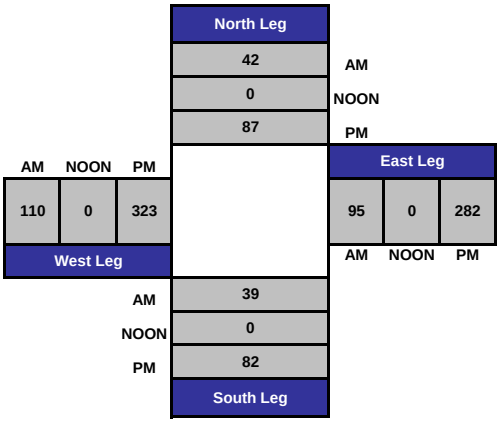
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	400 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

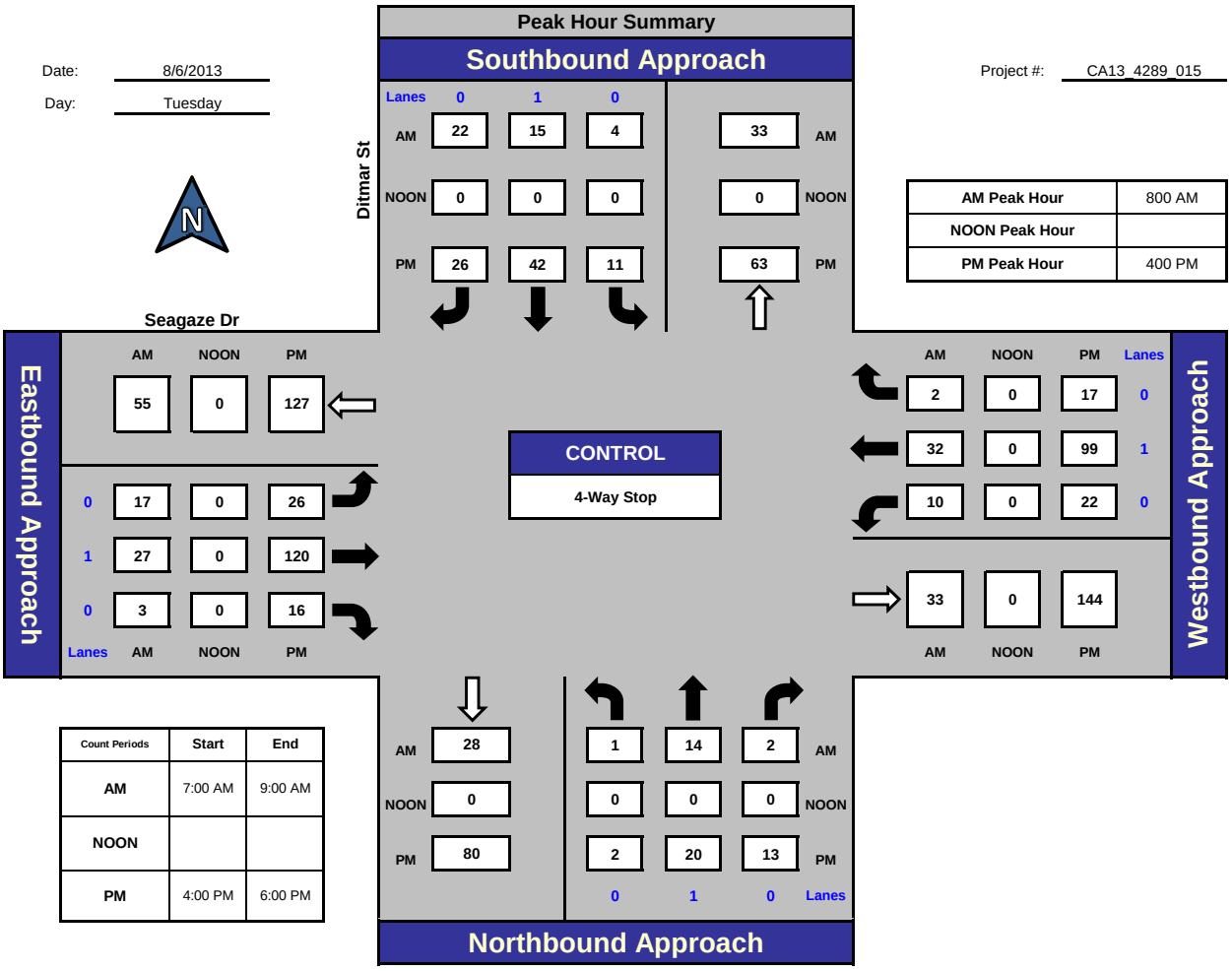
National Data & Surveying Services

Ditmar St and Seagaze Dr , City of Oceanside

Date: 8/6/2013

Day: Tuesday

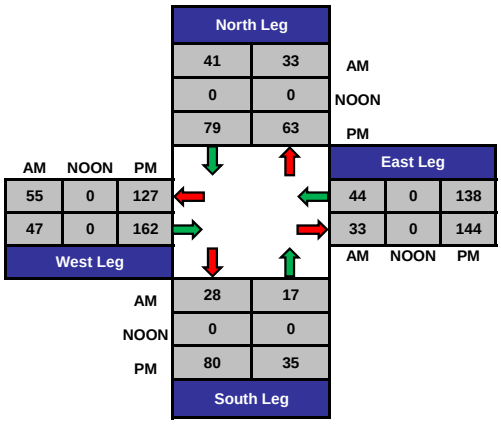
Project #: CA13_4289_015



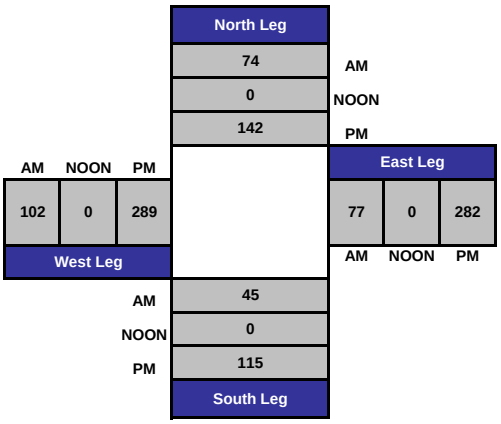
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	400 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

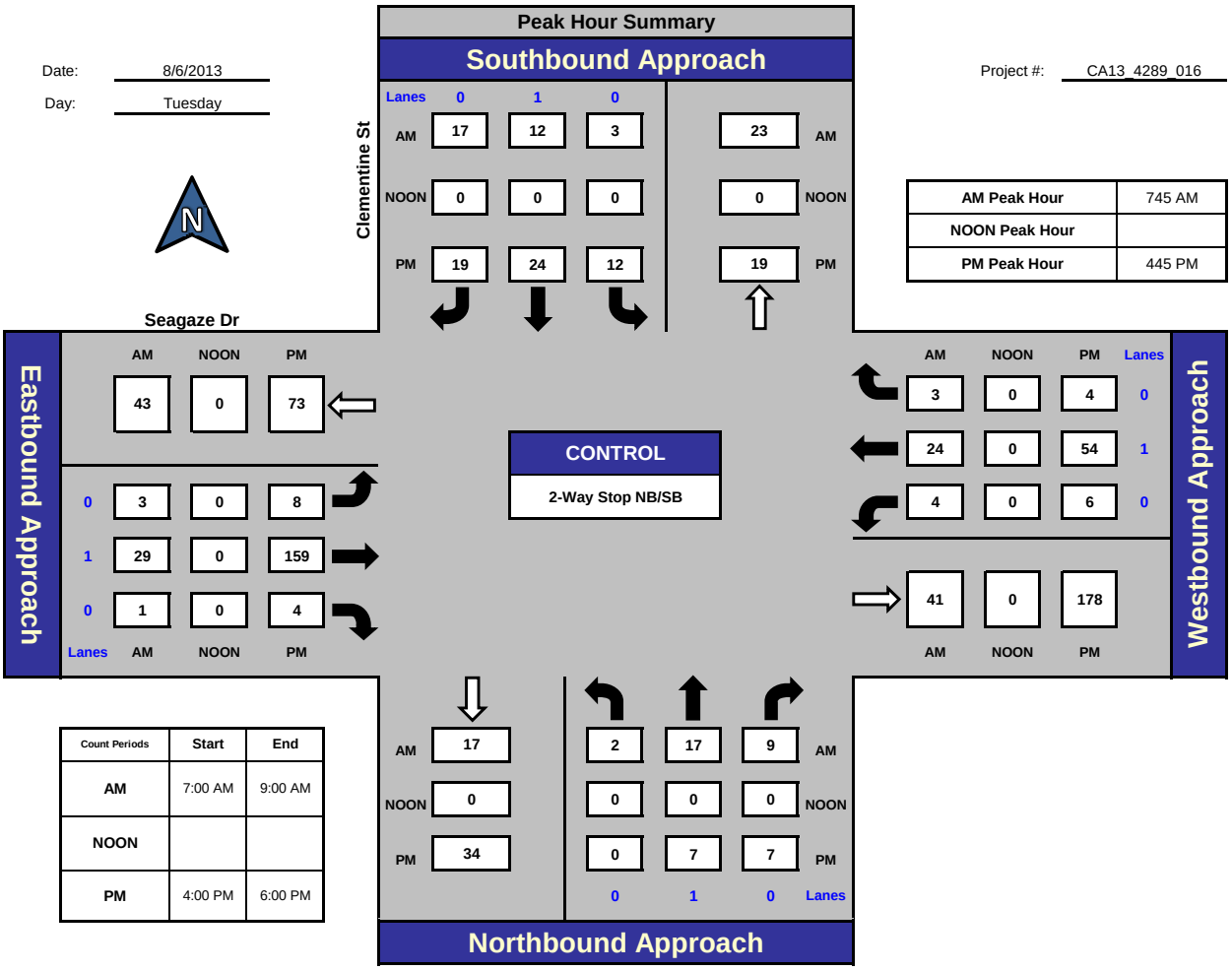
National Data & Surveying Services

Clementine St and Seagaze Dr , City of Oceanside

Date: 8/6/2013

Day: Tuesday

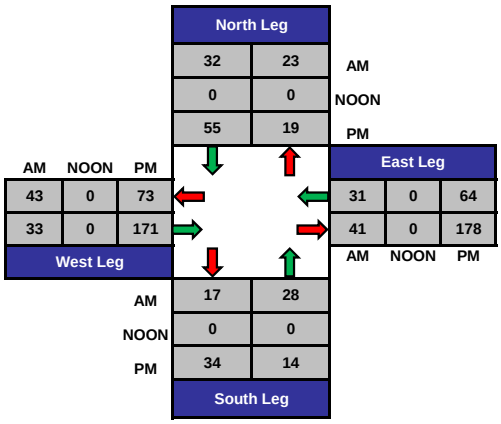
Project #: CA13_4289_016



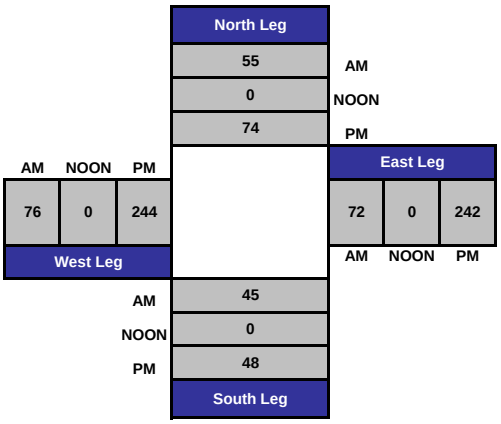
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

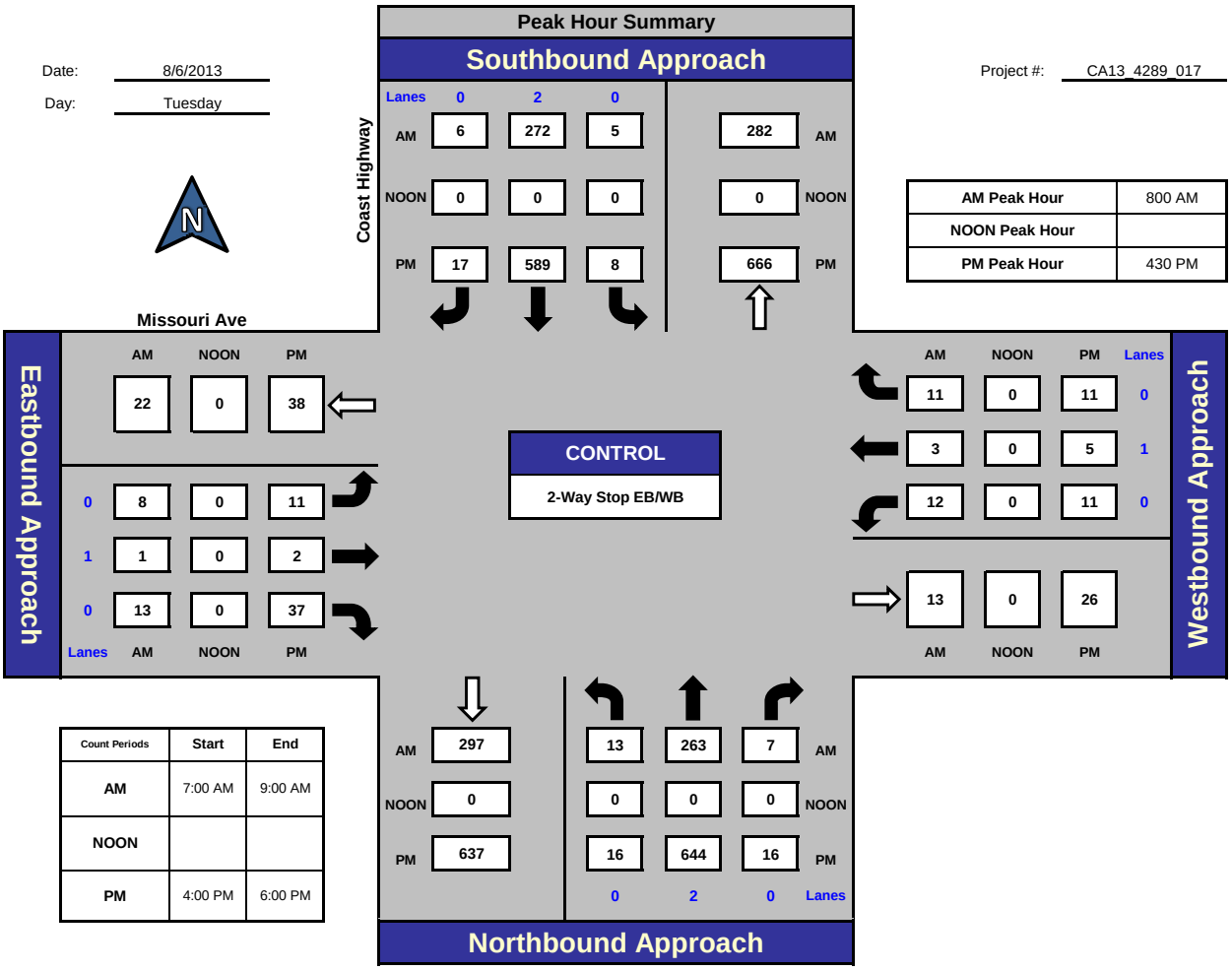
National Data & Surveying Services

Coast Highway and Missouri Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

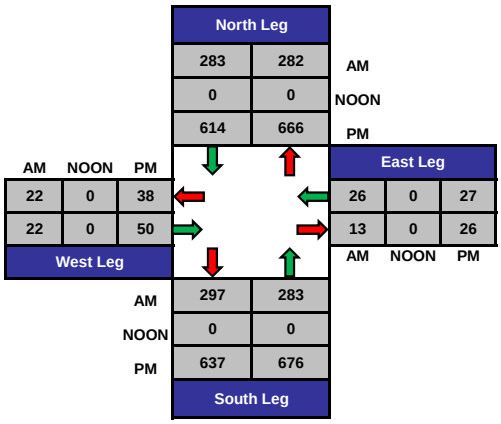
Project #: CA13_4289_017



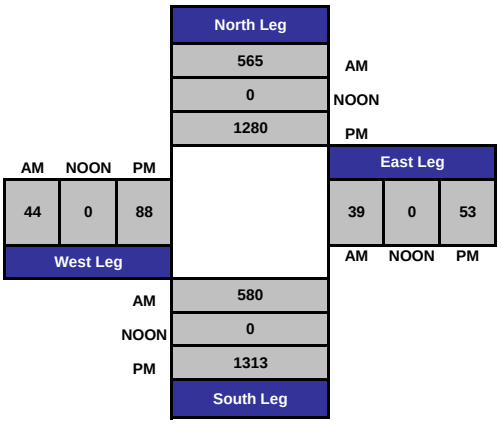
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

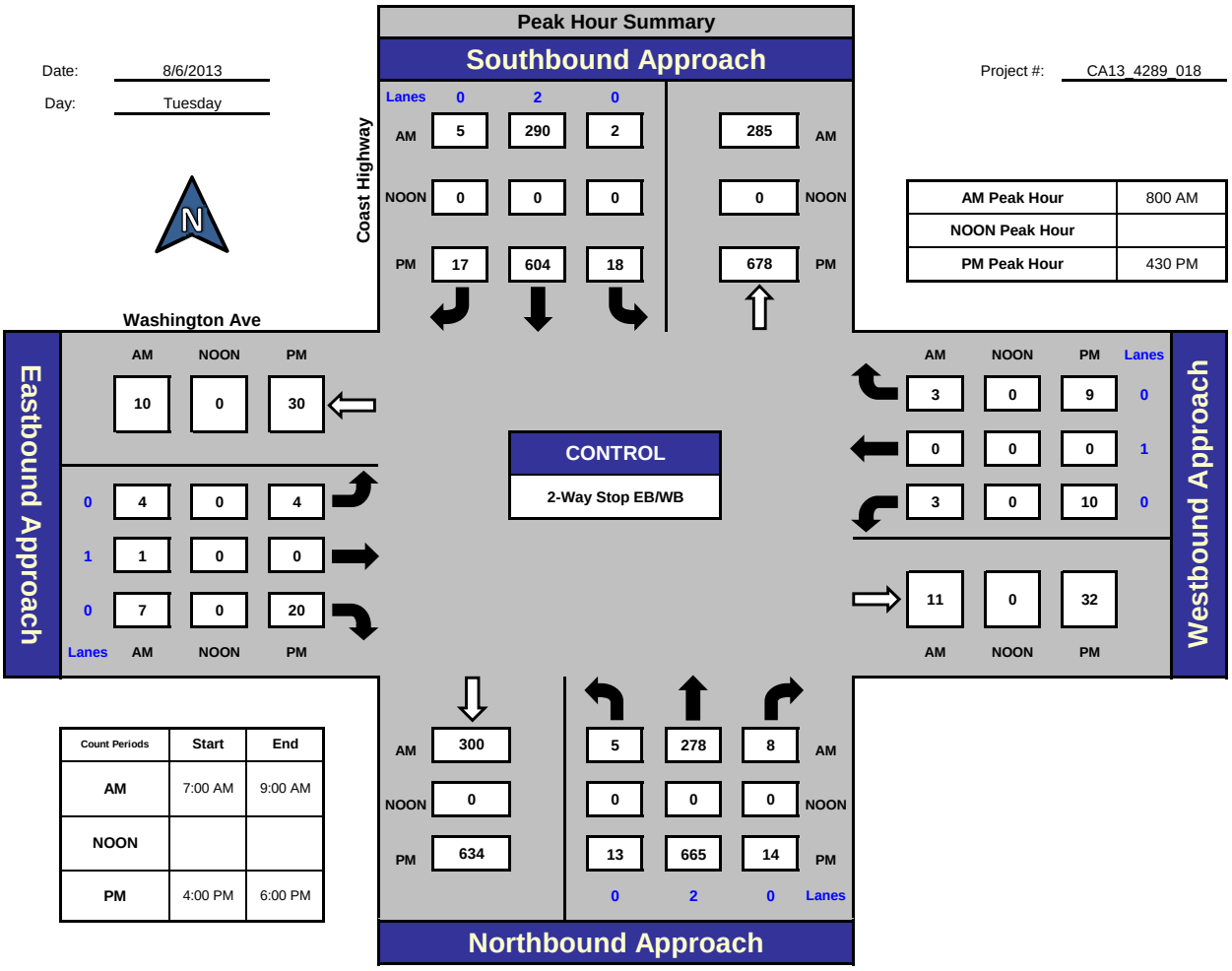
National Data & Surveying Services

Coast Highway and Washington Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

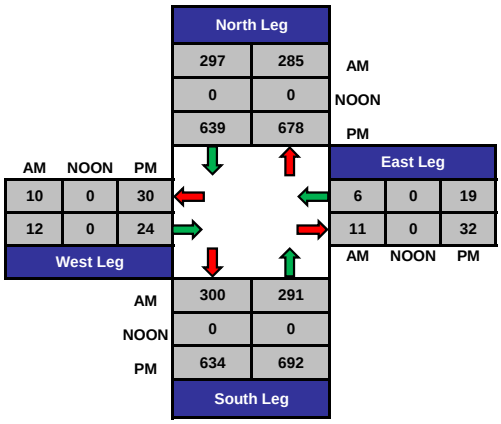
Project #: CA13_4289_018



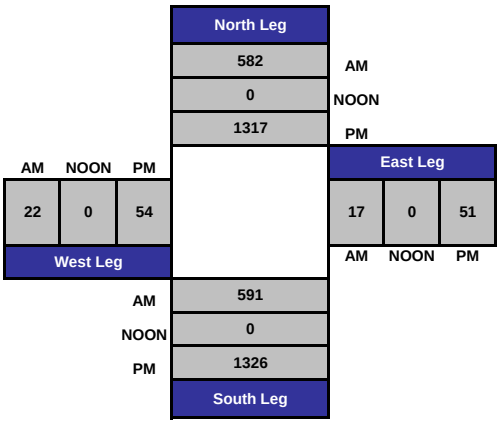
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

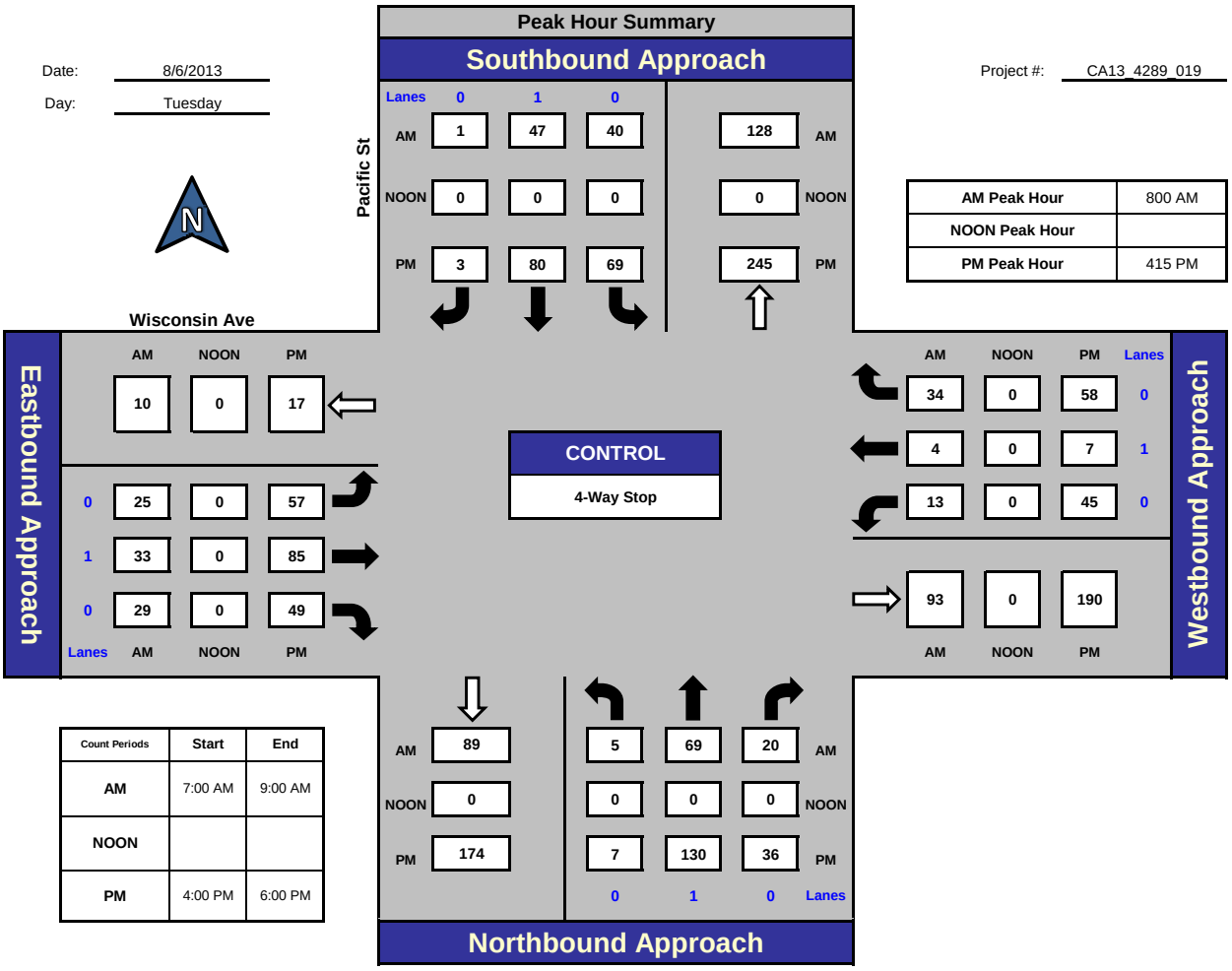
National Data & Surveying Services

Pacific St and Wisconsin Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

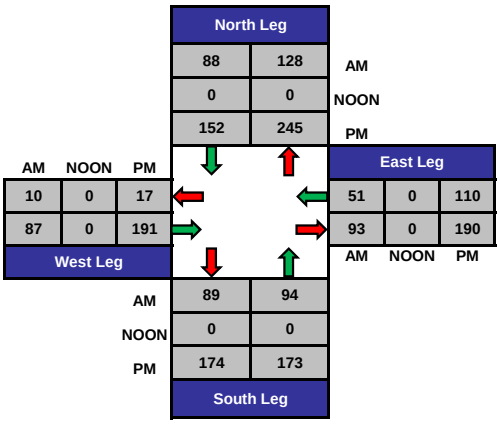
Project #: CA13_4289_019



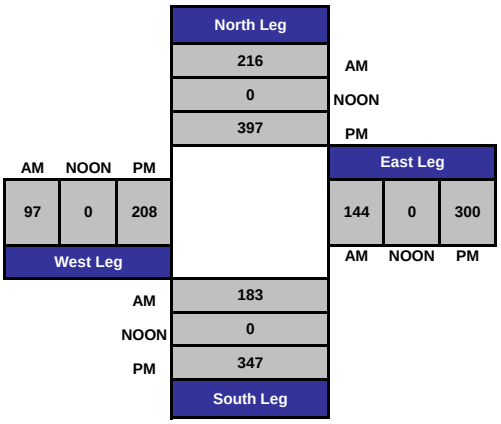
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

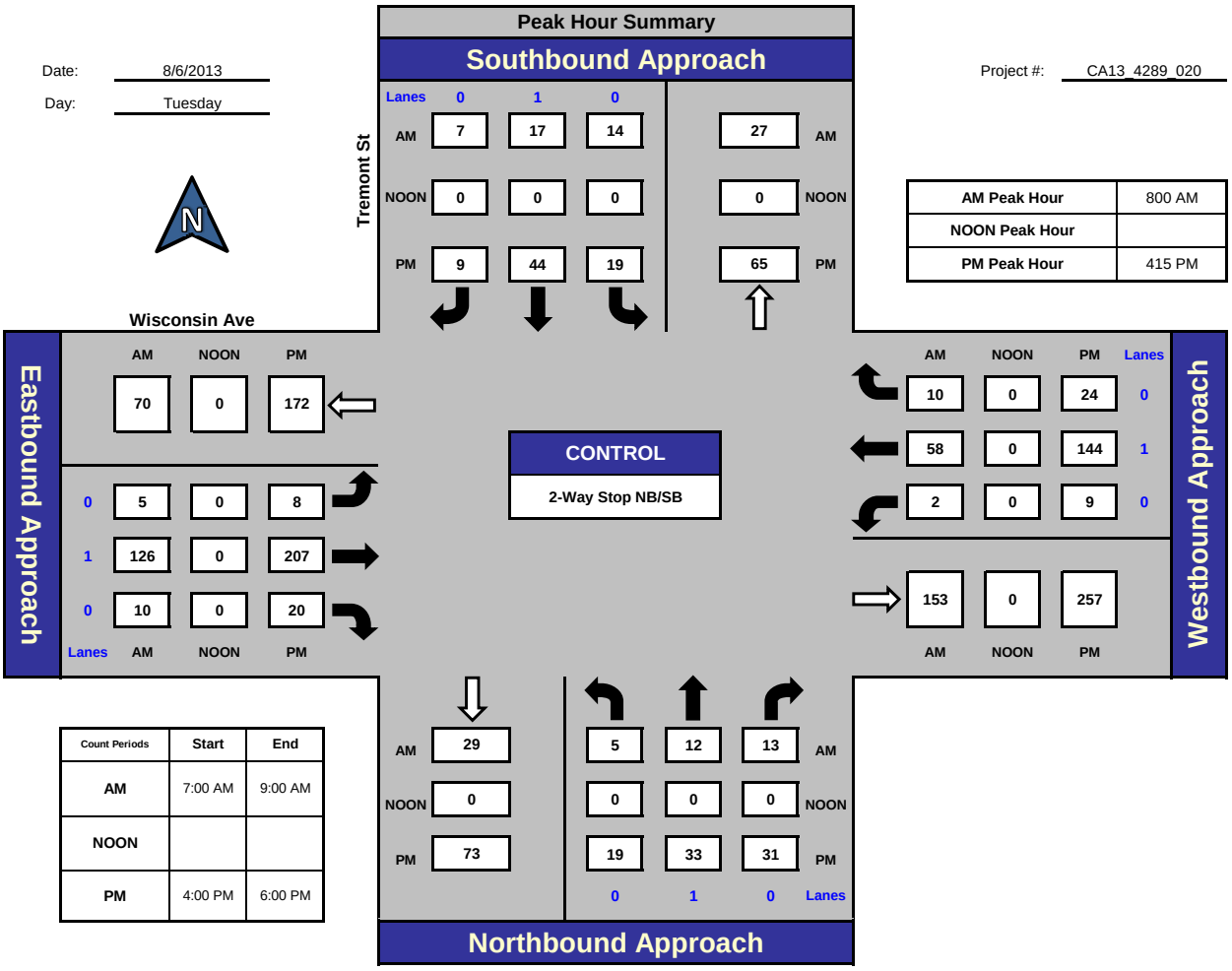
National Data & Surveying Services

Tremont St and Wisconsin Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

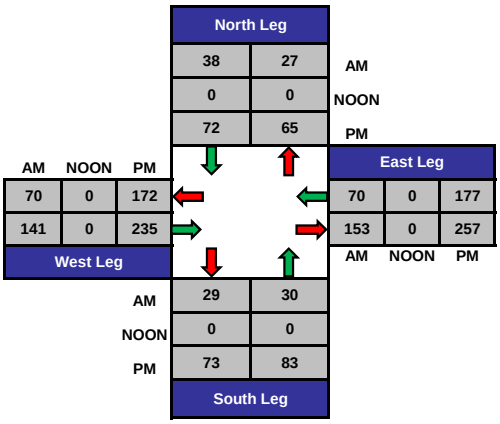
Project #: CA13_4289_020



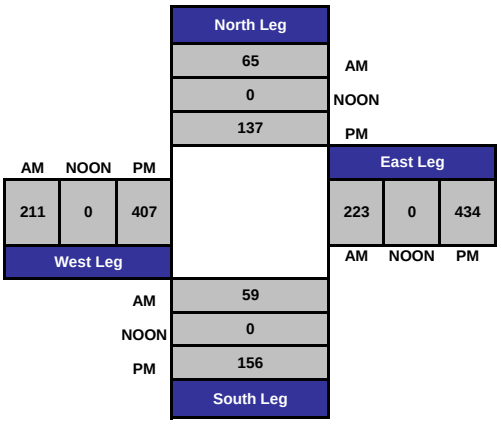
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

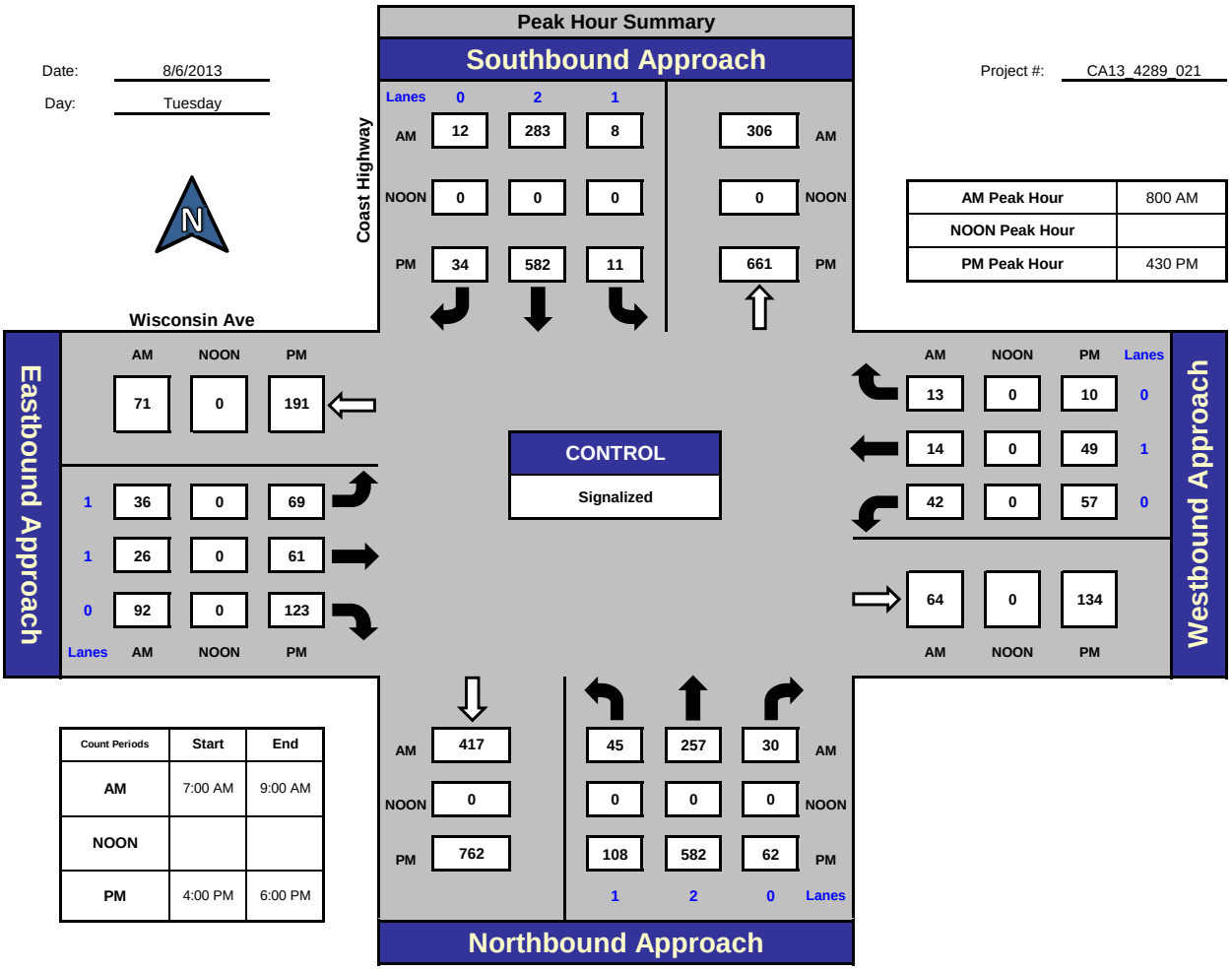
National Data & Surveying Services

Coast Highway and Wisconsin Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

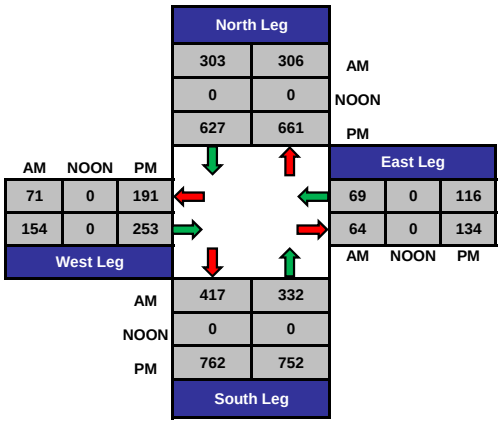
Project #: CA13_4289_021



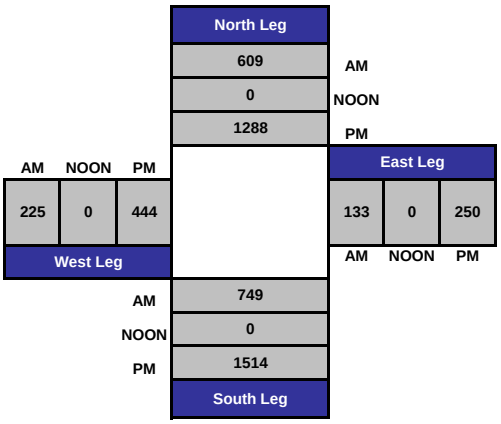
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

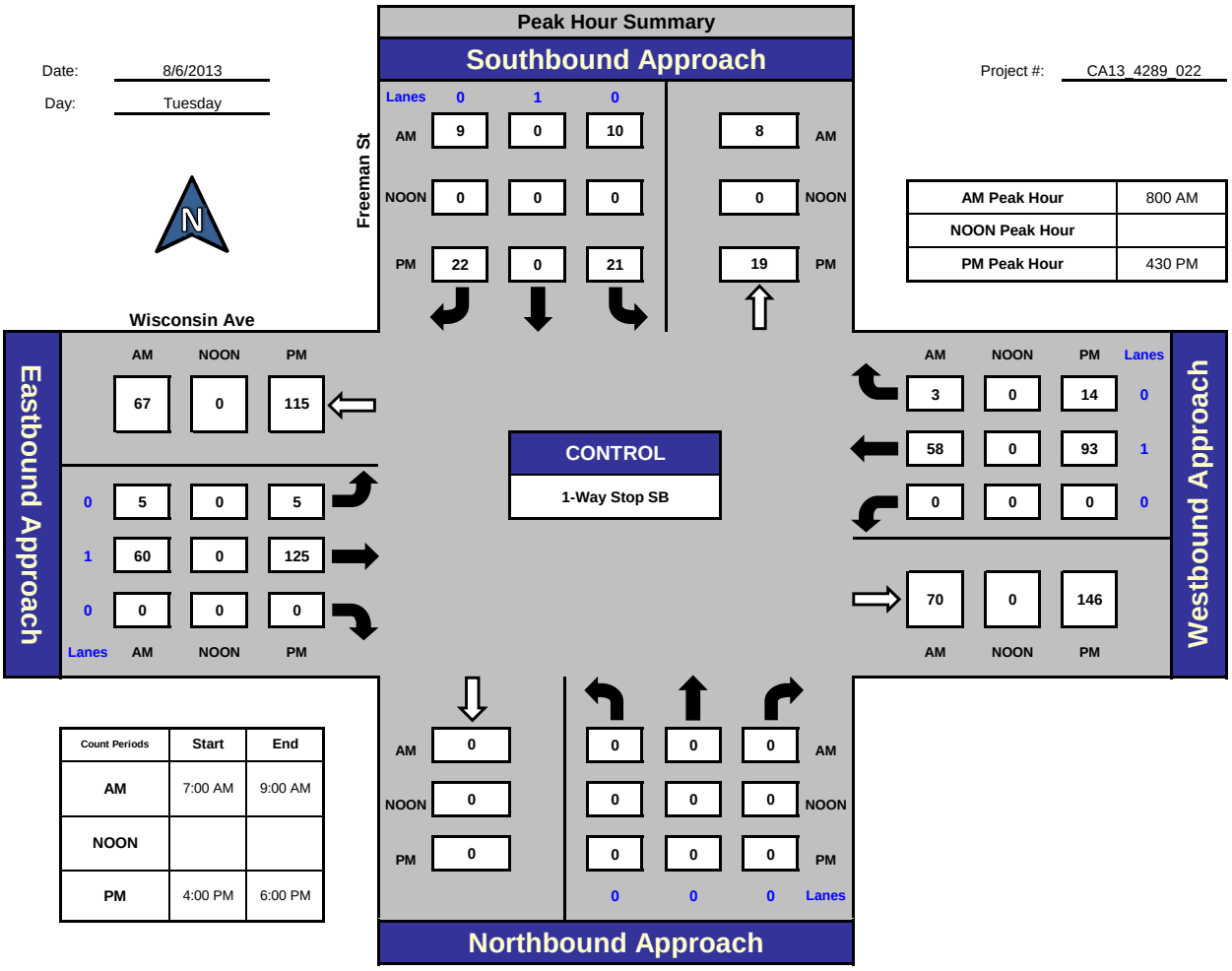
National Data & Surveying Services

Freeman St and Wisconsin Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

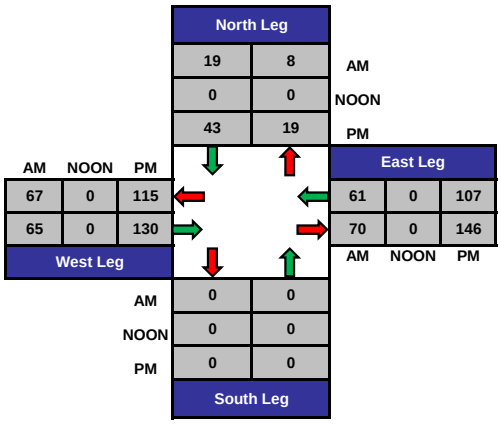
Project #: CA13_4289_022



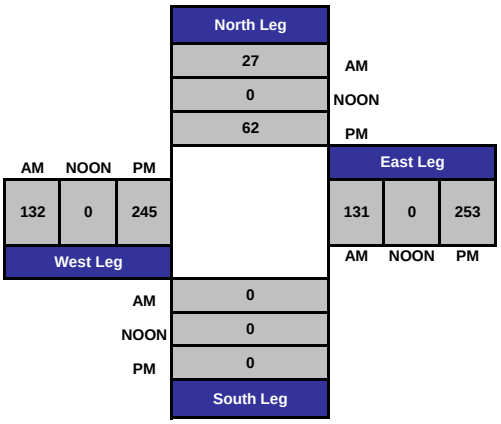
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

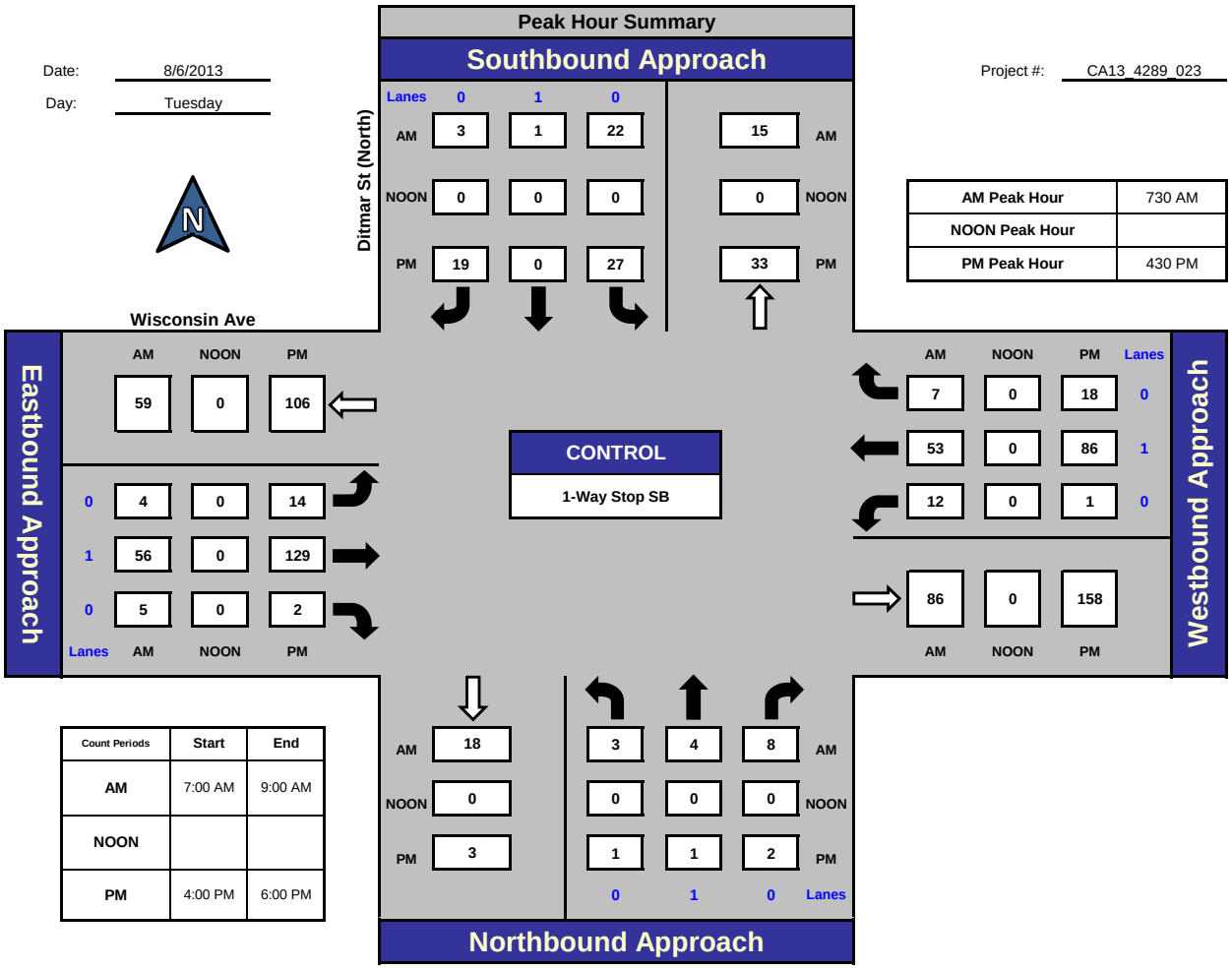
National Data & Surveying Services

Ditmar St (North) and Wisconsin Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

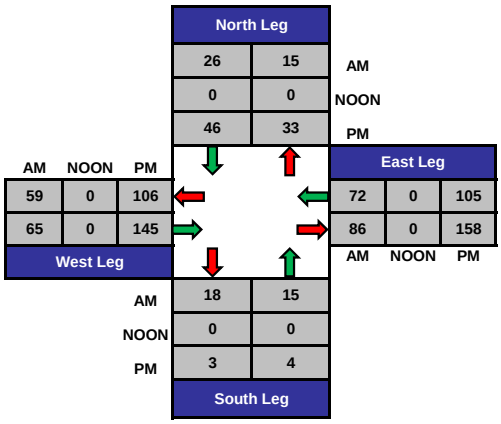
Project #: CA13_4289_023



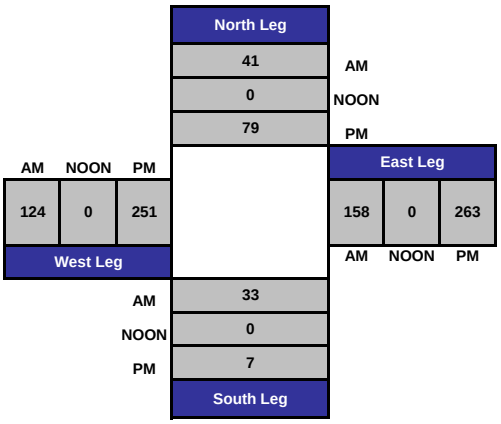
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

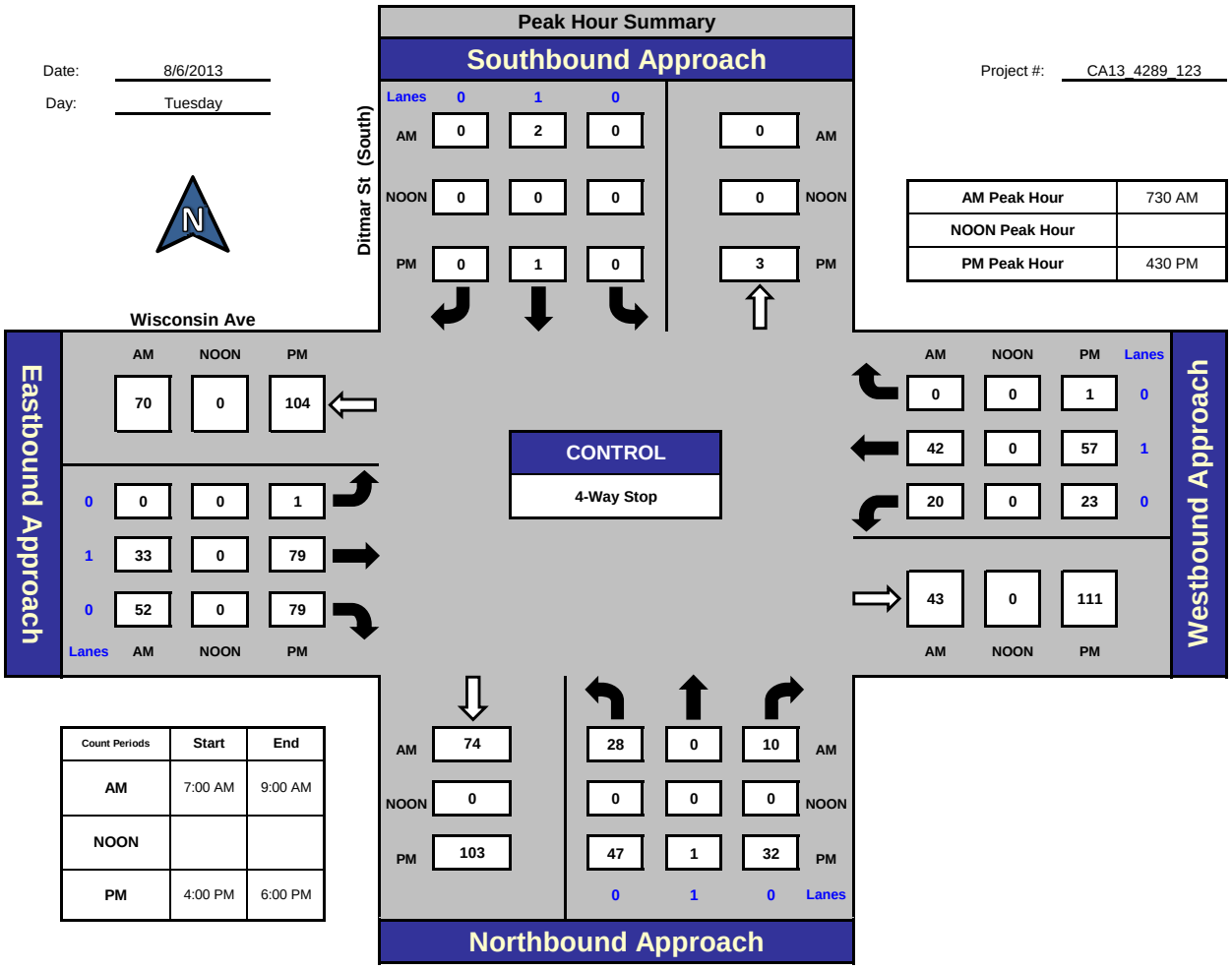
National Data & Surveying Services

Ditmar St (South) and Wisconsin Ave , City of Oceanside

Date: 8/6/2013

Day: Tuesday

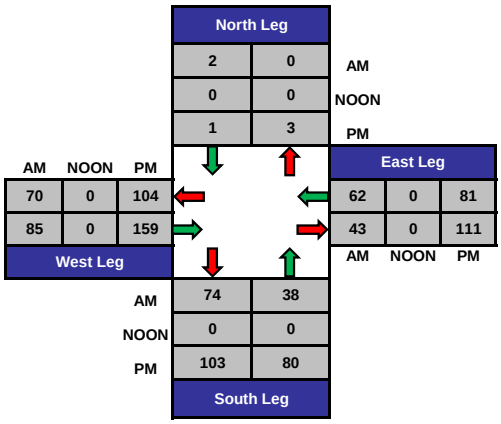
Project #: CA13_4289_123



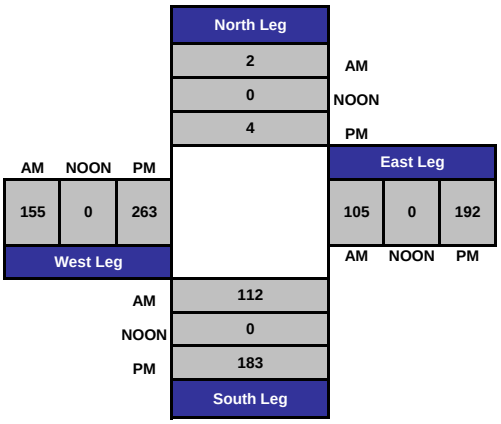
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

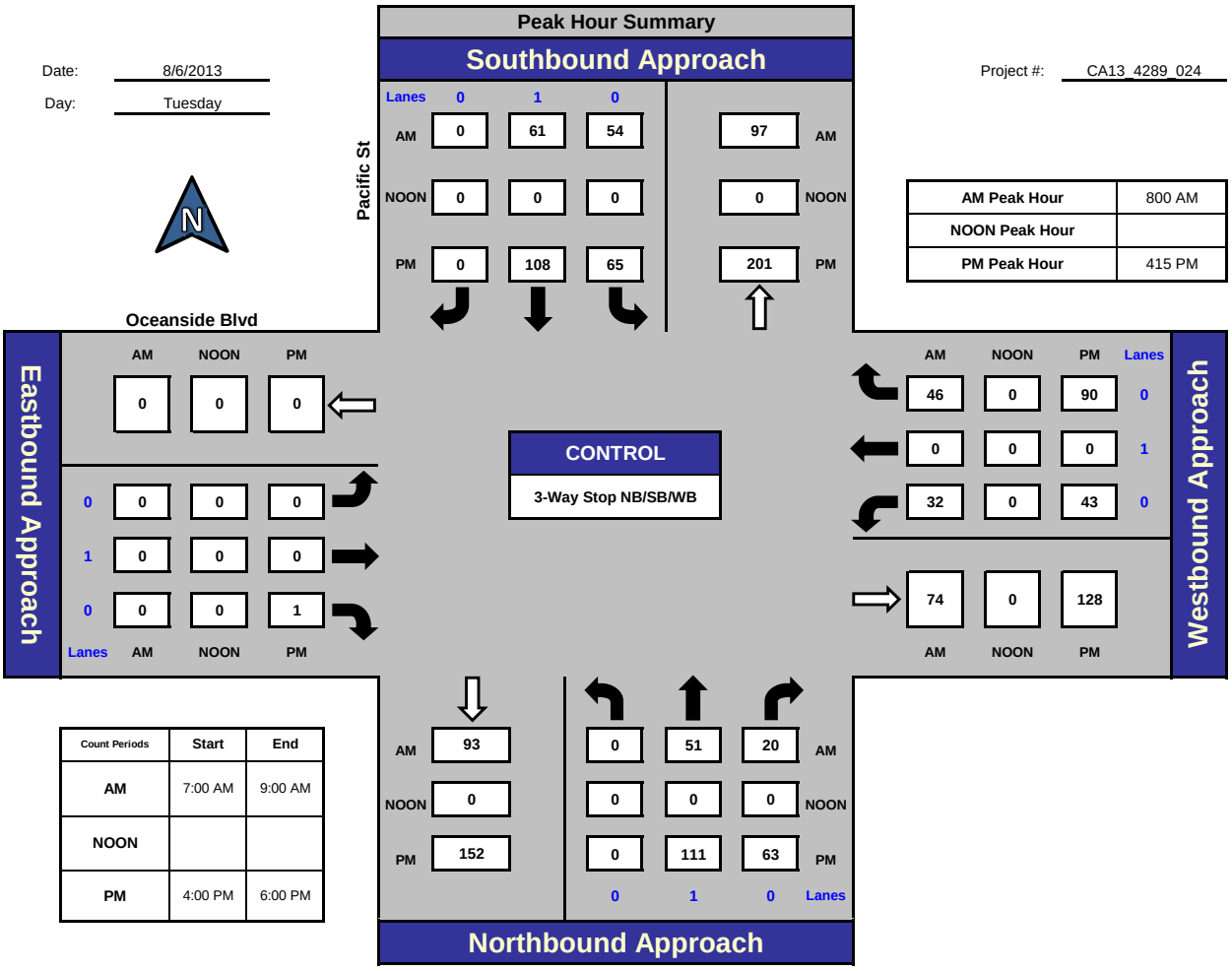
National Data & Surveying Services

Pacific St and Oceanside Blvd , City of Oceanside

Date: 8/6/2013

Day: Tuesday

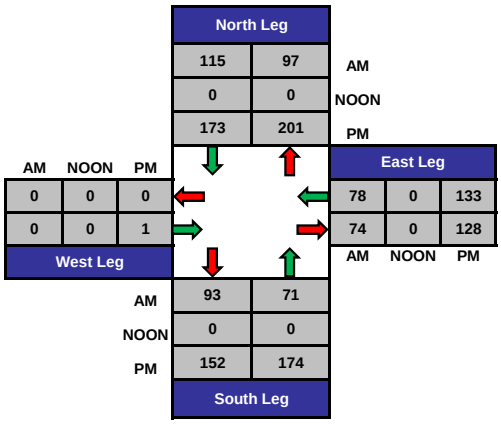
Project #: CA13_4289_024



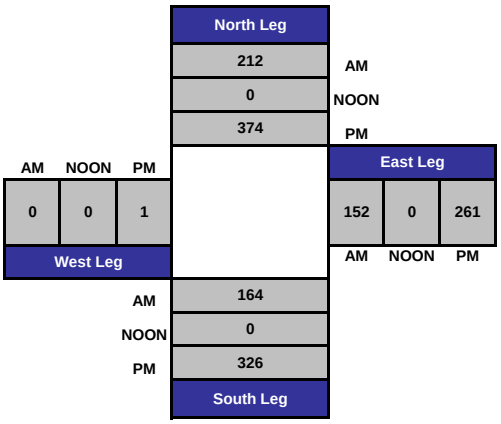
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

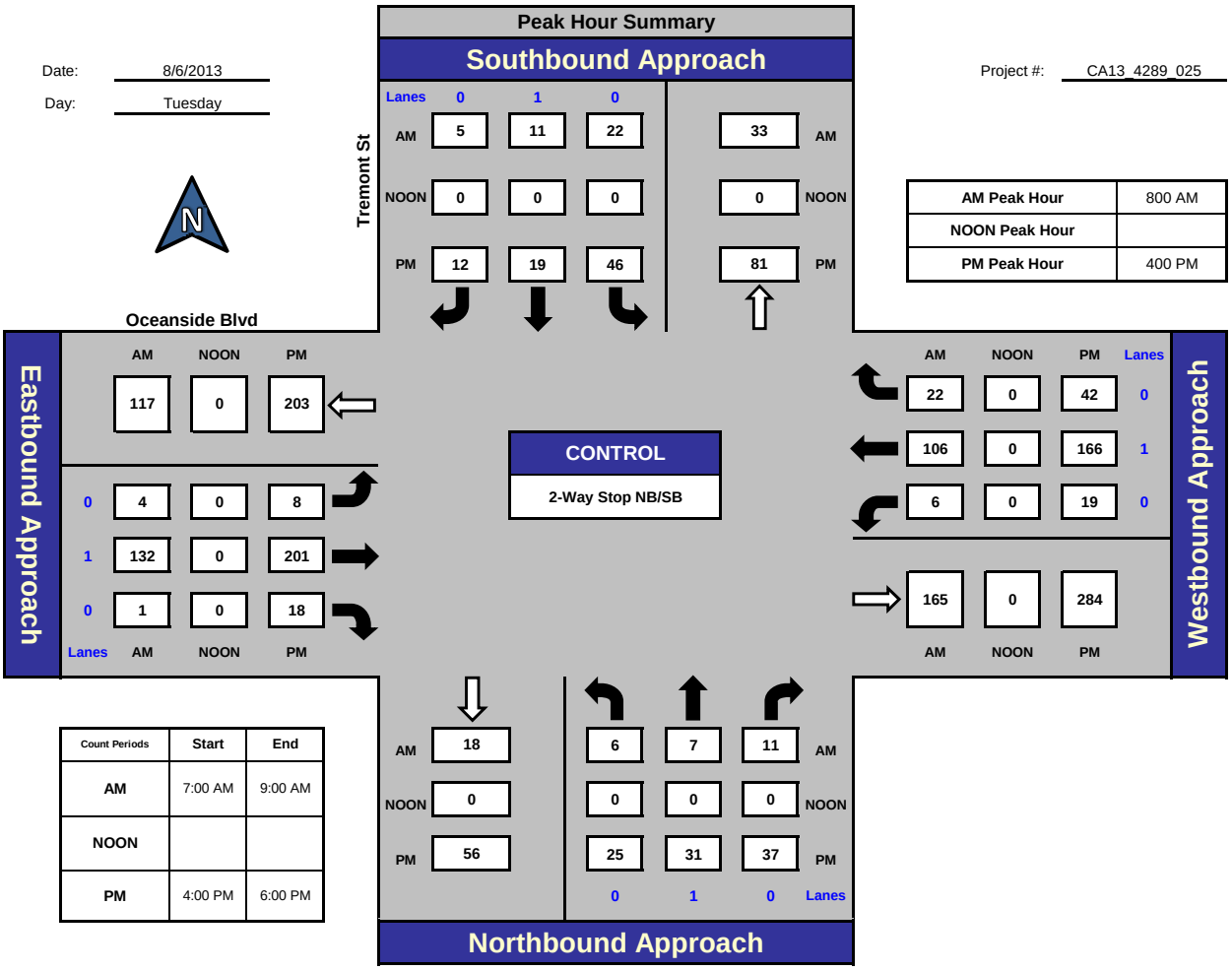
National Data & Surveying Services

Tremont St and Oceanside Blvd , City of Oceanside

Date: 8/6/2013

Day: Tuesday

Project #: CA13_4289_025



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	400 PM

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

Total Ins & Outs

	North Leg		
AM	38	33	AM
NOON	0	0	NOON
PM	77	81	PM

West Leg			East Leg		
AM	NOON	PM			
117	0	203	134	0	227
137	0	227	165	0	284
			AM	NOON	PM

	South Leg	
AM	18	24
NOON	0	0
PM	56	93

Total Volume Per Leg

	North Leg	
AM	71	AM
NOON	0	NOON
PM	158	PM

West Leg			East Leg		
AM	NOON	PM			
254	0	430	299	0	511
			AM	NOON	PM

	South Leg
AM	42
NOON	0
PM	149

ITM Peak Hour Summary

Prepared by:

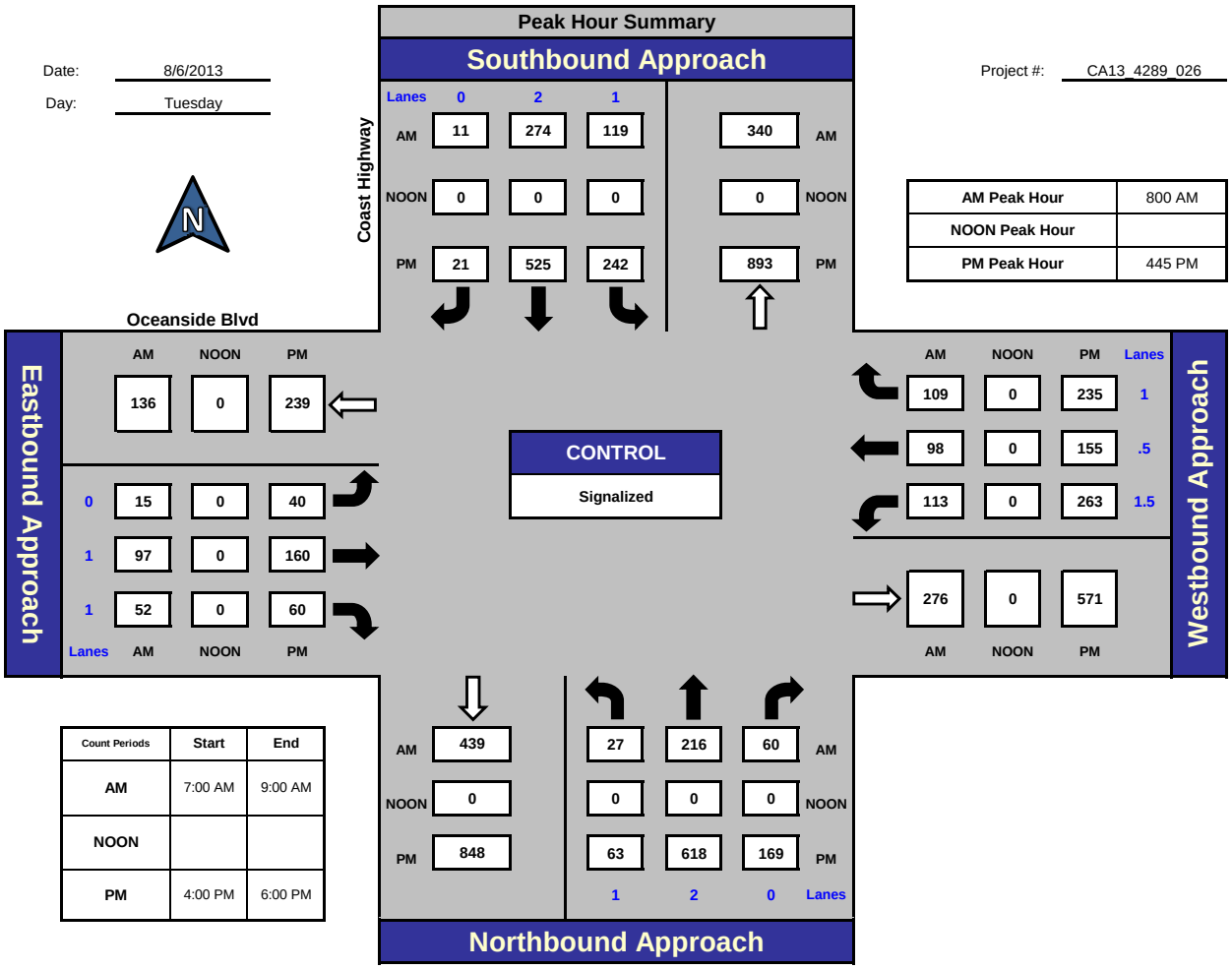
National Data & Surveying Services

Coast Highway and Oceanside Blvd , City of Oceanside

Date: 8/6/2013

Day: Tuesday

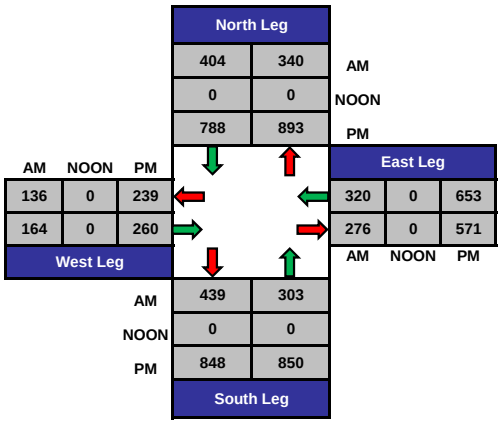
Project #: CA13_4289_026



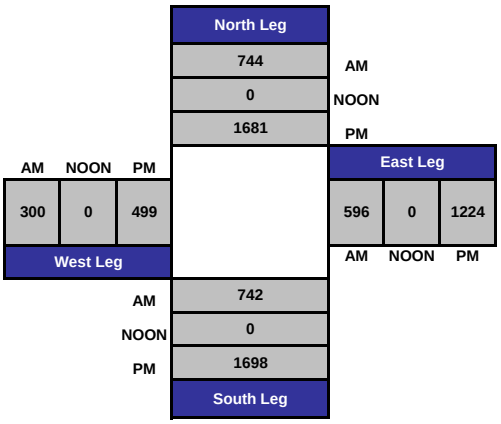
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

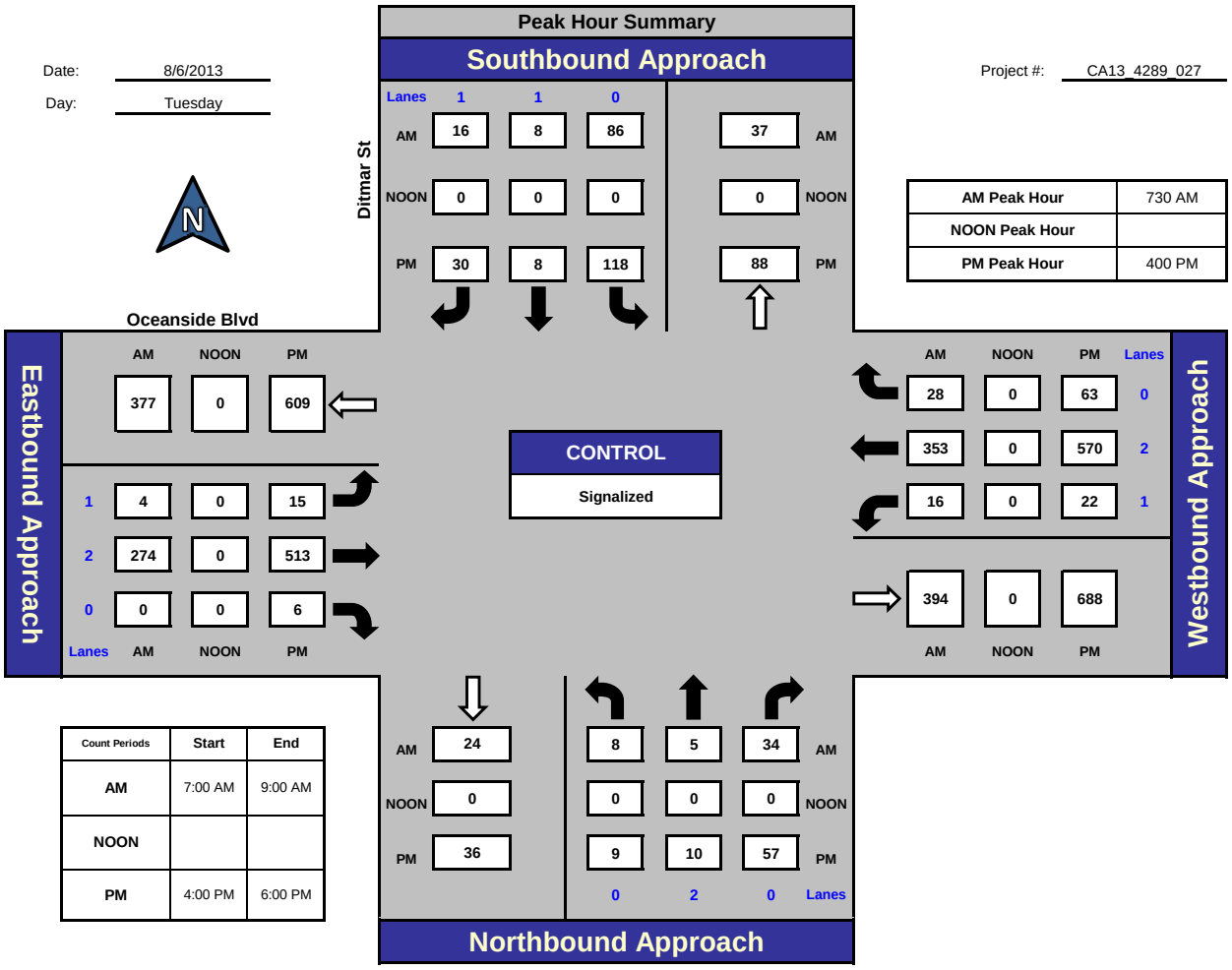
National Data & Surveying Services

Ditmar St and Oceanside Blvd , City of Oceanside

Date: 8/6/2013

Day: Tuesday

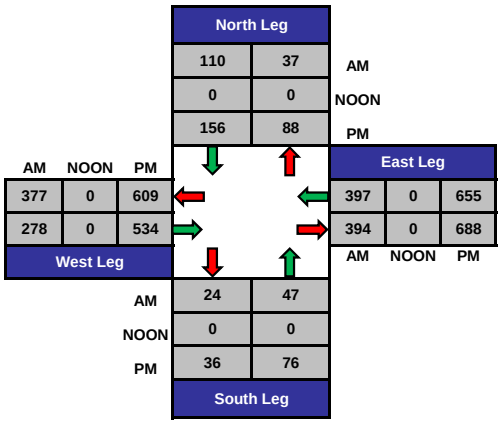
Project #: CA13_4289_027



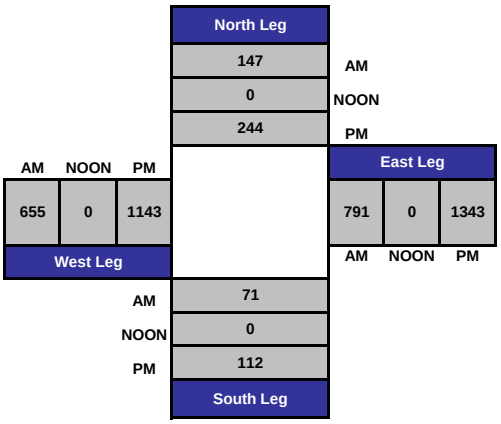
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

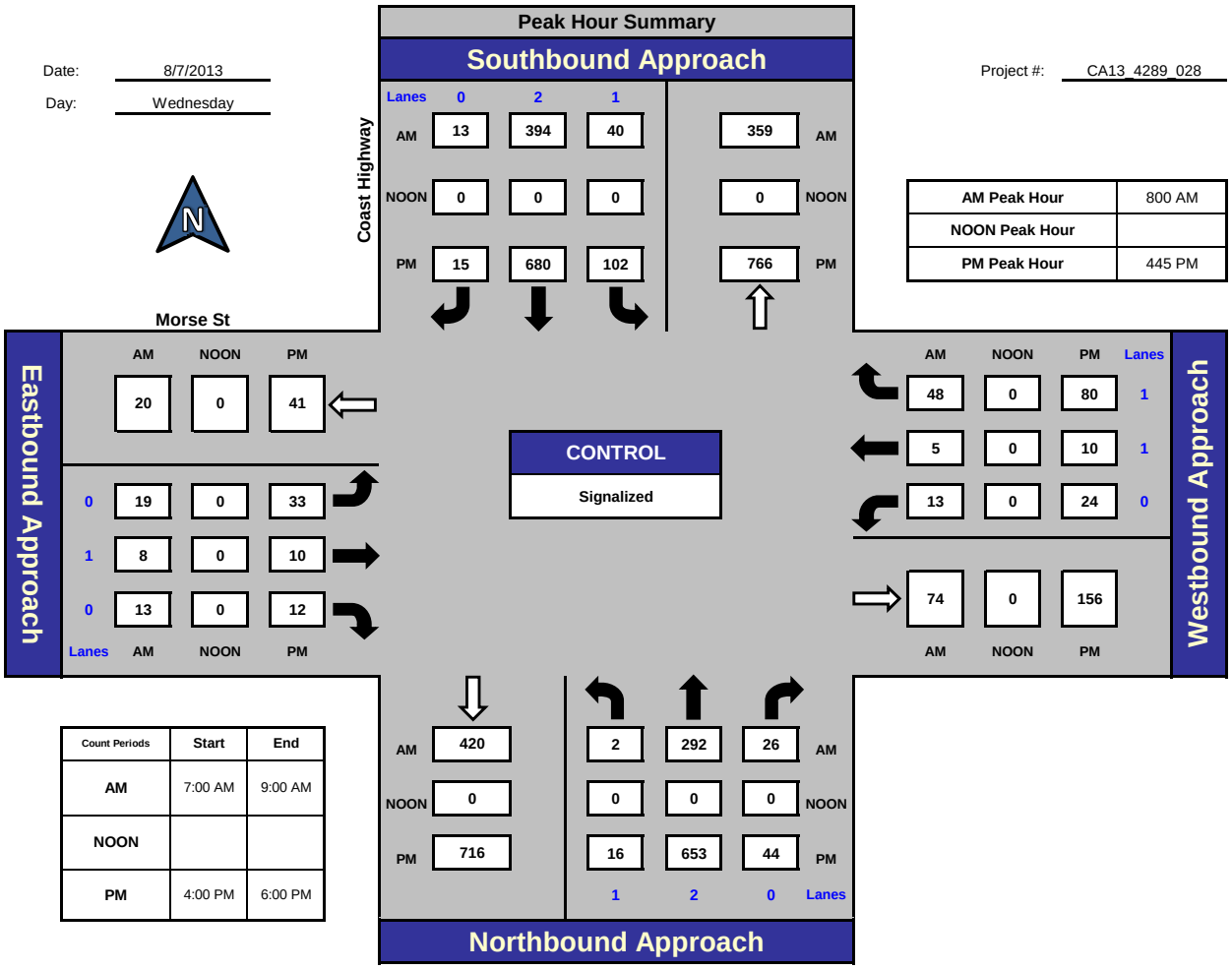
National Data & Surveying Services

Coast Highway and Morse St , City of Oceanside

Date: 8/7/2013

Day: Wednesday

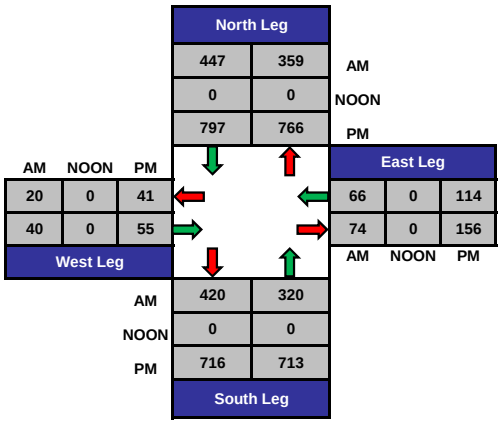
Project #: CA13_4289_028



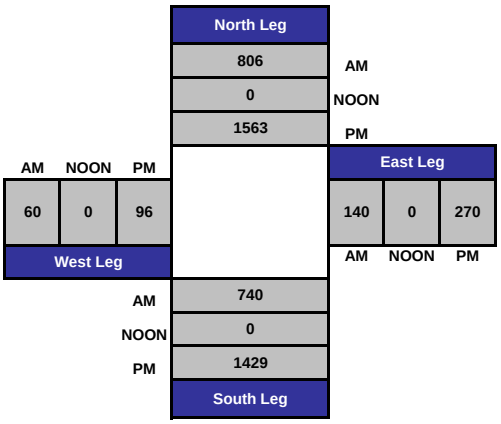
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

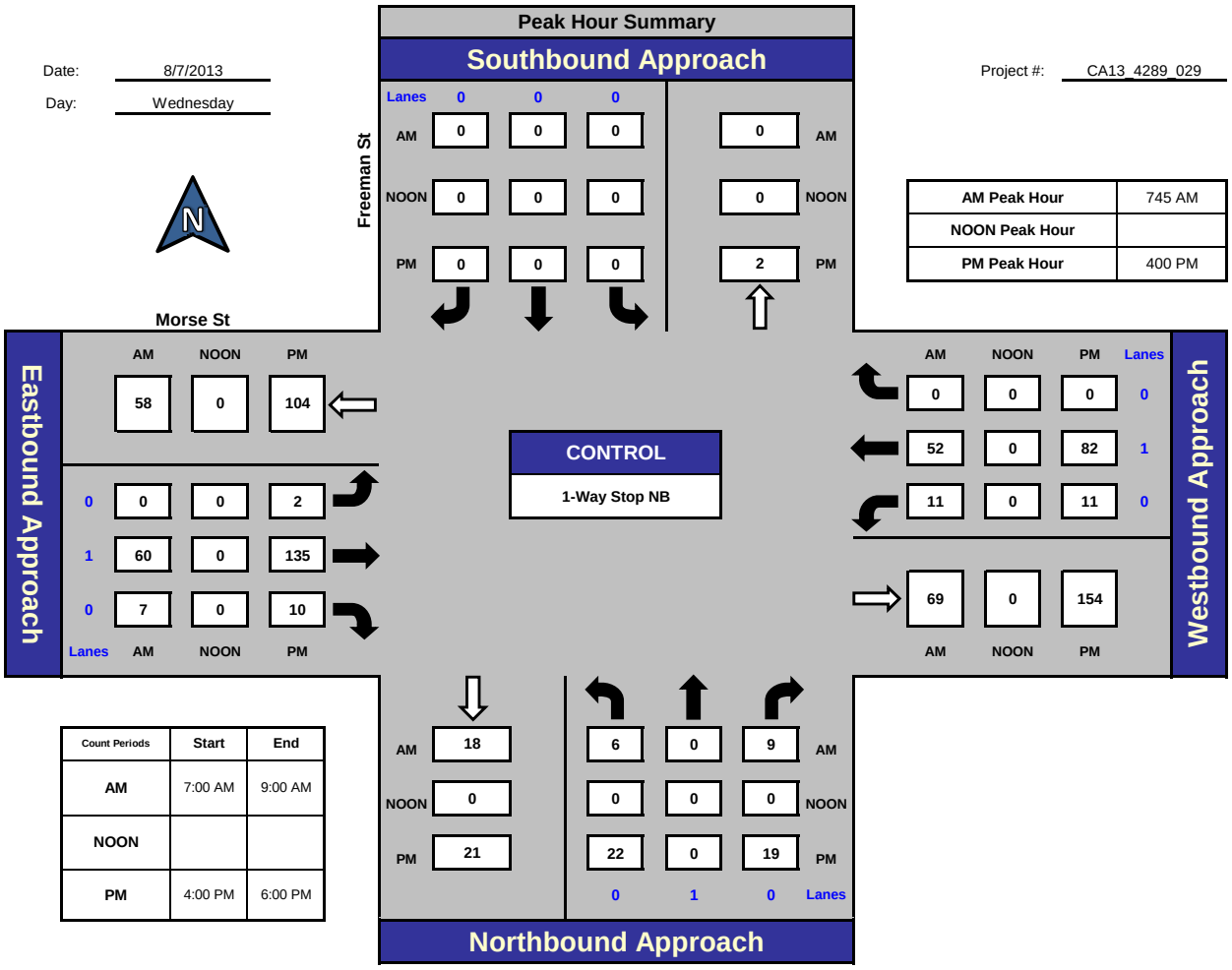
National Data & Surveying Services

Freeman St and Morse St , City of Oceanside

Date: 8/7/2013

Day: Wednesday

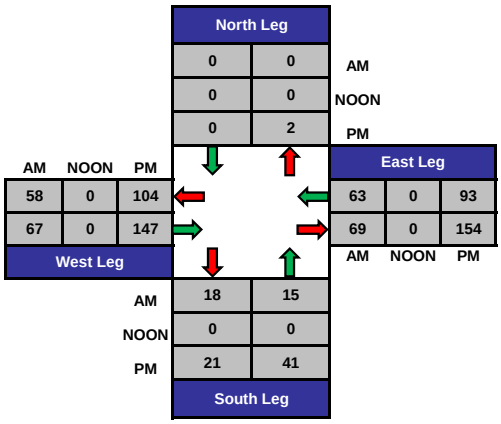
Project #: CA13_4289_029



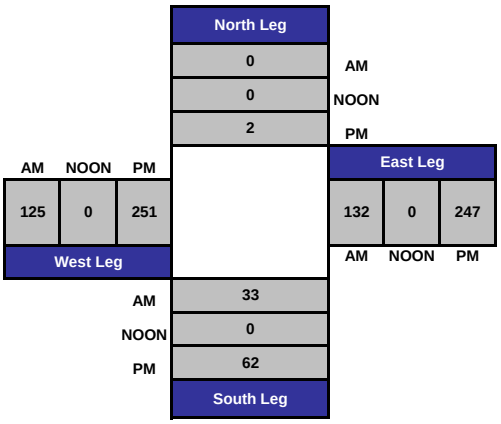
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	400 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Ditmar St and Morse St , City of Oceanside

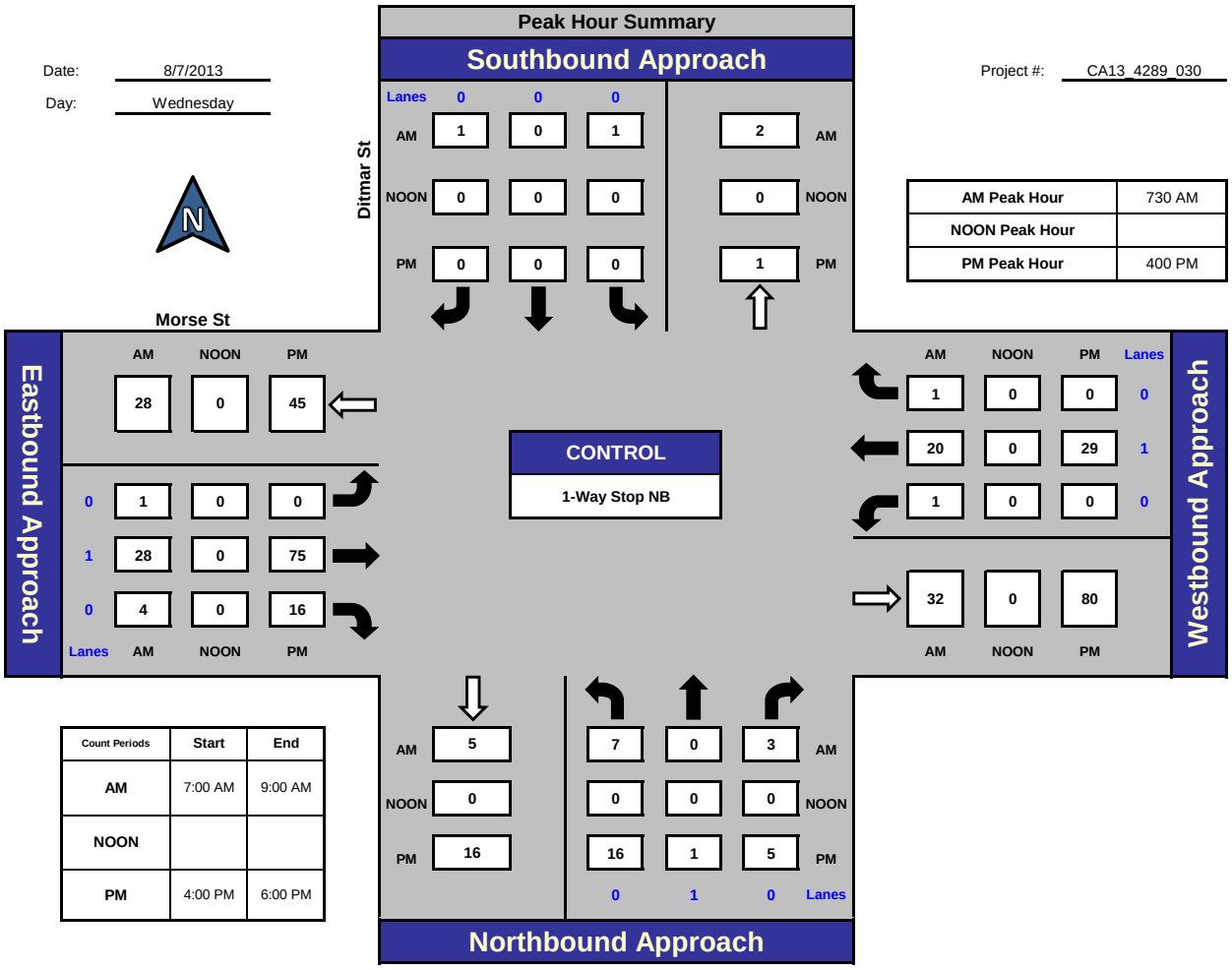
Date: 8/7/2013

Day: Wednesday

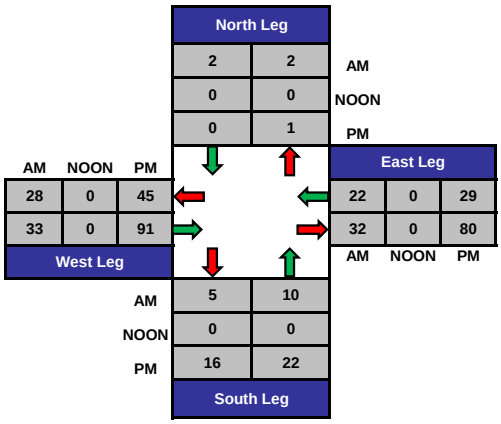
Project #: CA13_4289_030

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

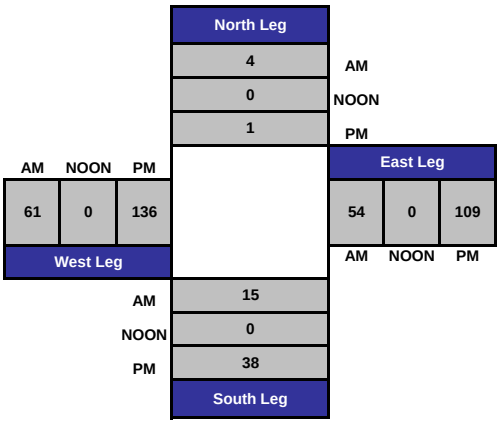
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

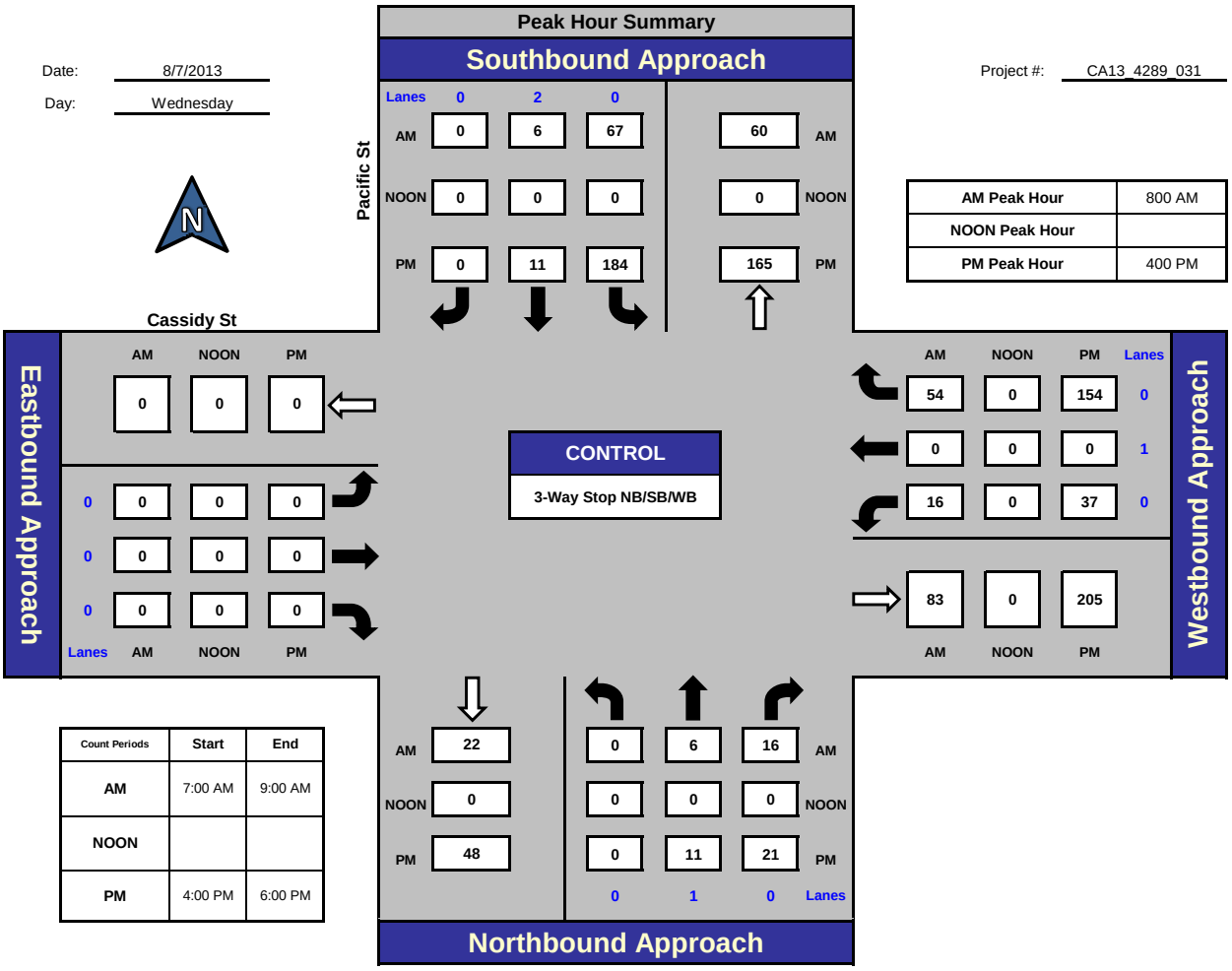
National Data & Surveying Services

Pacific St and Cassidy St , City of Oceanside

Date: 8/7/2013

Day: Wednesday

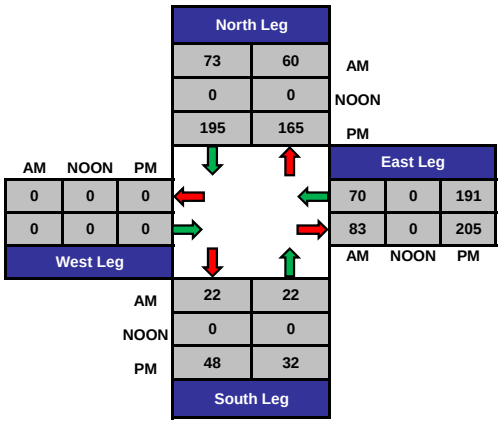
Project #: CA13_4289_031



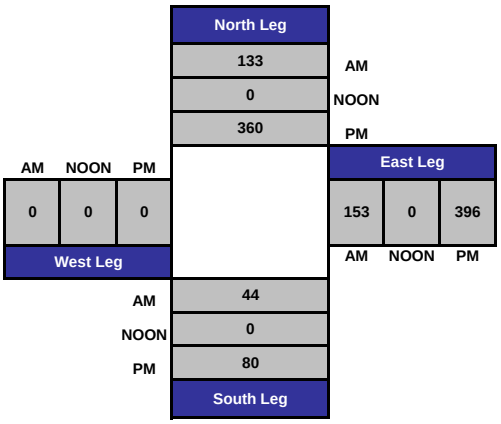
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	400 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

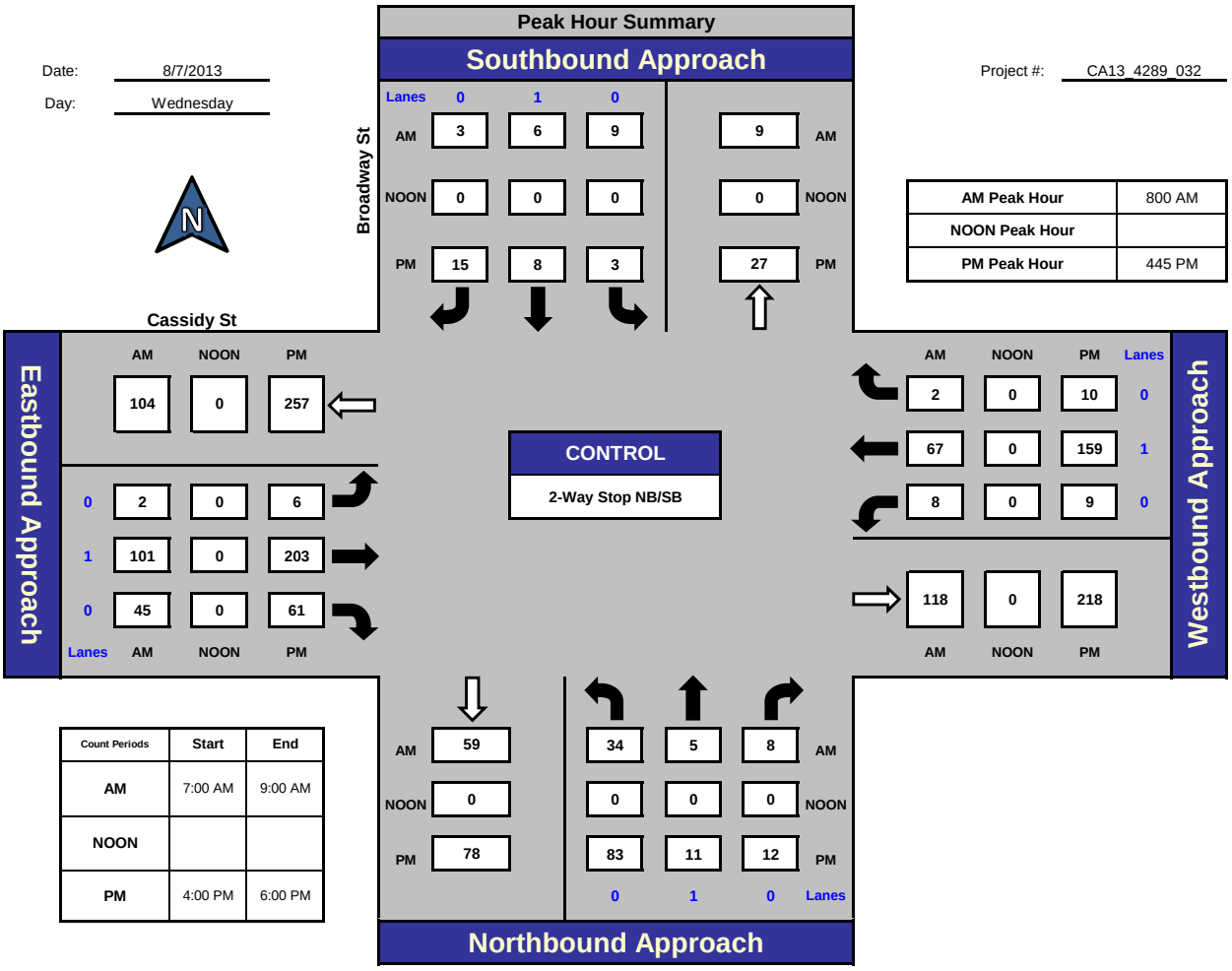
National Data & Surveying Services

Broadway St and Cassidy St , City of Oceanside

Date: 8/7/2013

Day: Wednesday

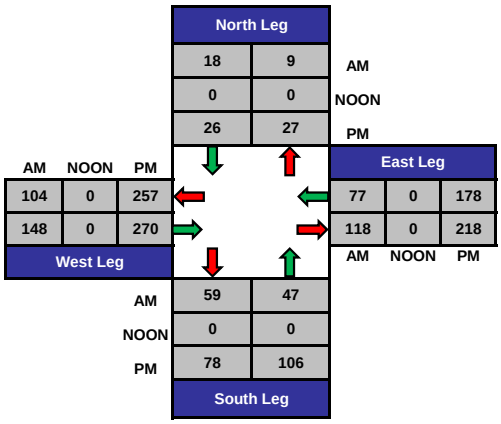
Project #: CA13_4289_032



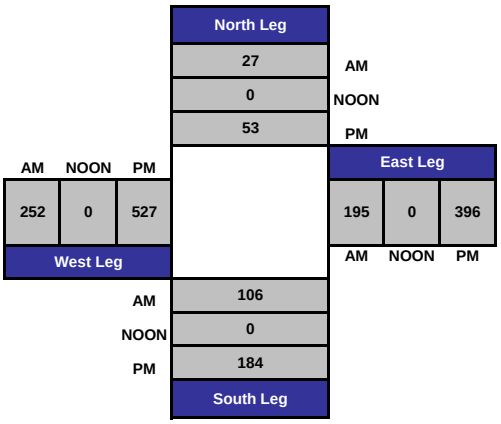
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

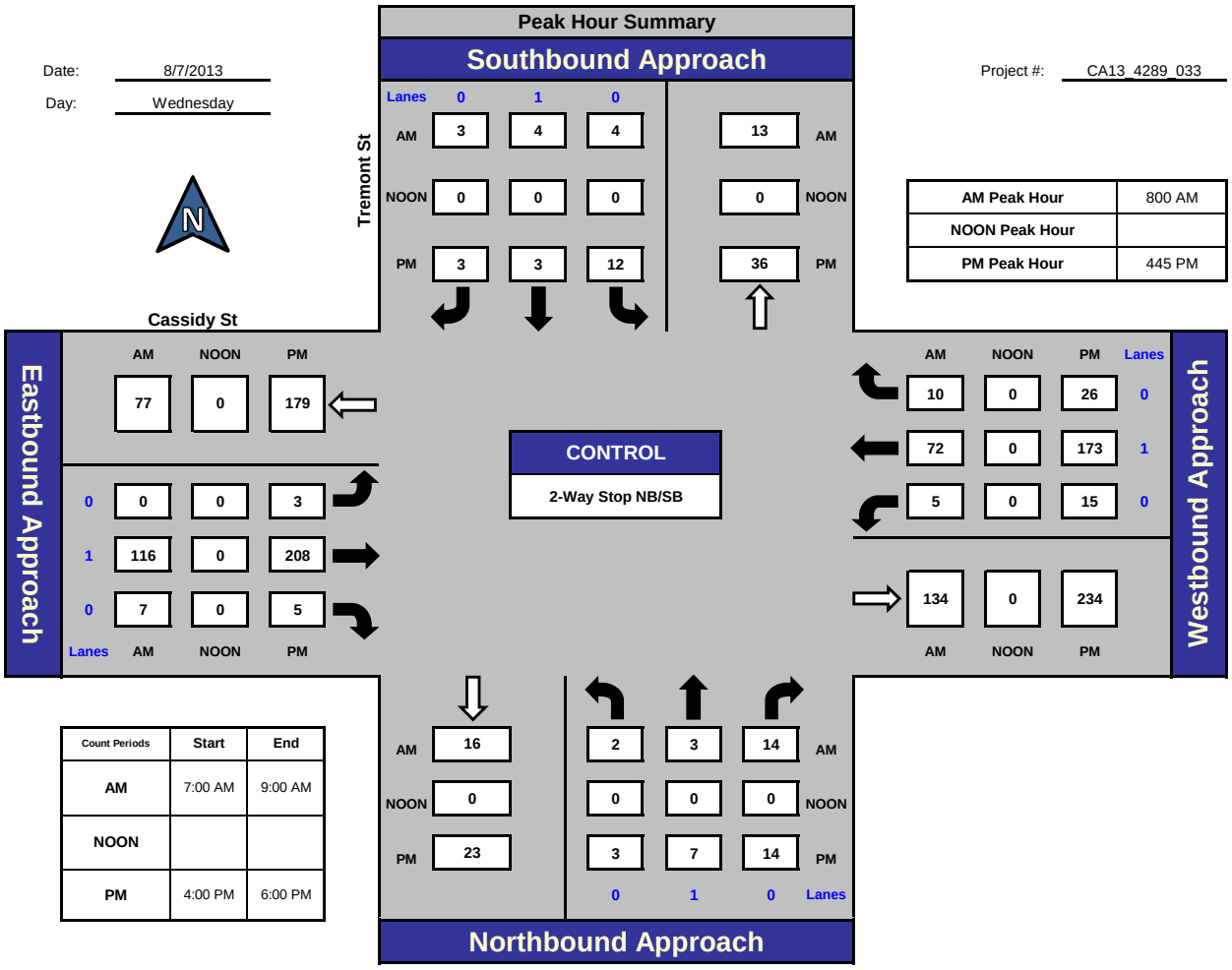
National Data & Surveying Services

Tremont St and Cassidy St , City of Oceanside

Date: 8/7/2013

Day: Wednesday

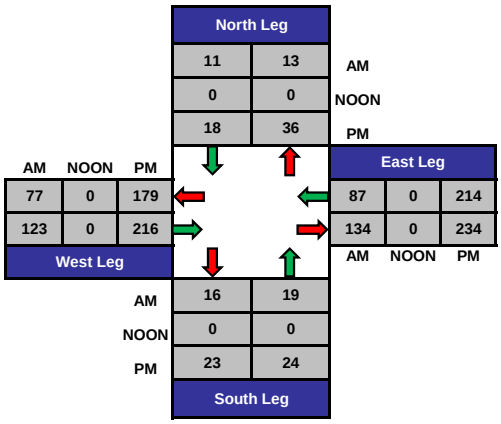
Project #: CA13_4289_033



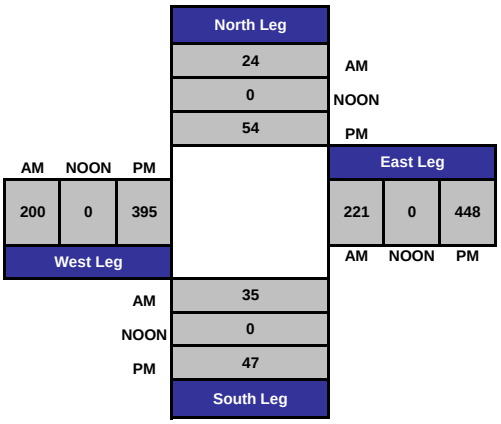
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

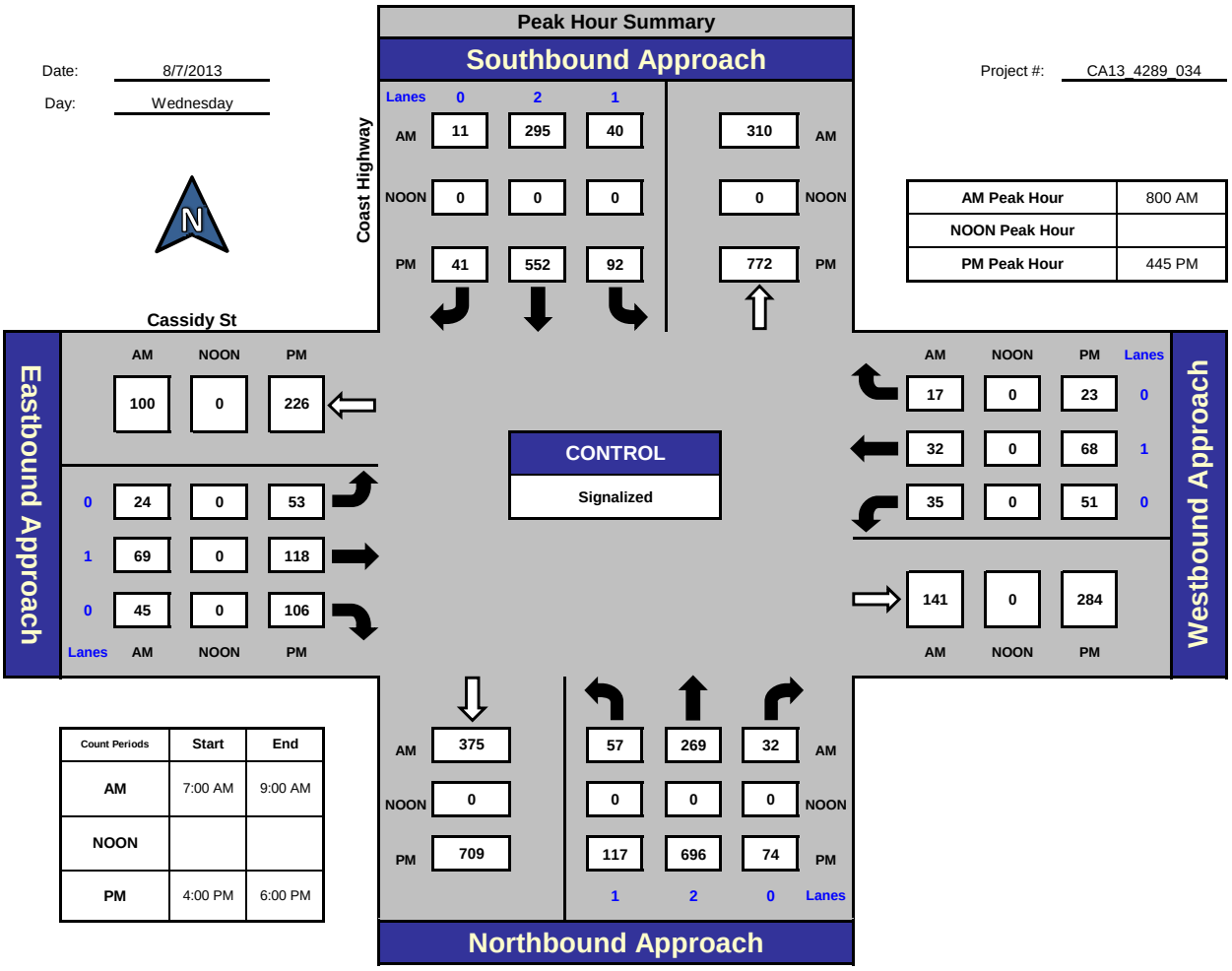
National Data & Surveying Services

Coast Highway and Cassidy St , City of Oceanside

Date: 8/7/2013

Day: Wednesday

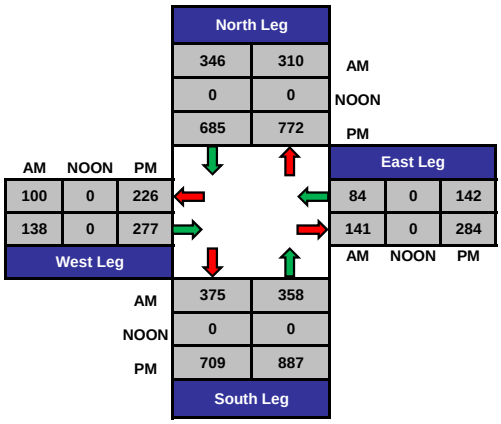
Project #: CA13_4289_034



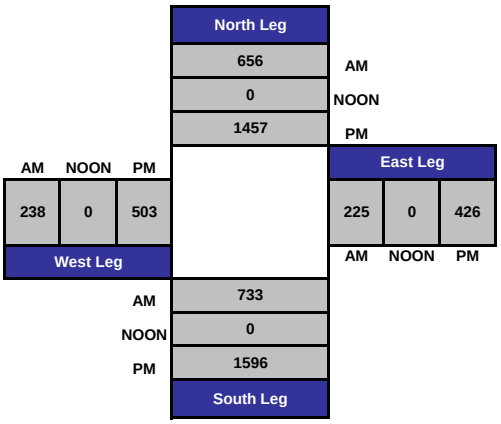
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Freeman St and Cassidy St , City of Oceanside

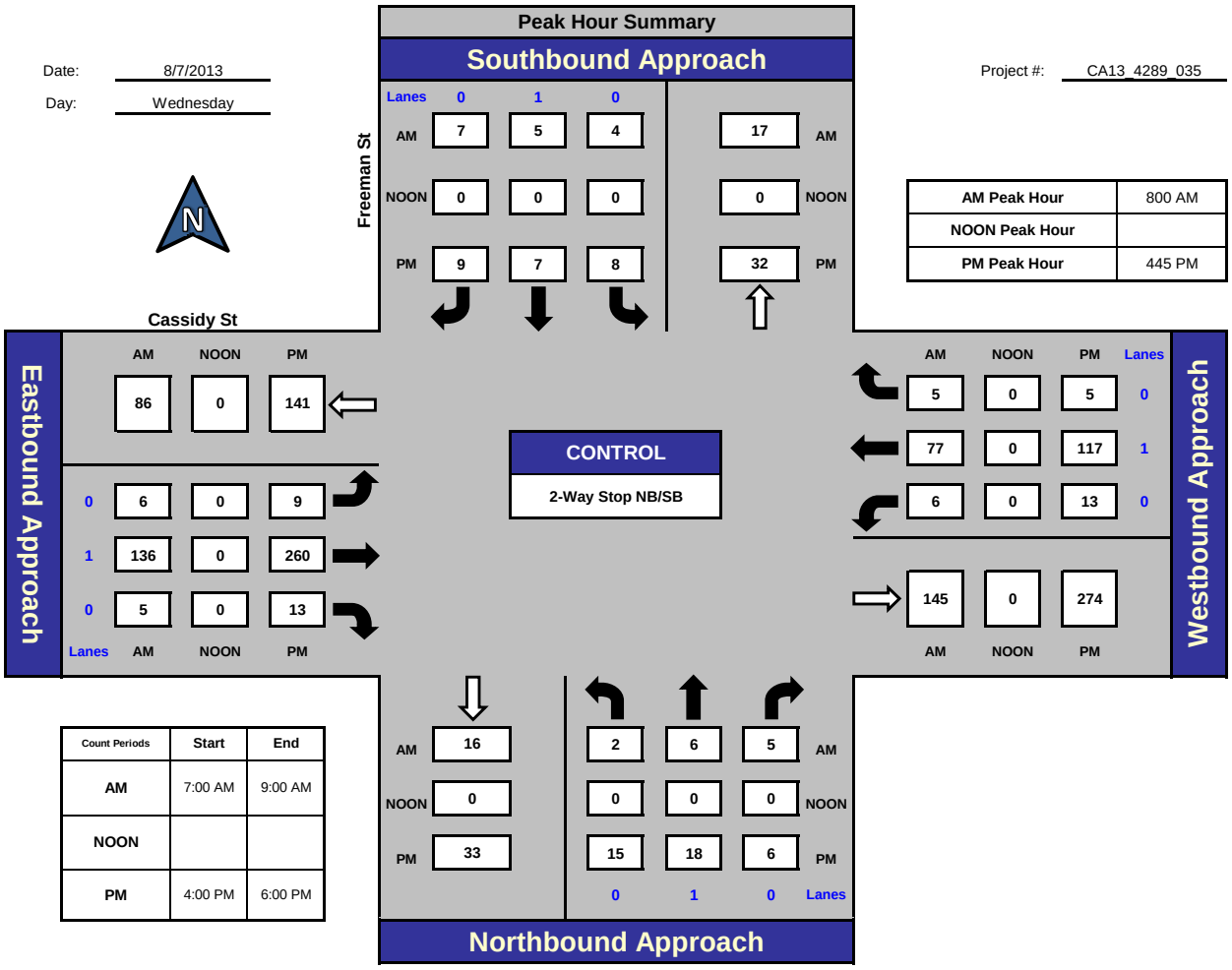
Date: 8/7/2013

Day: Wednesday

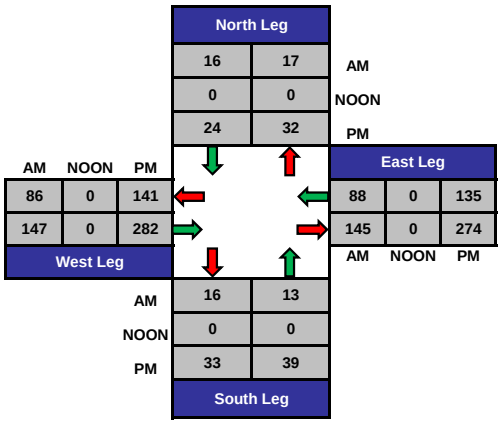
Project #: CA13_4289_035

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

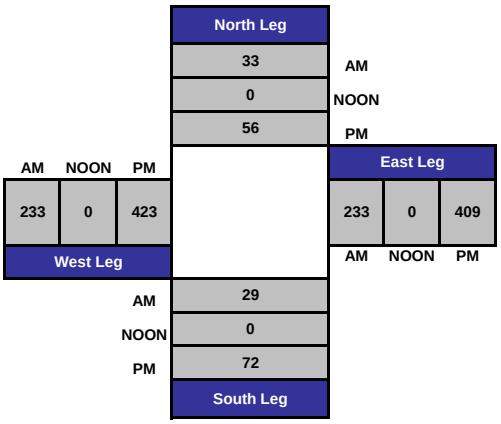
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

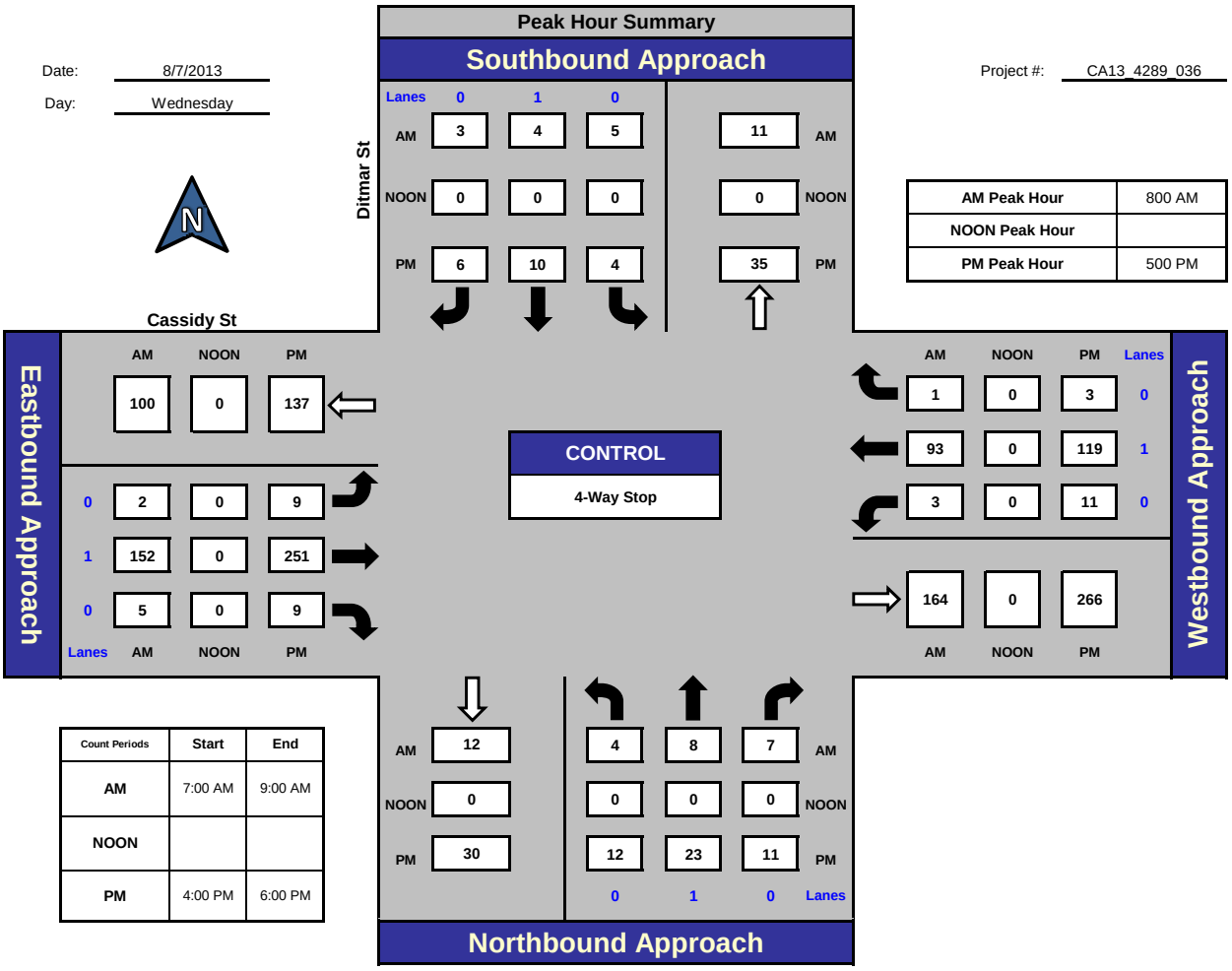
National Data & Surveying Services

Ditmar St and Cassidy St , City of Oceanside

Date: 8/7/2013

Day: Wednesday

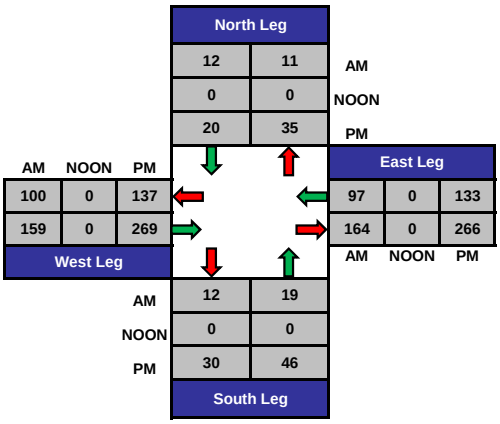
Project #: CA13_4289_036



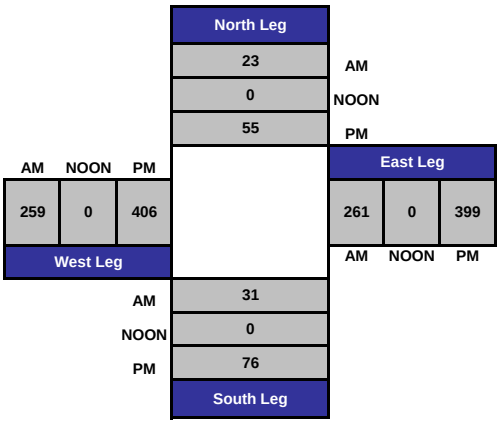
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

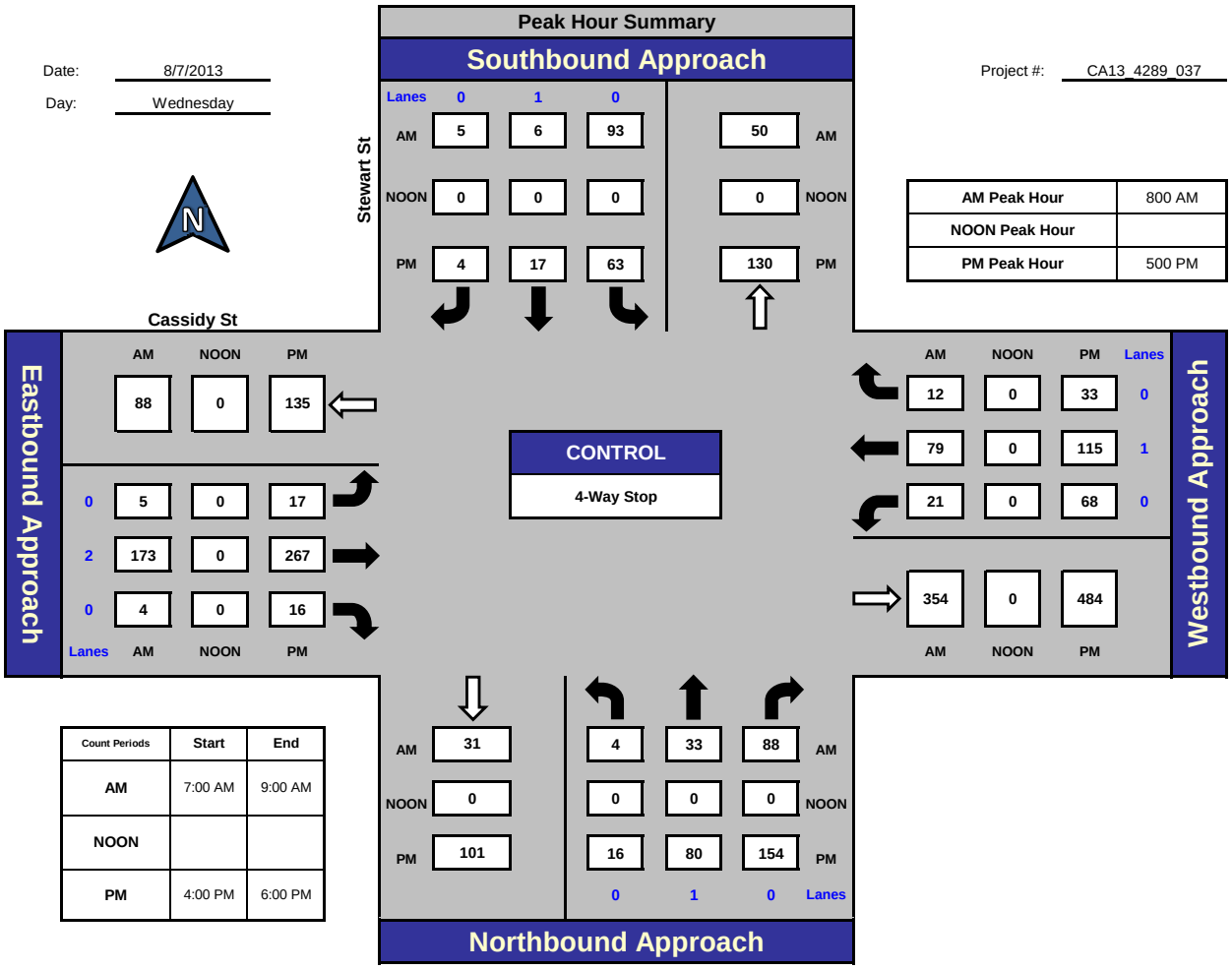
National Data & Surveying Services

Stewart St and Cassidy St , City of Oceanside

Date: 8/7/2013

Day: Wednesday

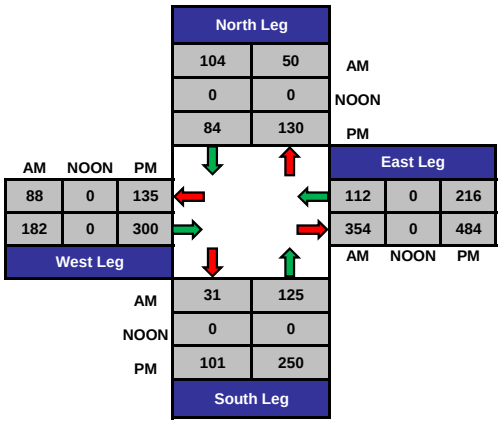
Project #: CA13_4289_037



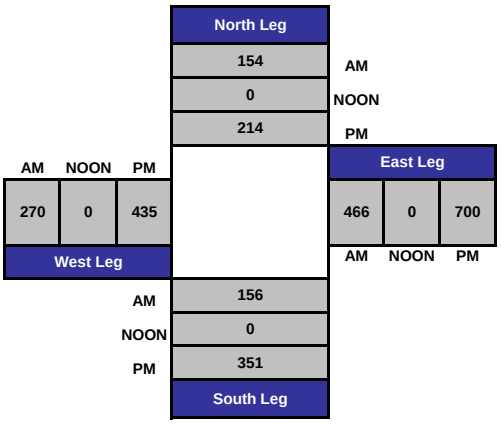
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

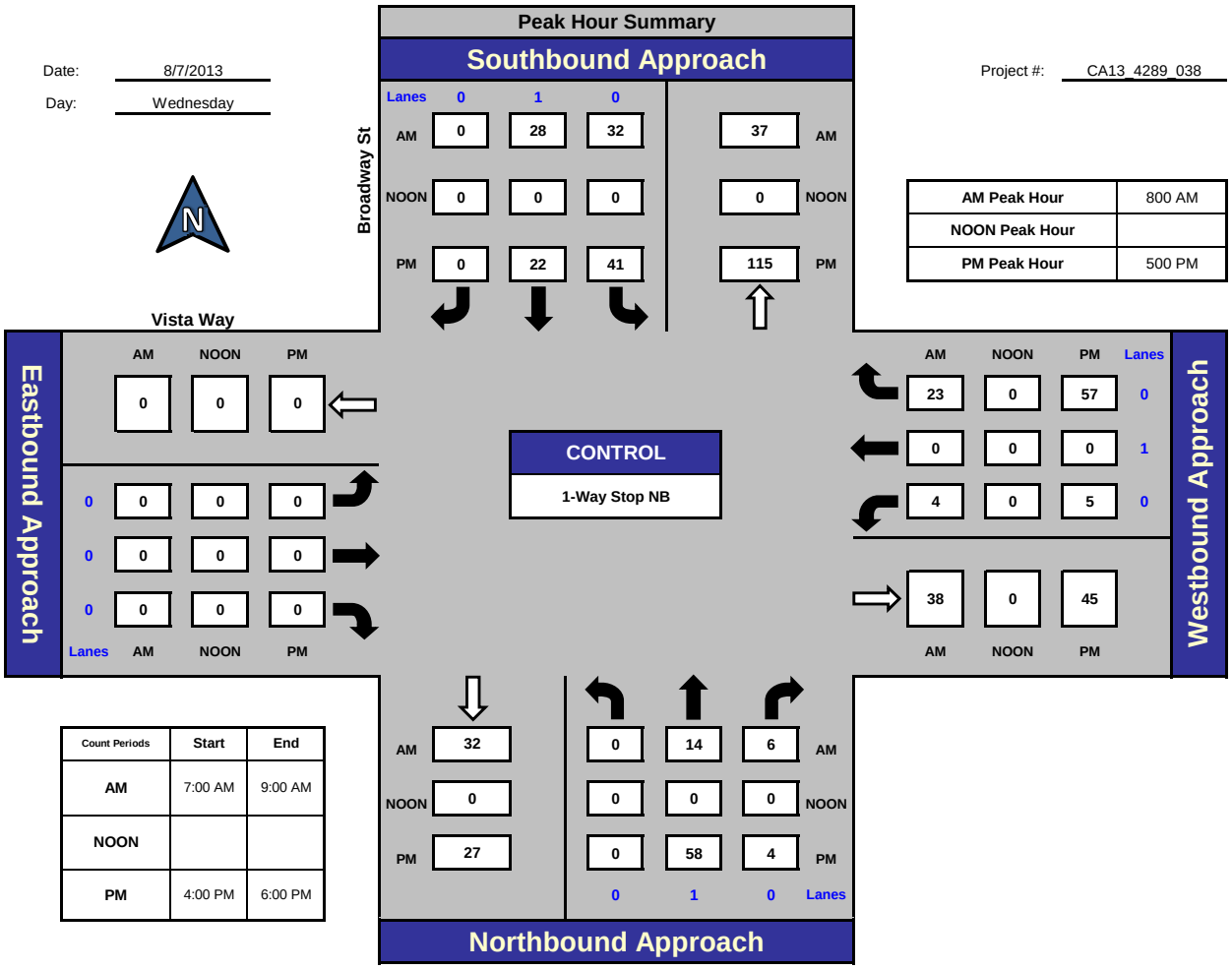
National Data & Surveying Services

Broadway St and Vista Way , City of Oceanside

Date: 8/7/2013

Day: Wednesday

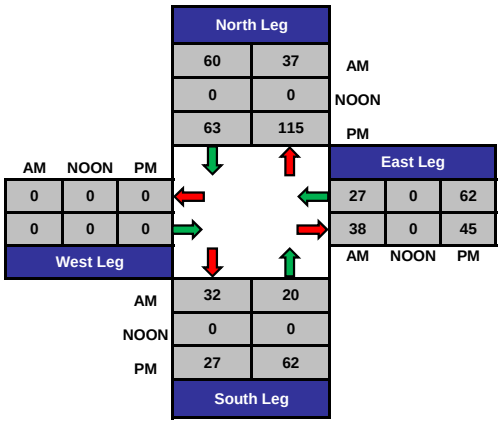
Project #: CA13_4289_038



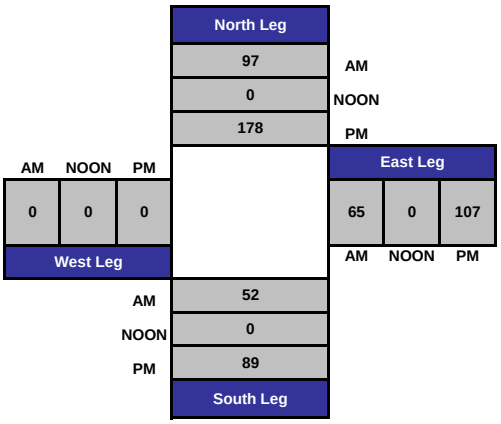
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

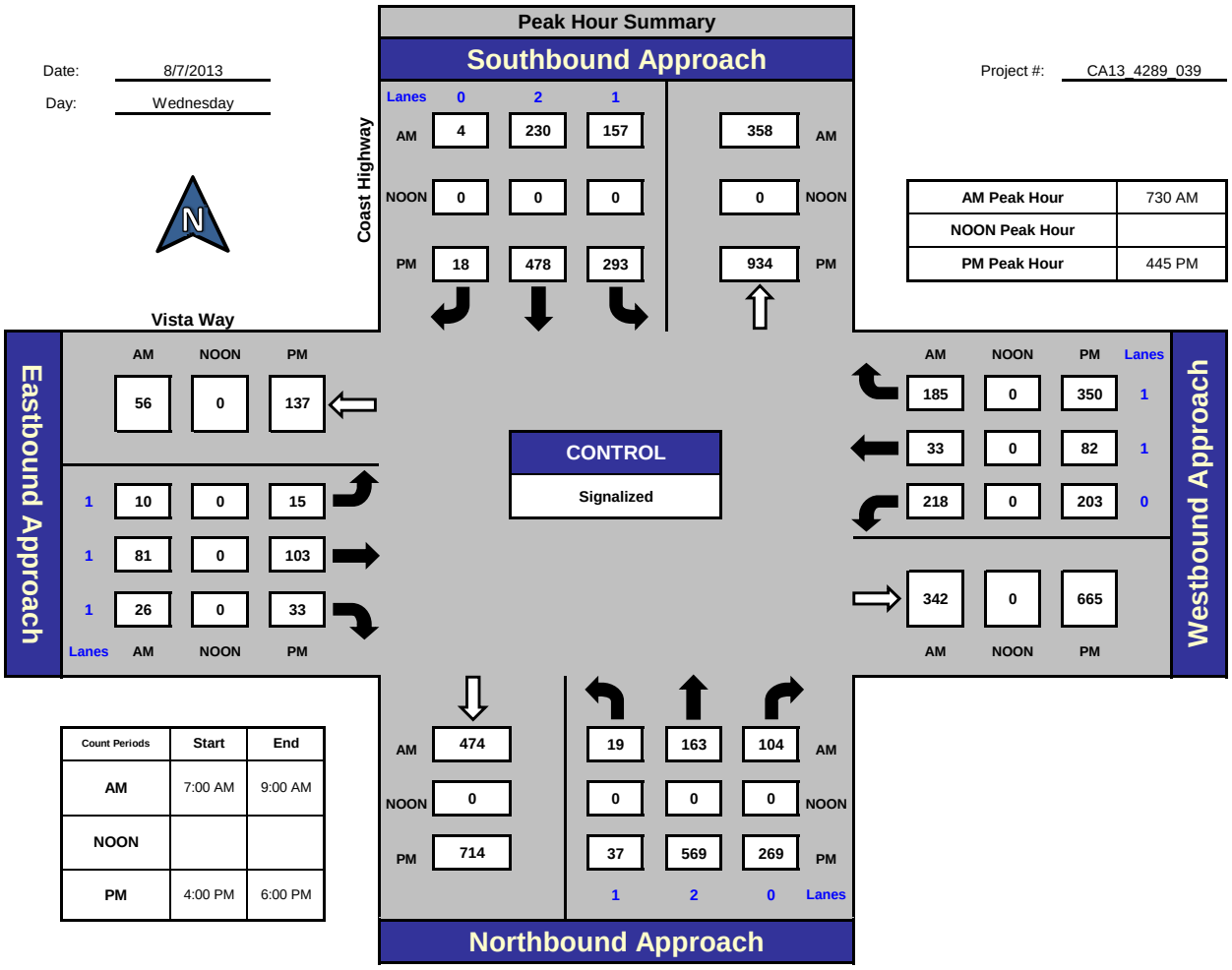
National Data & Surveying Services

Coast Highway and Vista Way , City of Oceanside

Date: 8/7/2013

Day: Wednesday

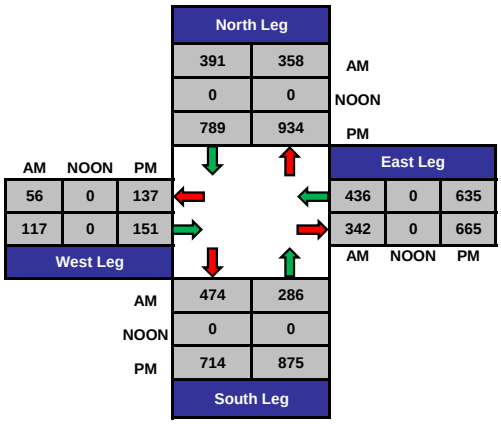
Project #: CA13_4289_039



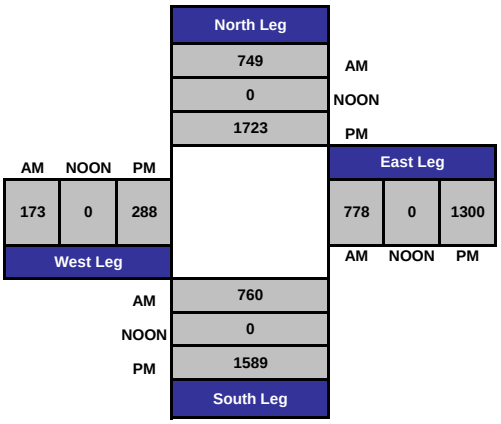
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Freeman St and Vista Way , City of Oceanside

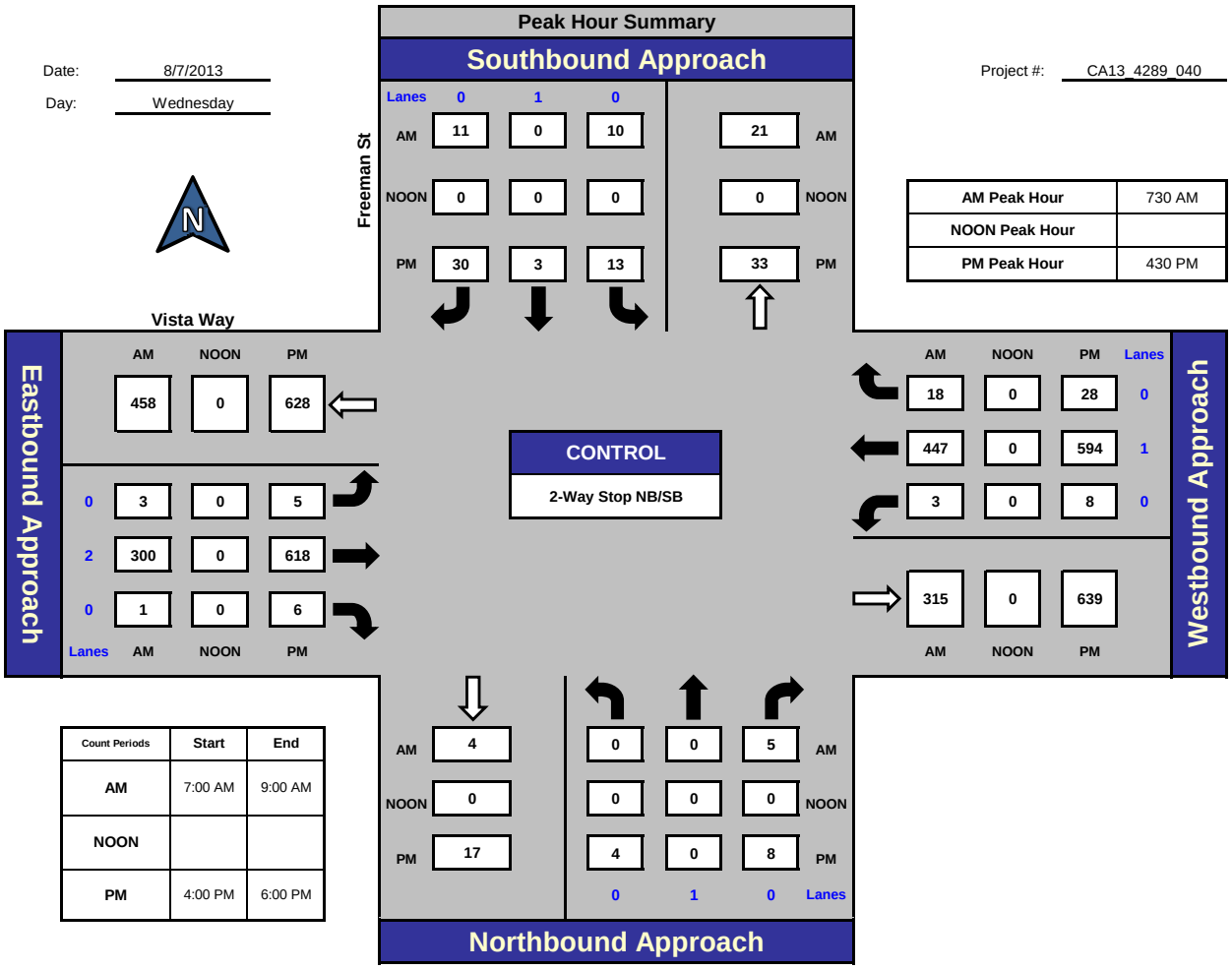
Date: 8/7/2013

Day: Wednesday

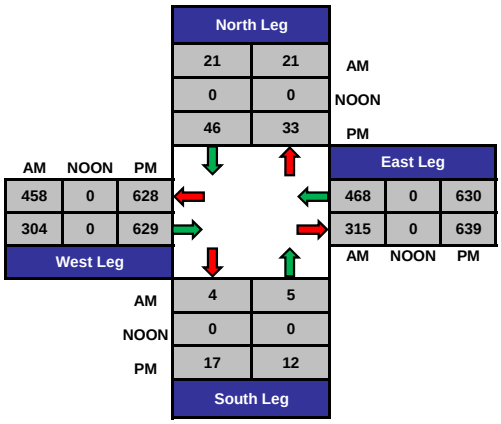
Project #: CA13_4289_040

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

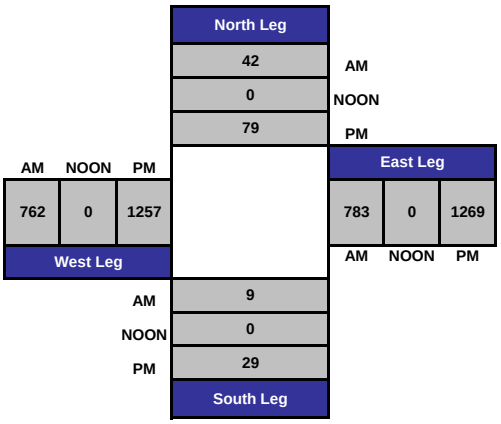
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Ditmar St and Vista Way , City of Oceanside

Date: 8/7/2013

Day: Wednesday

Project #: CA13_4289_041

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs

	North Leg		
AM	19	15	AM
NOON	0	0	NOON
PM	22	39	PM

West Leg				East Leg			
AM	NOON	PM		AM	NOON	PM	
504	0	727		512	0	763	
321	0	740		340	0	762	

	South Leg		
AM	9	16	AM
NOON	0	0	NOON
PM	18	21	PM

Total Volume Per Leg

	North Leg	
AM	34	AM
NOON	0	NOON
PM	61	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
825	0	1467	852	0	1525

	South Leg	
AM	25	AM
NOON	0	NOON
PM	39	PM

ITM Peak Hour Summary

Prepared by:

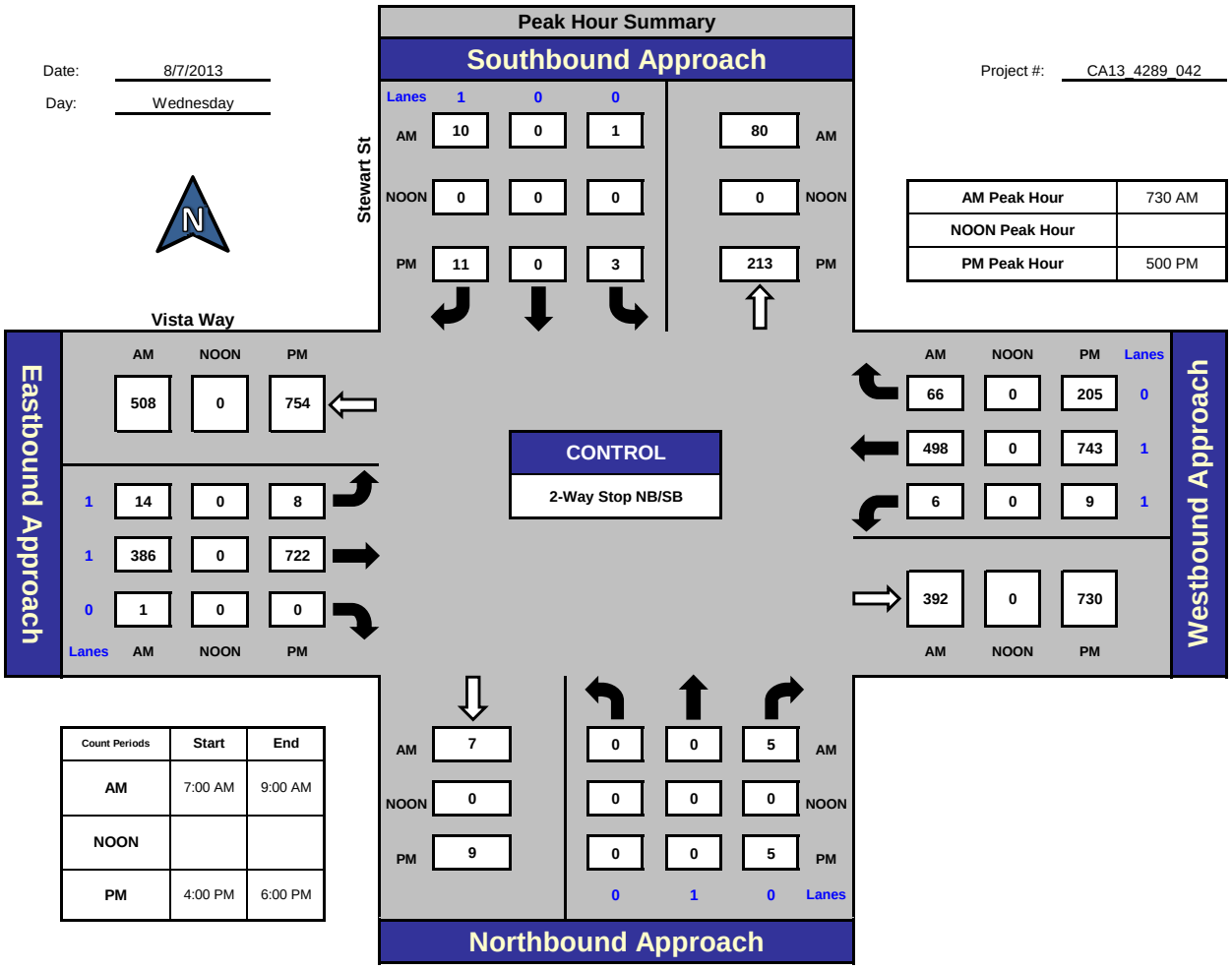
National Data & Surveying Services

Stewart St and Vista Way , City of Oceanside

Date: 8/7/2013

Day: Wednesday

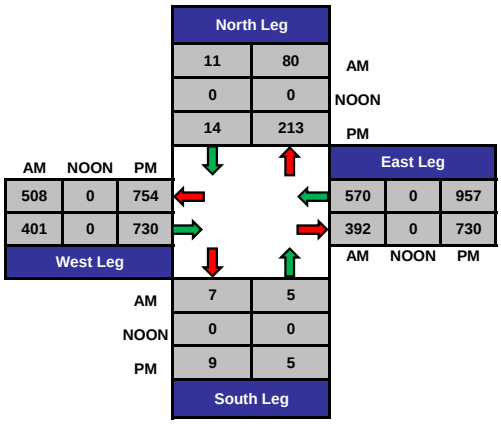
Project #: CA13_4289_042



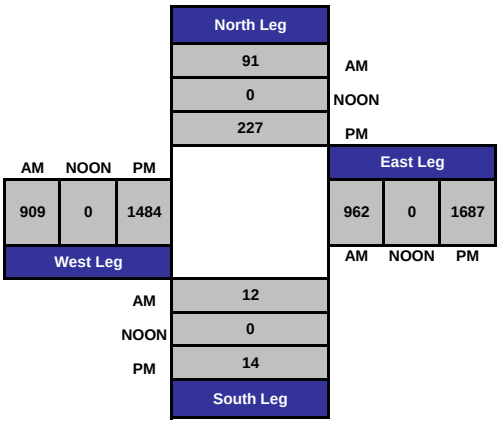
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

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

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

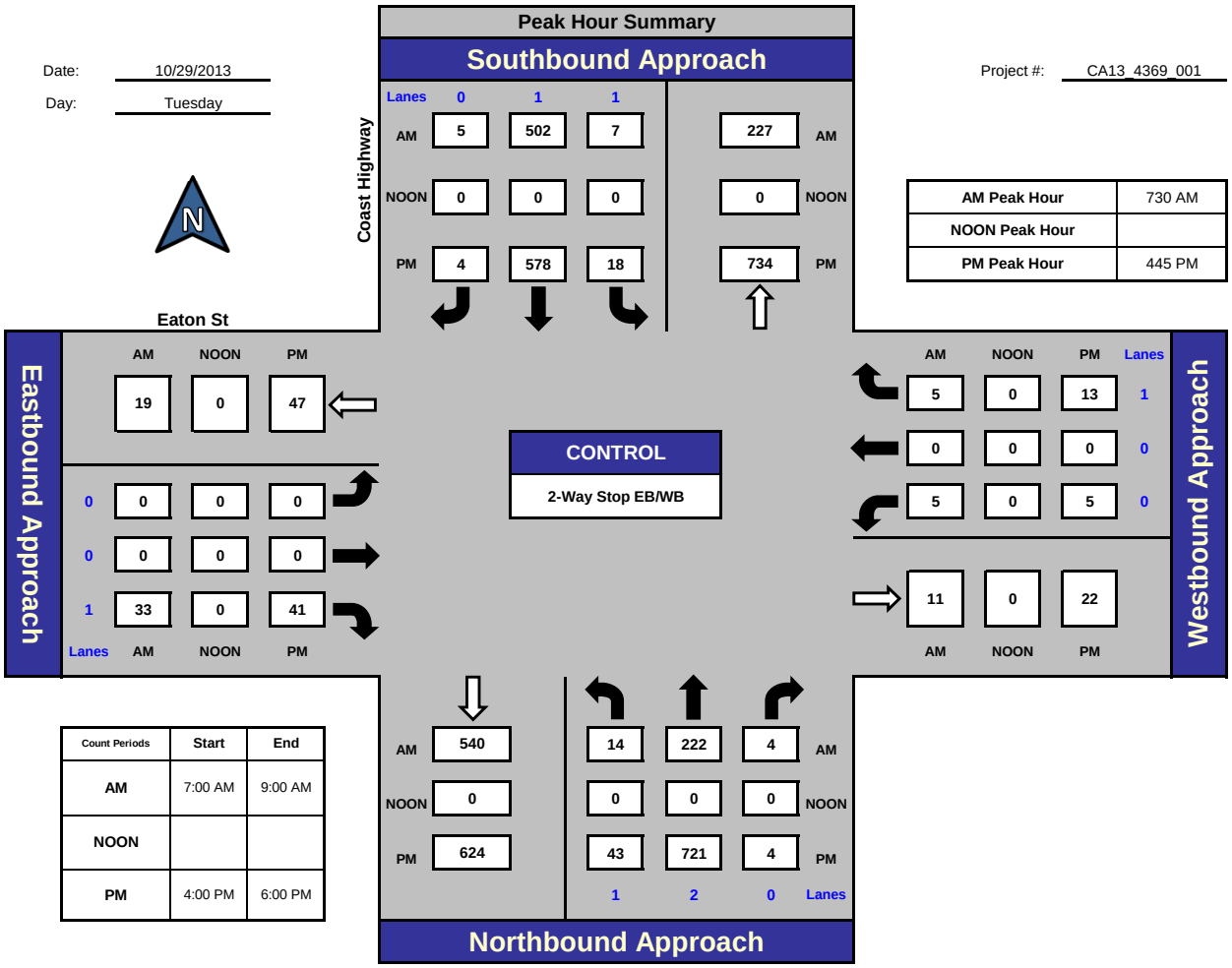
National Data & Surveying Services

Coast Highway and Eaton St , City of Oceanside

Date: 10/29/2013

Day: Tuesday

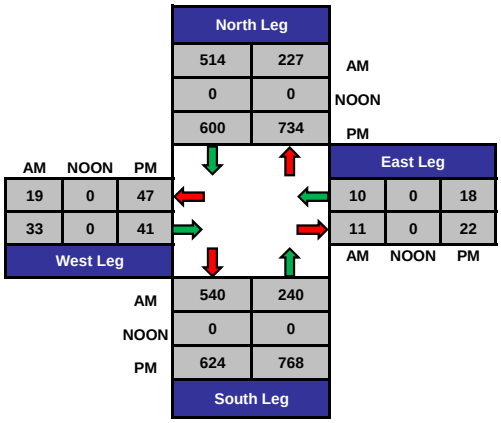
Project #: CA13_4369_001



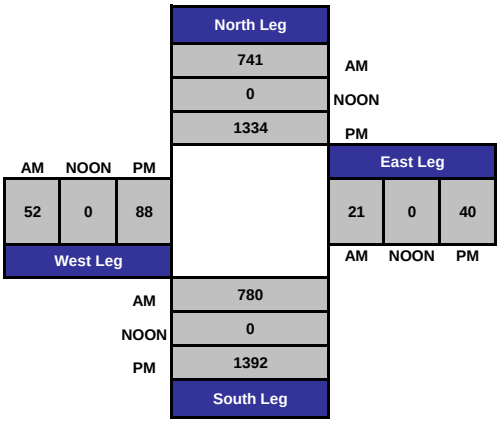
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

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

Total Ins & Outs



Total Volume Per Leg



Prepared by NDS/ATD

VOLUME

Coast Highway btwn Sportfisher Dr & Civic Center Dr

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_002

DAILY TOTALS	NB	SB	EB	WB	Total
	7,252	8,198	0	0	15,450

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	23		21				44		12:00	120		144				264	
00:15	12		17				29		12:15	115		127				242	
00:30	19		12				31		12:30	117		151				268	
00:45	13	67	6	56			19	123	12:45	139	491	136	558			275	1049
01:00	11		11				22		13:00	128		161				289	
01:15	10		4				14		13:15	128		123				251	
01:30	10		14				24		13:30	123		129				252	
01:45	8	39	8	37			16	76	13:45	145	524	131	544			276	1068
02:00	11		5				16		14:00	129		145				274	
02:15	7		10				17		14:15	133		158				291	
02:30	3		6				9		14:30	121		136				257	
02:45	4	25	1	22			5	47	14:45	139	522	134	573			273	1095
03:00	9		5				14		15:00	121		134				255	
03:15	7		6				13		15:15	127		153				280	
03:30	6		5				11		15:30	137		160				297	
03:45	5	27	7	23			12	50	15:45	120	505	204	651			324	1156
04:00	5		6				11		16:00	165		141				306	
04:15	3		4				7		16:15	116		156				272	
04:30	7		9				16		16:30	151		176				327	
04:45	15	30	26	45			41	75	16:45	145	577	143	616			288	1193
05:00	16		31				47		17:00	137		137				274	
05:15	16		17				33		17:15	163		176				339	
05:30	23		39				62		17:30	158		161				319	
05:45	28	83	52	139			80	222	17:45	144	602	165	639			309	1241
06:00	50		31				81		18:00	143		164				307	
06:15	30		60				90		18:15	123		150				273	
06:30	50		59				109		18:30	136		157				293	
06:45	56	186	74	224			130	410	18:45	147	549	160	631			307	1180
07:00	36		67				103		19:00	130		143				273	
07:15	49		91				140		19:15	116		149				265	
07:30	67		75				142		19:30	133		108				241	
07:45	51	203	93	326			144	529	19:45	119	498	112	512			231	1010
08:00	45		62				107		20:00	109		101				210	
08:15	60		68				128		20:15	104		96				200	
08:30	58		74				132		20:30	76		71				147	
08:45	71	234	97	301			168	535	20:45	72	361	87	355			159	716
09:00	56		83				139		21:00	122		72				194	
09:15	60		108				168		21:15	78		55				133	
09:30	66		108				174		21:30	60		58				118	
09:45	76	258	112	411			188	669	21:45	73	333	56	241			129	574
10:00	86		124				210		22:00	57		48				105	
10:15	94		114				208		22:15	58		43				101	
10:30	89		118				207		22:30	40		40				80	
10:45	96	365	127	483			223	848	22:45	34	189	36	167			70	356
11:00	102		124				226		23:00	40		32				72	
11:15	116		158				274		23:15	33		23				56	
11:30	114		128				242		23:30	27		24				51	
11:45	117	449	135	545			252	994	23:45	35	135	20	99			55	234
TOTALS		1966		2612				4578	TOTALS		5286		5586				10872
SPLIT %		42.9%		57.1%				29.6%	SPLIT %		48.6%		51.4%				70.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,252	8,198	0	0	15,450

AM Peak Hour	11:45	11:15				11:15	PM Peak Hour	17:15	15:45				17:15
AM Pk Volume	469	565				1032	PM Pk Volume	608	677				1274
Pk Hr Factor	0.977	0.894				0.942	Pk Hr Factor	0.933	0.830				0.940
7 - 9 Volume	437	627	0	0		1064	4 - 6 Volume	1179	1255	0	0		2434
7 - 9 Peak Hour	08:00	07:00				08:00	4 - 6 Peak Hour	16:45	17:00				17:00
7 - 9 Pk Volume	234	326	0	0		535	4 - 6 Pk Volume	603	639	0	0		1241
Pk Hr Factor	0.824	0.876	0.000	0.000		0.796	Pk Hr Factor	0.925	0.908	0.000	0.000		0.915

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Sportfisher Dr & Civic Center Dr

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_002

DAILY TOTALS	NB	SB	EB	WB	Total
	7,574	8,240	0	0	15,814

AM Period	NB		SB		EB		WB		TOTAL	
00:00	29		10						39	
00:15	20		14						34	
00:30	28		12						40	
00:45	15	92	16	52					31	144
01:00	20		7						27	
01:15	18		11						29	
01:30	8		6						14	
01:45	21	67	15	39					36	106
02:00	9		4						13	
02:15	5		5						10	
02:30	3		3						6	
02:45	5	22	1	13					6	35
03:00	3		6						9	
03:15	3		4						7	
03:30	3		4						7	
03:45	3	12	7	21					10	33
04:00	2		8						10	
04:15	12		4						16	
04:30	12		17						29	
04:45	9	35	28	57					37	92
05:00	13		42						55	
05:15	12		19						31	
05:30	29		31						60	
05:45	29	83	62	154					91	237
06:00	39		33						72	
06:15	41		59						100	
06:30	53		72						125	
06:45	58	191	66	230					124	421
07:00	53		64						117	
07:15	46		66						112	
07:30	60		75						135	
07:45	67	226	65	270					132	496
08:00	61		95						156	
08:15	56		84						140	
08:30	56		64						120	
08:45	82	255	95	338					177	593
09:00	70		106						176	
09:15	59		101						160	
09:30	65		102						167	
09:45	94	288	124	433					218	721
10:00	88		108						196	
10:15	83		133						216	
10:30	95		143						238	
10:45	94	360	122	506					216	866
11:00	102		136						238	
11:15	89		130						219	
11:30	128		120						248	
11:45	119	438	172	558					291	996
TOTALS		2069		2671						4740
SPLIT %		43.6%		56.4%						30.0%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	121		152						273	
12:15	141		163						304	
12:30	134		146						280	
12:45	146	542	136	597					282	1139
13:00	127		157						284	
13:15	115		115						230	
13:30	114		141						255	
13:45	108	464	135	548					243	1012
14:00	106		131						237	
14:15	120		138						258	
14:30	124		144						268	
14:45	103	453	111	524					214	977
15:00	128		131						259	
15:15	131		140						271	
15:30	141		134						275	
15:45	118	518	148	553					266	1071
16:00	144		138						282	
16:15	122		168						290	
16:30	146		171						317	
16:45	142	554	145	622					287	1176
17:00	104		182						286	
17:15	131		162						293	
17:30	157		174						331	
17:45	156	548	177	695					333	1243
18:00	169		140						309	
18:15	161		158						319	
18:30	137		158						295	
18:45	185	652	140	596					325	1248
19:00	152		133						285	
19:15	150		143						293	
19:30	127		124						251	
19:45	142	571	102	502					244	1073
20:00	115		118						233	
20:15	137		88						225	
20:30	116		112						228	
20:45	102	470	60	378					162	848
21:00	122		72						194	
21:15	86		74						160	
21:30	81		53						134	
21:45	94	383	54	253					148	636
22:00	65		48						113	
22:15	54		52						106	
22:30	31		56						87	
22:45	43	193	34	190					77	383
23:00	37		34						71	
23:15	46		24						70	
23:30	38		24						62	
23:45	36	157	29	111					65	268
TOTALS		5505		5569						11074
SPLIT %		49.7%		50.3%						70.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,574	8,240	0	0	15,814

AM Peak Hour	11:45	11:45			11:45
AM Pk Volume	515	633			1148
Pk Hr Factor	0.913	0.920			0.944
7 - 9 Volume	481	608	0	0	1089
7 - 9 Peak Hour	08:00	08:00			08:00
7 - 9 Pk Volume	255	338	0	0	593
Pk Hr Factor	0.777	0.889	0.000	0.000	0.838

PM Peak Hour	18:00	17:00			17:30
PM Pk Volume	652	695			1292
Pk Hr Factor	0.881	0.955			0.970
4 - 6 Volume	1102	1317	0	0	2419
4 - 6 Peak Hour	16:00	17:00			17:00
4 - 6 Pk Volume	554	695	0	0	1243
Pk Hr Factor	0.949	0.955	0.000	0.000	0.933

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Mission Ave & Seagaze Dr

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_003

DAILY TOTALS	NB	SB	EB	WB	Total
	8,442	8,046	0	0	16,488

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	33		14				47		12:00	157		145				302	
00:15	28		16				44		12:15	148		125				273	
00:30	14		14				28		12:30	143		128				271	
00:45	9	84	9	53			18	137	12:45	145	593	143	541			288	1134
01:00	4		7				11		13:00	149		157				306	
01:15	11		5				16		13:15	148		139				287	
01:30	10		13				23		13:30	142		123				265	
01:45	8	33	13	38			21	71	13:45	131	570	135	554			266	1124
02:00	3		8				11		14:00	141		142				283	
02:15	7		7				14		14:15	157		159				316	
02:30	5		4				9		14:30	146		161				307	
02:45	2	17	2	21			4	38	14:45	162	606	133	595			295	1201
03:00	6		7				13		15:00	144		152				296	
03:15	8		5				13		15:15	149		143				292	
03:30	4		6				10		15:30	148		157				305	
03:45	6	24	11	29			17	53	15:45	153	594	150	602			303	1196
04:00	3		14				17		16:00	155		141				296	
04:15	11		16				27		16:15	144		137				281	
04:30	14		22				36		16:30	143		163				306	
04:45	12	40	41	93			53	133	16:45	202	644	146	587			348	1231
05:00	22		51				73		17:00	187		130				317	
05:15	20		23				43		17:15	154		161				315	
05:30	23		61				84		17:30	199		135				334	
05:45	24	89	73	208			97	297	17:45	160	700	145	571			305	1271
06:00	33		45				78		18:00	194		139				333	
06:15	39		88				127		18:15	161		132				293	
06:30	43		84				127		18:30	193		126				319	
06:45	53	168	93	310			146	478	18:45	186	734	127	524			313	1258
07:00	47		81				128		19:00	212		142				354	
07:15	52		86				138		19:15	126		110				236	
07:30	92		71				163		19:30	136		97				233	
07:45	53	244	97	335			150	579	19:45	133	607	106	455			239	1062
08:00	62		77				139		20:00	160		106				266	
08:15	67		73				140		20:15	112		99				211	
08:30	60		81				141		20:30	91		60				151	
08:45	75	264	86	317			161	581	20:45	100	463	74	339			174	802
09:00	86		93				179		21:00	87		73				160	
09:15	79		107				186		21:15	90		70				160	
09:30	89		113				202		21:30	93		49				142	
09:45	108	362	119	432			227	794	21:45	67	337	55	247			122	584
10:00	94		115				209		22:00	53		44				97	
10:15	125		120				245		22:15	46		35				81	
10:30	125		115				240		22:30	49		29				78	
10:45	111	455	115	465			226	920	22:45	35	183	33	141			68	324
11:00	129		118				247		23:00	27		33				60	
11:15	120		113				233		23:15	32		25				57	
11:30	130		122				252		23:30	30		26				56	
11:45	140	519	125	478			265	997	23:45	23	112	27	111			50	223
TOTALS		2299		2779				5078	TOTALS		6143		5267				11410
SPLIT %		45.3%		54.7%				30.8%	SPLIT %		53.8%		46.2%				69.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,442	8,046	0	0	16,488

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	18:15	14:15			16:45
AM Pk Volume	588	523			1111	PM Pk Volume	752	605			1314
Pk Hr Factor	0.936	0.902			0.920	Pk Hr Factor	0.887	0.939			0.944
7 - 9 Volume	508	652	0	0	1160	4 - 6 Volume	1344	1158	0	0	2502
7 - 9 Peak Hour	07:30	07:00			07:30	4 - 6 Peak Hour	16:45	16:30			16:45
7 - 9 Pk Volume	274	335	0	0	592	4 - 6 Pk Volume	742	600	0	0	1314
Pk Hr Factor	0.745	0.863	0.000	0.000	0.908	Pk Hr Factor	0.918	0.920	0.000	0.000	0.944

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Mission Ave & Seagaze Dr

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_003

DAILY TOTALS	NB	SB	EB	WB	Total
	8,541	7,957	0	0	16,498

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	32		11				43		12:00	182		171				353	
00:15	28		20				48		12:15	146		143				289	
00:30	16		13				29		12:30	141		142				283	
00:45	6	82	12	56			18	138	12:45	164	633	136	592			300	1225
01:00	8		8				16		13:00	137		139				276	
01:15	5		5				10		13:15	145		123				268	
01:30	7		9				16		13:30	140		143				283	
01:45	6	26	15	37			21	63	13:45	141	563	129	534			270	1097
02:00	3		4				7		14:00	150		148				298	
02:15	5		7				12		14:15	161		131				292	
02:30	11		8				19		14:30	160		135				295	
02:45	3	22	2	21			5	43	14:45	146	617	132	546			278	1163
03:00	6		6				12		15:00	144		140				284	
03:15	4		5				9		15:15	158		141				299	
03:30	7		2				9		15:30	165		142				307	
03:45	10	27	10	23			20	50	15:45	148	615	130	553			278	1168
04:00	4		9				13		16:00	163		129				292	
04:15	9		12				21		16:15	161		145				306	
04:30	12		24				36		16:30	163		167				330	
04:45	13	38	41	86			54	124	16:45	185	672	147	588			332	1260
05:00	20		63				83		17:00	158		164				322	
05:15	17		26				43		17:15	149		143				292	
05:30	22		50				72		17:30	217		133				350	
05:45	32	91	83	222			115	313	17:45	171	695	154	594			325	1289
06:00	31		41				72		18:00	202		114				316	
06:15	41		76				117		18:15	165		136				301	
06:30	43		90				133		18:30	182		121				303	
06:45	57	172	84	291			141	463	18:45	177	726	125	496			302	1222
07:00	54		66				120		19:00	199		124				323	
07:15	52		80				132		19:15	126		117				243	
07:30	66		76				142		19:30	148		97				245	
07:45	79	251	75	297			154	548	19:45	158	631	95	433			253	1064
08:00	72		91				163		20:00	119		104				223	
08:15	82		94				176		20:15	125		89				214	
08:30	54		55				109		20:30	109		105				214	
08:45	63	271	98	338			161	609	20:45	105	458	57	355			162	813
09:00	78		106				184		21:00	100		67				167	
09:15	78		97				175		21:15	104		86				190	
09:30	93		89				182		21:30	75		51				126	
09:45	86	335	119	411			205	746	21:45	71	350	48	252			119	602
10:00	95		108				203		22:00	60		41				101	
10:15	101		110				211		22:15	52		37				89	
10:30	115		128				243		22:30	31		36				67	
10:45	126	437	118	464			244	901	22:45	34	177	23	137			57	314
11:00	141		123				264		23:00	31		35				66	
11:15	120		118				238		23:15	39		23				62	
11:30	115		134				249		23:30	29		29				58	
11:45	154	530	145	520			299	1050	23:45	23	122	24	111			47	233
TOTALS		2282		2766				5048	TOTALS		6259		5191				11450
SPLIT %		45.2%		54.8%				30.6%	SPLIT %		54.7%		45.3%				69.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,541	7,957	0	0	16,498

AM Peak Hour	11:45	11:45				11:45	PM Peak Hour	17:30	16:15				16:45
AM Pk Volume	623	601				1224	PM Pk Volume	755	623				1296
Pk Hr Factor	0.856	0.879				0.867	Pk Hr Factor	0.870	0.933				0.926
7 - 9 Volume	522	635	0	0		1157	4 - 6 Volume	1367	1182	0	0		2549
7 - 9 Peak Hour	07:30	08:00				07:30	4 - 6 Peak Hour	16:45	16:15				16:45
7 - 9 Pk Volume	299	338	0	0		635	4 - 6 Pk Volume	709	623	0	0		1296
Pk Hr Factor	0.912	0.862	0.000	0.000		0.902	Pk Hr Factor	0.817	0.933	0.000	0.000		0.926

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Missour Ave & Washington Ave

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_004

DAILY TOTALS	NB	SB	EB	WB	Total
	7,910	7,682	0	0	15,592

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	15		25				40		12:00	150		136				286	
00:15	26		13				39		12:15	168		126				294	
00:30	13		8				21		12:30	164		147				311	
00:45	9	63	10	56			19	119	12:45	134	616	141	550			275	1166
01:00	3		5				8		13:00	141		152				293	
01:15	11		3				14		13:15	153		140				293	
01:30	6		11				17		13:30	158		133				291	
01:45	9	29	14	33			23	62	13:45	145	597	135	560			280	1157
02:00	2		5				7		14:00	137		142				279	
02:15	6		3				9		14:15	141		167				308	
02:30	2		4				6		14:30	150		148				298	
02:45	3	13	4	16			7	29	14:45	152	580	145	602			297	1182
03:00	4		4				8		15:00	143		157				300	
03:15	6		5				11		15:15	154		140				294	
03:30	9		3				12		15:30	163		169				332	
03:45	4	23	7	19			11	42	15:45	64	524	136	602			200	1126
04:00	3		4				7		16:00	121		151				272	
04:15	9		2				11		16:15	163		131				294	
04:30	12		7				19		16:30	168		170				338	
04:45	18	42	7	20			25	62	16:45	164	616	173	625			337	1241
05:00	10		10				20		17:00	191		139				330	
05:15	13		6				19		17:15	160		164				324	
05:30	22		16				38		17:30	144		150				294	
05:45	29	74	21	53			50	127	17:45	168	663	143	596			311	1259
06:00	30		21				51		18:00	129		168				297	
06:15	41		25				66		18:15	171		126				297	
06:30	46		34				80		18:30	163		148				311	
06:45	49	166	50	130			99	296	18:45	141	604	132	574			273	1178
07:00	51		50				101		19:00	159		163				322	
07:15	58		53				111		19:15	123		123				246	
07:30	70		62				132		19:30	105		108				213	
07:45	56	235	85	250			141	485	19:45	111	498	101	495			212	993
08:00	69		90				159		20:00	119		98				217	
08:15	79		79				158		20:15	104		98				202	
08:30	56		59				115		20:30	71		65				136	
08:45	89	293	76	304			165	597	20:45	83	377	68	329			151	706
09:00	83		86				169		21:00	79		70				149	
09:15	82		95				177		21:15	76		87				163	
09:30	89		99				188		21:30	70		66				136	
09:45	126	380	111	391			237	771	21:45	60	285	59	282			119	567
10:00	91		104				195		22:00	36		49				85	
10:15	90		104				194		22:15	41		36				77	
10:30	120		123				243		22:30	39		32				71	
10:45	132	433	110	441			242	874	22:45	30	146	34	151			64	297
11:00	123		116				239		23:00	31		36				67	
11:15	137		113				250		23:15	28		29				57	
11:30	144		126				270		23:30	28		27				55	
11:45	146	550	134	489			280	1039	23:45	16	103	22	114			38	217
TOTALS		2301		2202				4503	TOTALS		5609		5480				11089
SPLIT %		51.1%		48.9%				28.9%	SPLIT %		50.6%		49.4%				71.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,910	7,682	0	0	15,592

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	16:15	16:30			16:30
AM Pk Volume	628	543			1171	PM Pk Volume	686	646			1329
Pk Hr Factor	0.935	0.923			0.941	Pk Hr Factor	0.898	0.934			0.983
7 - 9 Volume	528	554	0	0	1082	4 - 6 Volume	1279	1221	0	0	2500
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	16:15	16:30			16:30
7 - 9 Pk Volume	293	316	0	0	597	4 - 6 Pk Volume	686	646	0	0	1329
Pk Hr Factor	0.823	0.878	0.000	0.000	0.905	Pk Hr Factor	0.898	0.934	0.000	0.000	0.983

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Missour Ave & Washington Ave

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_004

DAILY TOTALS	NB	SB	EB	WB	Total
	8,240	7,658	0	0	15,898

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	19		20				39		12:00	170		180				350	
00:15	13		28				41		12:15	142		133				275	
00:30	10		17				27		12:30	133		145				278	
00:45	5	47	16	81			21	128	12:45	179	624	133	591			312	1215
01:00	11		13				24		13:00	124		121				245	
01:15	5		5				10		13:15	151		144				295	
01:30	7		8				15		13:30	151		127				278	
01:45	5	28	6	32			11	60	13:45	145	571	126	518			271	1089
02:00	3		4				7		14:00	154		146				300	
02:15	4		4				8		14:15	172		141				313	
02:30	8		8				16		14:30	139		145				284	
02:45	1	16	0	16			1	32	14:45	159	624	136	568			295	1192
03:00	2		4				6		15:00	158		152				310	
03:15	5		4				9		15:15	154		143				297	
03:30	6		3				9		15:30	155		160				315	
03:45	10	23	2	13			12	36	15:45	154	621	130	585			284	1206
04:00	3		3				6		16:00	174		134				308	
04:15	11		4				15		16:15	162		130				292	
04:30	6		8				14		16:30	192		162				354	
04:45	14	34	13	28			27	62	16:45	165	693	196	622			361	1315
05:00	11		13				24		17:00	153		171				324	
05:15	17		9				26		17:15	157		157				314	
05:30	22		14				36		17:30	155		154				309	
05:45	25	75	21	57			46	132	17:45	194	659	157	639			351	1298
06:00	35		19				54		18:00	167		157				324	
06:15	48		31				79		18:15	168		132				300	
06:30	43		48				91		18:30	158		128				286	
06:45	60	186	55	153			115	339	18:45	160	653	143	560			303	1213
07:00	57		49				106		19:00	145		134				279	
07:15	57		59				116		19:15	128		110				238	
07:30	60		66				126		19:30	125		95				220	
07:45	72	246	67	241			139	487	19:45	128	526	109	448			237	974
08:00	63		82				145		20:00	118		108				226	
08:15	78		91				169		20:15	122		94				216	
08:30	69		50				119		20:30	87		100				187	
08:45	78	288	81	304			159	592	20:45	96	423	77	379			173	802
09:00	80		90				170		21:00	86		72				158	
09:15	78		92				170		21:15	74		97				171	
09:30	93		92				185		21:30	66		60				126	
09:45	94	345	103	377			197	722	21:45	60	286	68	297			128	583
10:00	94		94				188		22:00	51		40				91	
10:15	108		105				213		22:15	56		31				87	
10:30	118		114				232		22:30	37		26				63	
10:45	127	447	102	415			229	862	22:45	31	175	26	123			57	298
11:00	147		108				255		23:00	25		32				57	
11:15	115		123				238		23:15	25		27				52	
11:30	131		123				254		23:30	26		17				43	
11:45	159	552	150	504			309	1056	23:45	22	98	31	107			53	205
TOTALS		2287		2221				4508	TOTALS		5953		5437				11390
SPLIT %		50.7%		49.3%				28.4%	SPLIT %		52.3%		47.7%				71.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,240	7,658	0	0	15,898

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	16:00	16:30			16:30
AM Pk Volume	604	608			1212	PM Pk Volume	693	686			1353
Pk Hr Factor	0.888	0.844			0.866	Pk Hr Factor	0.902	0.875			0.937
7 - 9 Volume	534	545	0	0	1079	4 - 6 Volume	1352	1261	0	0	2613
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	16:00	16:30			16:30
7 - 9 Pk Volume	288	306	0	0	592	4 - 6 Pk Volume	693	686	0	0	1353
Pk Hr Factor	0.923	0.841	0.000	0.000	0.876	Pk Hr Factor	0.902	0.875	0.000	0.000	0.937

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Stanley St & Eucalyptus St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_005

DAILY TOTALS	NB	SB	EB	WB	Total
	9,206	9,264	0	0	18,470

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	13		21				34		12:00	160		162				322	
00:15	21		16				37		12:15	173		161				334	
00:30	19		10				29		12:30	181		180				361	
00:45	6	59	10	57			16	116	12:45	152	666	154	657			306	1323
01:00	2		4				6		13:00	177		184				361	
01:15	11		10				21		13:15	164		171				335	
01:30	10		14				24		13:30	184		160				344	
01:45	9	32	15	43			24	75	13:45	172	697	171	686			343	1383
02:00	3		5				8		14:00	171		179				350	
02:15	8		4				12		14:15	168		177				345	
02:30	2		7				9		14:30	155		176				331	
02:45	2	15	3	19			5	34	14:45	170	664	175	707			345	1371
03:00	2		1				3		15:00	158		179				337	
03:15	7		5				12		15:15	183		182				365	
03:30	10		5				15		15:30	169		198				367	
03:45	4	23	6	17			10	40	15:45	174	684	164	723			338	1407
04:00	4		7				11		16:00	188		179				367	
04:15	9		6				15		16:15	191		162				353	
04:30	9		7				16		16:30	182		180				362	
04:45	13	35	7	27			20	62	16:45	192	753	200	721			392	1474
05:00	12		9				21		17:00	208		169				377	
05:15	16		18				34		17:15	198		172				370	
05:30	24		16				40		17:30	198		176				374	
05:45	22	74	26	69			48	143	17:45	169	773	157	674			326	1447
06:00	31		34				65		18:00	173		178				351	
06:15	45		34				79		18:15	198		151				349	
06:30	42		55				97		18:30	175		188				363	
06:45	55	173	67	190			122	363	18:45	174	720	158	675			332	1395
07:00	61		71				132		19:00	172		153				325	
07:15	62		69				131		19:15	131		144				275	
07:30	64		82				146		19:30	122		139				261	
07:45	65	252	99	321			164	573	19:45	135	560	125	561			260	1121
08:00	78		107				185		20:00	133		129				262	
08:15	75		110				185		20:15	105		125				230	
08:30	77		97				174		20:30	89		82				171	
08:45	98	328	100	414			198	742	20:45	87	414	80	416			167	830
09:00	103		106				209		21:00	69		80				149	
09:15	110		119				229		21:15	107		93				200	
09:30	116		123				239		21:30	71		82				153	
09:45	131	460	137	485			268	945	21:45	65	312	68	323			133	635
10:00	113		121				234		22:00	51		47				98	
10:15	145		144				289		22:15	54		48				102	
10:30	138		168				306		22:30	45		41				86	
10:45	155	551	153	586			308	1137	22:45	40	190	37	173			77	363
11:00	144		143				287		23:00	31		39				70	
11:15	149		151				300		23:15	33		26				59	
11:30	169		139				308		23:30	32		33				65	
11:45	195	657	167	600			362	1257	23:45	18	114	22	120			40	234
TOTALS		2659		2828				5487	TOTALS		6547		6436				12983
SPLIT %		48.5%		51.5%				29.7%	SPLIT %		50.4%		49.6%				70.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,206	9,264	0	0	18,470

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	16:45	14:45			16:45
AM Pk Volume	709	670			1379	PM Pk Volume	796	734			1513
Pk Hr Factor	0.909	0.931			0.952	Pk Hr Factor	0.957	0.927			0.965
7 - 9 Volume	580	735	0	0	1315	4 - 6 Volume	1526	1395	0	0	2921
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	16:00			16:45
7 - 9 Pk Volume	328	414	0	0	742	4 - 6 Pk Volume	796	721	0	0	1513
Pk Hr Factor	0.837	0.941	0.000	0.000	0.937	Pk Hr Factor	0.957	0.901	0.000	0.000	0.965

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Stanley St & Eucalyptus St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_005

DAILY TOTALS	NB	SB	EB	WB	Total
	9,554	9,122	0	0	18,676

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	22		25				47		12:00	187		212				399	
00:15	16		32				48		12:15	163		170				333	
00:30	9		18				27		12:30	155		177				332	
00:45	5	52	14	89			19	141	12:45	194	699	147	706			341	1405
01:00	15		15				30		13:00	156		163				319	
01:15	7		6				13		13:15	159		172				331	
01:30	10		10				20		13:30	188		177				365	
01:45	6	38	6	37			12	75	13:45	181	684	158	670			339	1354
02:00	2		9				11		14:00	175		173				348	
02:15	8		3				11		14:15	180		182				362	
02:30	6		11				17		14:30	178		163				341	
02:45	2	18	0	23			2	41	14:45	166	699	177	695			343	1394
03:00	1		2				3		15:00	177		164				341	
03:15	7		5				12		15:15	183		192				375	
03:30	5		5				10		15:30	191		177				368	
03:45	7	20	2	14			9	34	15:45	181	732	183	716			364	1448
04:00	3		7				10		16:00	193		162				355	
04:15	10		3				13		16:15	196		175				371	
04:30	6		7				13		16:30	228		186				414	
04:45	12	31	12	29			24	60	16:45	189	806	221	744			410	1550
05:00	19		16				35		17:00	188		188				376	
05:15	20		19				39		17:15	201		174				375	
05:30	21		22				43		17:30	226		165				391	
05:45	20	80	30	87			50	167	17:45	219	834	167	694			386	1528
06:00	34		21				55		18:00	190		188				378	
06:15	51		43				94		18:15	206		168				374	
06:30	45		65				110		18:30	181		152				333	
06:45	66	196	79	208			145	404	18:45	199	776	159	667			358	1443
07:00	61		64				125		19:00	171		134				305	
07:15	65		82				147		19:15	140		125				265	
07:30	53		87				140		19:30	143		118				261	
07:45	88	267	79	312			167	579	19:45	144	598	134	511			278	1109
08:00	75		98				173		20:00	138		110				248	
08:15	100		105				205		20:15	136		97				233	
08:30	81		84				165		20:30	94		115				209	
08:45	98	354	91	378			189	732	20:45	105	473	81	403			186	876
09:00	92		112				204		21:00	90		89				179	
09:15	95		106				201		21:15	81		101				182	
09:30	103		119				222		21:30	64		66				130	
09:45	123	413	115	452			238	865	21:45	61	296	80	336			141	632
10:00	124		101				225		22:00	56		45				101	
10:15	118		123				241		22:15	60		29				89	
10:30	143		149				292		22:30	45		34				79	
10:45	158	543	121	494			279	1037	22:45	34	195	29	137			63	332
11:00	152		142				294		23:00	27		39				66	
11:15	155		127				282		23:15	32		30				62	
11:30	144		159				303		23:30	28		23				51	
11:45	187	638	171	599			358	1237	23:45	25	112	29	121			54	233
TOTALS		2650		2722				5372	TOTALS		6904		6400				13304
SPLIT %		49.3%		50.7%				28.8%	SPLIT %		51.9%		48.1%				71.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,554	9,122	0	0	18,676

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	17:30	16:15			16:30
AM Pk Volume	692	730			1422	PM Pk Volume	841	770			1575
Pk Hr Factor	0.925	0.861			0.891	Pk Hr Factor	0.930	0.871			0.951
7 - 9 Volume	621	690	0	0	1311	4 - 6 Volume	1640	1438	0	0	3078
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:15			16:30
7 - 9 Pk Volume	354	378	0	0	732	4 - 6 Pk Volume	834	770	0	0	1575
Pk Hr Factor	0.885	0.900	0.000	0.000	0.893	Pk Hr Factor	0.923	0.871	0.000	0.000	0.951

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Sprinter RR Tracks & Morse St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_006

DAILY TOTALS	NB	SB	EB	WB	Total
	9,429	9,670	0	0	19,099

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	11		18				29		12:00	176		179				355	
00:15	14		21				35		12:15	175		147				322	
00:30	14		11				25		12:30	170		180				350	
00:45	7	46	12	62			19	108	12:45	171	692	173	679			344	1371
01:00	8		10				18		13:00	182		185				367	
01:15	10		3				13		13:15	193		190				383	
01:30	9		10				19		13:30	187		171				358	
01:45	7	34	16	39			23	73	13:45	169	731	175	721			344	1452
02:00	5		7				12		14:00	175		202				377	
02:15	8		5				13		14:15	167		169				336	
02:30	2		4				6		14:30	167		168				335	
02:45	4	19	3	19			7	38	14:45	190	699	167	706			357	1405
03:00	4		1				5		15:00	176		172				348	
03:15	9		6				15		15:15	187		195				382	
03:30	5		5				10		15:30	191		219				410	
03:45	7	25	7	19			14	44	15:45	197	751	186	772			383	1523
04:00	8		3				11		16:00	205		186				391	
04:15	7		4				11		16:15	198		196				394	
04:30	2		9				11		16:30	190		173				363	
04:45	10	27	16	32			26	59	16:45	179	772	213	768			392	1540
05:00	12		14				26		17:00	205		190				395	
05:15	12		20				32		17:15	182		174				356	
05:30	19		17				36		17:30	223		190				413	
05:45	18	61	25	76			43	137	17:45	203	813	176	730			379	1543
06:00	27		47				74		18:00	174		192				366	
06:15	34		44				78		18:15	176		163				339	
06:30	45		72				117		18:30	176		180				356	
06:45	52	158	63	226			115	384	18:45	149	675	142	677			291	1352
07:00	49		77				126		19:00	169		147				316	
07:15	67		82				149		19:15	152		170				322	
07:30	57		118				175		19:30	138		123				261	
07:45	68	241	125	402			193	643	19:45	133	592	136	576			269	1168
08:00	68		105				173		20:00	122		133				255	
08:15	91		116				207		20:15	113		110				223	
08:30	93		116				209		20:30	92		75				167	
08:45	118	370	112	449			230	819	20:45	78	405	76	394			154	799
09:00	99		95				194		21:00	86		69				155	
09:15	113		129				242		21:15	94		96				190	
09:30	132		144				276		21:30	81		71				152	
09:45	127	471	130	498			257	969	21:45	57	318	56	292			113	610
10:00	111		118				229		22:00	47		48				95	
10:15	135		136				271		22:15	43		42				85	
10:30	149		173				322		22:30	48		40				88	
10:45	164	559	165	592			329	1151	22:45	34	172	39	169			73	341
11:00	161		149				310		23:00	29		38				67	
11:15	173		158				331		23:15	34		30				64	
11:30	171		168				339		23:30	25		26				51	
11:45	185	690	176	651			361	1341	23:45	20	108	27	121			47	229
TOTALS		2701		3065				5766	TOTALS		6728		6605				13333
SPLIT %		46.8%		53.2%				30.2%	SPLIT %		50.5%		49.5%				69.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,429	9,670	0	0	19,099

AM Peak Hour	11:30	11:45			11:45	PM Peak Hour	17:00	15:30			15:30
AM Pk Volume	707	682			1388	PM Pk Volume	813	787			1578
Pk Hr Factor	0.955	0.947			0.961	Pk Hr Factor	0.911	0.898			0.962
7 - 9 Volume	611	851	0	0	1462	4 - 6 Volume	1585	1498	0	0	3083
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	17:00	16:15			16:45
7 - 9 Pk Volume	370	464	0	0	819	4 - 6 Pk Volume	813	772	0	0	1556
Pk Hr Factor	0.784	0.928	0.000	0.000	0.890	Pk Hr Factor	0.911	0.906	0.000	0.000	0.942

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Sprinter RR Tracks & Morse St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_006

DAILY TOTALS	NB	SB	EB	WB	Total
	9,492	9,512	0	0	19,004

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	17		29				46		12:00	152		211				363	
00:15	10		23				33		12:15	155		185				340	
00:30	7		20				27		12:30	162		175				337	
00:45	3	37	17	89			20	126	12:45	168	637	164	735			332	1372
01:00	11		9				20		13:00	168		169				337	
01:15	11		7				18		13:15	168		163				331	
01:30	9		12				21		13:30	174		168				342	
01:45	1	32	9	37			10	69	13:45	155	665	162	662			317	1327
02:00	2		4				6		14:00	172		180				352	
02:15	2		4				6		14:15	188		176				364	
02:30	5		11				16		14:30	170		167				337	
02:45	2	11	1	20			3	31	14:45	163	693	167	690			330	1383
03:00	4		3				7		15:00	181		194				375	
03:15	6		6				12		15:15	202		180				382	
03:30	5		4				9		15:30	179		168				347	
03:45	6	21	2	15			8	36	15:45	176	738	184	726			360	1464
04:00	3		6				9		16:00	214		190				404	
04:15	3		6				9		16:15	196		185				381	
04:30	4		13				17		16:30	226		181				407	
04:45	10	20	12	37			22	57	16:45	226	862	207	763			433	1625
05:00	15		17				32		17:00	199		185				384	
05:15	18		21				39		17:15	215		184				399	
05:30	22		26				48		17:30	207		209				416	
05:45	21	76	31	95			52	171	17:45	250	871	184	762			434	1633
06:00	31		36				67		18:00	202		194				396	
06:15	44		46				90		18:15	214		169				383	
06:30	48		58				106		18:30	184		163				347	
06:45	57	180	87	227			144	407	18:45	174	774	157	683			331	1457
07:00	57		77				134		19:00	170		139				309	
07:15	68		92				160		19:15	160		120				280	
07:30	50		99				149		19:30	167		126				293	
07:45	80	255	105	373			185	628	19:45	142	639	120	505			262	1144
08:00	84		93				177		20:00	134		118				252	
08:15	107		102				209		20:15	131		89				220	
08:30	94		109				203		20:30	86		102				188	
08:45	85	370	99	403			184	773	20:45	96	447	77	386			173	833
09:00	100		115				215		21:00	92		83				175	
09:15	106		106				212		21:15	88		110				198	
09:30	106		145				251		21:30	68		71				139	
09:45	125	437	142	508			267	945	21:45	57	305	93	357			150	662
10:00	123		127				250		22:00	47		48				95	
10:15	114		132				246		22:15	56		29				85	
10:30	126		139				265		22:30	47		32				79	
10:45	147	510	159	557			306	1067	22:45	38	188	30	139			68	327
11:00	168		150				318		23:00	23		39				62	
11:15	145		146				291		23:15	25		26				51	
11:30	147		168				315		23:30	23		19				42	
11:45	170	630	172	636			342	1266	23:45	23	94	23	107			46	201
TOTALS		2579		2997				5576	TOTALS		6913		6515				13428
SPLIT %		46.3%		53.7%				29.3%	SPLIT %		51.5%		48.5%				70.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,492	9,512	0	0	19,004

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	17:15	16:45			17:15
AM Pk Volume	639	743			1382	PM Pk Volume	874	785			1645
Pk Hr Factor	0.940	0.880			0.952	Pk Hr Factor	0.874	0.939			0.948
7 - 9 Volume	625	776	0	0	1401	4 - 6 Volume	1733	1525	0	0	3258
7 - 9 Peak Hour	08:00	07:45			07:45	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	370	409	0	0	774	4 - 6 Pk Volume	871	785	0	0	1633
Pk Hr Factor	0.864	0.938	0.000	0.000	0.926	Pk Hr Factor	0.871	0.939	0.000	0.000	0.941

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Whaley St & Cassidy St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_007

DAILY TOTALS	NB	SB	EB	WB	Total
	8,185	8,733	0	0	16,918

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	14		15						29		12:00	149		159						308	
00:15	11		23						34		12:15	159		144						303	
00:30	15		13						28		12:30	153		156						309	
00:45	7	47	13	64					20	111	12:45	142	603	148	607					290	1210
01:00	4		8						12		13:00	168		162						330	
01:15	8		4						12		13:15	178		172						350	
01:30	11		7						18		13:30	154		174						328	
01:45	5	28	17	36					22	64	13:45	155	655	168	676					323	1331
02:00	5		8						13		14:00	164		194						358	
02:15	8		3						11		14:15	135		171						306	
02:30	2		3						5		14:30	159		144						303	
02:45	1	16	2	16					3	32	14:45	157	615	139	648					296	1263
03:00	4		1						5		15:00	153		154						307	
03:15	9		4						13		15:15	177		165						342	
03:30	3		4						7		15:30	166		188						354	
03:45	4	20	5	14					9	34	15:45	147	643	163	670					310	1313
04:00	7		3						10		16:00	176		172						348	
04:15	6		4						10		16:15	170		165						335	
04:30	3		8						11		16:30	161		166						327	
04:45	8	24	16	31					24	55	16:45	160	667	185	688					345	1355
05:00	7		16						23		17:00	186		184						370	
05:15	7		25						32		17:15	152		142						294	
05:30	16		18						34		17:30	174		165						339	
05:45	19	49	33	92					52	141	17:45	178	690	163	654					341	1344
06:00	24		45						69		18:00	155		153						308	
06:15	24		46						70		18:15	164		156						320	
06:30	47		71						118		18:30	138		165						303	
06:45	43	138	60	222					103	360	18:45	133	590	117	591					250	1181
07:00	38		75						113		19:00	118		125						243	
07:15	56		86						142		19:15	140		149						289	
07:30	55		103						158		19:30	116		102						218	
07:45	61	210	108	372					169	582	19:45	128	502	134	510					262	1012
08:00	66		105						171		20:00	105		108						213	
08:15	74		99						173		20:15	98		88						186	
08:30	80		107						187		20:30	76		75						151	
08:45	104	324	103	414					207	738	20:45	70	349	67	338					137	687
09:00	94		93						187		21:00	68		60						128	
09:15	108		110						218		21:15	82		89						171	
09:30	97		126						223		21:30	69		62						131	
09:45	108	407	128	457					236	864	21:45	49	268	49	260					98	528
10:00	89		103						192		22:00	48		44						92	
10:15	119		124						243		22:15	28		40						68	
10:30	137		136						273		22:30	44		35						79	
10:45	140	485	175	538					315	1023	22:45	27	147	40	159					67	306
11:00	141		122						263		23:00	30		37						67	
11:15	148		148						296		23:15	29		21						50	
11:30	161		144						305		23:30	21		21						42	
11:45	161	611	163	577					324	1188	23:45	17	97	20	99					37	196
TOTALS		2359		2833						5192	TOTALS		5826		5900						11726
SPLIT %		45.4%		54.6%						30.7%	SPLIT %		49.7%		50.3%						69.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,185	8,733	0	0	16,918

AM Peak Hour	11:30	11:45			11:45	PM Peak Hour	17:00	13:15			16:15
AM Pk Volume	630	622			1244	PM Pk Volume	690	708			1377
Pk Hr Factor	0.978	0.954			0.960	Pk Hr Factor	0.927	0.912			0.930
7 - 9 Volume	534	786	0	0	1320	4 - 6 Volume	1357	1342	0	0	2699
7 - 9 Peak Hour	08:00	07:45			08:00	4 - 6 Peak Hour	17:00	16:15			16:15
7 - 9 Pk Volume	324	419	0	0	738	4 - 6 Pk Volume	690	700	0	0	1377
Pk Hr Factor	0.779	0.970	0.000	0.000	0.891	Pk Hr Factor	0.927	0.946	0.000	0.000	0.930

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Whaley St & Cassidy St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_007

DAILY TOTALS	NB	SB	EB	WB	Total
	8,465	8,438	0	0	16,903

AM Period	NB		SB		EB	WB	TOTAL	
00:00	16		24				40	
00:15	9		23				32	
00:30	8		18				26	
00:45	6	39	13	78			19	117
01:00	9		12				21	
01:15	10		5				15	
01:30	7		12				19	
01:45	1	27	10	39			11	66
02:00	1		4				5	
02:15	2		4				6	
02:30	5		10				15	
02:45	2	10	1	19			3	29
03:00	5		4				9	
03:15	1		3				4	
03:30	5		6				11	
03:45	5	16	3	16			8	32
04:00	4		5				9	
04:15	2		6				8	
04:30	4		12				16	
04:45	7	17	11	34			18	51
05:00	9		22				31	
05:15	17		20				37	
05:30	14		31				45	
05:45	19	59	31	104			50	163
06:00	28		39				67	
06:15	33		48				81	
06:30	46		59				105	
06:45	49	156	84	230			133	386
07:00	42		76				118	
07:15	62		99				161	
07:30	58		92				150	
07:45	71	233	90	357			161	590
08:00	76		79				155	
08:15	91		84				175	
08:30	70		99				169	
08:45	71	308	77	339			148	647
09:00	90		91				181	
09:15	99		94				193	
09:30	91		119				210	
09:45	118	398	118	422			236	820
10:00	100		112				212	
10:15	111		122				233	
10:30	111		121				232	
10:45	145	467	139	494			284	961
11:00	144		159				303	
11:15	137		136				273	
11:30	122		152				274	
11:45	147	550	170	617			317	1167
TOTALS		2280		2749				**5029**
SPLIT %		45.3%		54.7%				**29.8%**

PM Period	NB		SB		EB	WB	TOTAL	
12:00	136		181				317	
12:15	150		137				287	
12:30	142		150				292	
12:45	147	575	156	624			303	1199
13:00	171		161				332	
13:15	152		157				309	
13:30	142		157				299	
13:45	157	622	141	616			298	1238
14:00	160		161				321	
14:15	169		179				348	
14:30	156		138				294	
14:45	167	652	157	635			324	1287
15:00	163		134				297	
15:15	184		144				328	
15:30	166		137				303	
15:45	154	667	158	573			312	1240
16:00	199		176				375	
16:15	175		159				334	
16:30	188		163				351	
16:45	196	758	169	667			365	1425
17:00	188		177				365	
17:15	191		155				346	
17:30	195		164				359	
17:45	215	789	178	674			393	1463
18:00	182		162				344	
18:15	168		151				319	
18:30	163		139				302	
18:45	162	675	141	593			303	1268
19:00	149		110				259	
19:15	138		102				240	
19:30	144		106				250	
19:45	128	559	112	430			240	989
20:00	113		104				217	
20:15	106		84				190	
20:30	72		92				164	
20:45	84	375	60	340			144	715
21:00	90		74				164	
21:15	73		94				167	
21:30	57		60				117	
21:45	51	271	81	309			132	580
22:00	39		49				88	
22:15	52		28				80	
22:30	36		27				63	
22:45	34	161	25	129			59	290
23:00	21		34				55	
23:15	21		27				48	
23:30	18		17				35	
23:45	21	81	21	99			42	180
TOTALS		6185		5689				**11874**
SPLIT %		52.1%		47.9%				**70.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	8,465	8,438	0	0	16,903

AM Peak Hour	11:45	11:30			**11:45**
AM Pk Volume	575	640			**1213**
Pk Hr Factor	0.958	0.884			**0.957**
7 - 9 Volume	541	696	0	0	**1237**
7 - 9 Peak Hour	07:45	07:15			**07:45**
7 - 9 Pk Volume	308	360	0	0	**660**
Pk Hr Factor	0.846	0.909	0.000	0.000	**0.943**

PM Peak Hour	17:00	17:00			**17:00**
PM Pk Volume	789	674			**1463**
Pk Hr Factor	0.917	0.947			**0.931**
4 - 6 Volume	1547	1341	0	0	**2888**
4 - 6 Peak Hour	17:00	17:00			**17:00**
4 - 6 Pk Volume	789	674	0	0	**1463**
Pk Hr Factor	0.917	0.947	0.000	0.000	**0.931**

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Kelly St & Vista Way

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_008

DAILY TOTALS	NB	SB	EB	WB	Total
	9,510	8,906	0	0	18,416

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	14		11				25		12:00	183		162				345	
00:15	14		24				38		12:15	193		145				338	
00:30	12		17				29		12:30	196		180				376	
00:45	7	47	12	64			19	111	12:45	127	699	146	633			273	1332
01:00	8		10				18		13:00	203		165				368	
01:15	8		4				12		13:15	192		184				376	
01:30	9		10				19		13:30	181		175				356	
01:45	7	32	15	39			22	71	13:45	171	747	176	700			347	1447
02:00	8		8				16		14:00	189		200				389	
02:15	8		5				13		14:15	144		166				310	
02:30	6		4				10		14:30	172		165				337	
02:45	3	25	2	19			5	44	14:45	184	689	156	687			340	1376
03:00	6		3				9		15:00	189		176				365	
03:15	9		2				11		15:15	183		159				342	
03:30	3		2				5		15:30	176		188				364	
03:45	1	19	7	14			8	33	15:45	186	734	159	682			345	1416
04:00	9		2				11		16:00	191		162				353	
04:15	5		5				10		16:15	201		163				364	
04:30	6		10				16		16:30	221		172				393	
04:45	8	28	15	32			23	60	16:45	219	832	166	663			385	1495
05:00	5		17				22		17:00	235		187				422	
05:15	9		27				36		17:15	193		162				355	
05:30	15		26				41		17:30	236		156				392	
05:45	21	50	36	106			57	156	17:45	208	872	149	654			357	1526
06:00	27		44				71		18:00	194		154				348	
06:15	30		50				80		18:15	189		147				336	
06:30	52		69				121		18:30	155		172				327	
06:45	50	159	65	228			115	387	18:45	149	687	120	593			269	1280
07:00	60		78				138		19:00	175		122				297	
07:15	58		88				146		19:15	151		146				297	
07:30	72		107				179		19:30	123		80				203	
07:45	81	271	102	375			183	646	19:45	130	579	121	469			251	1048
08:00	94		104				198		20:00	110		119				229	
08:15	83		107				190		20:15	108		94				202	
08:30	96		108				204		20:30	85		78				163	
08:45	115	388	107	426			222	814	20:45	74	377	76	367			150	744
09:00	106		99				205		21:00	66		60				126	
09:15	119		119				238		21:15	75		89				164	
09:30	120		128				248		21:30	64		65				129	
09:45	136	481	128	474			264	955	21:45	53	258	50	264			103	522
10:00	121		116				237		22:00	50		45				95	
10:15	125		144				269		22:15	38		42				80	
10:30	179		138				317		22:30	42		45				87	
10:45	161	586	145	543			306	1129	22:45	28	158	36	168			64	326
11:00	177		140				317		23:00	36		29				65	
11:15	161		146				307		23:15	26		28				54	
11:30	181		166				347		23:30	20		20				40	
11:45	167	686	150	602			317	1288	23:45	24	106	27	104			51	210
TOTALS		2772		2922				5694	TOTALS		6738		5984				12722
SPLIT %		48.7%		51.3%				30.9%	SPLIT %		53.0%		47.0%				69.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,510	8,906	0	0	18,416

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	16:45	13:15			16:15
AM Pk Volume	739	637			1376	PM Pk Volume	883	735			1564
Pk Hr Factor	0.943	0.885			0.915	Pk Hr Factor	0.935	0.919			0.927
7 - 9 Volume	659	801	0	0	1460	4 - 6 Volume	1704	1317	0	0	3021
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	16:15			16:15
7 - 9 Pk Volume	388	426	0	0	814	4 - 6 Pk Volume	883	688	0	0	1564
Pk Hr Factor	0.843	0.986	0.000	0.000	0.917	Pk Hr Factor	0.935	0.920	0.000	0.000	0.927

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Kelly St & Vista Way

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_008

DAILY TOTALS	NB	SB	EB	WB	Total
	9,540	8,768	0	0	18,308

AM Period	NB		SB		EB	WB	TOTAL	
00:00	17		19				36	
00:15	10		25				35	
00:30	11		19				30	
00:45	10	48	18	81			28	129
01:00	9		14				23	
01:15	9		4				13	
01:30	10		10				20	
01:45	5	33	13	41			18	74
02:00	2		5				7	
02:15	5		4				9	
02:30	6		10				16	
02:45	3	16	5	24			8	40
03:00	4		2				6	
03:15	4		4				8	
03:30	5		5				10	
03:45	4	17	1	12			5	29
04:00	4		6				10	
04:15	4		10				14	
04:30	6		11				17	
04:45	8	22	12	39			20	61
05:00	10		21				31	
05:15	14		19				33	
05:30	16		33				49	
05:45	18	58	36	109			54	167
06:00	30		49				79	
06:15	45		57				102	
06:30	56		66				122	
06:45	63	194	91	263			154	457
07:00	46		81				127	
07:15	65		106				171	
07:30	68		119				187	
07:45	88	267	85	391			173	658
08:00	95		83				178	
08:15	95		97				192	
08:30	82		110				192	
08:45	92	364	84	374			176	738
09:00	116		105				221	
09:15	108		112				220	
09:30	123		127				250	
09:45	143	490	103	447			246	937
10:00	119		120				239	
10:15	107		134				241	
10:30	117		115				232	
10:45	155	498	136	505			291	1003
11:00	136		157				293	
11:15	147		164				311	
11:30	136		162				298	
11:45	175	594	146	629			321	1223
TOTALS		2601		2915				5516
SPLIT %		47.2%		52.8%				30.1%

PM Period	NB		SB		EB	WB	TOTAL	
12:00	134		178				312	
12:15	174		148				322	
12:30	170		176				346	
12:45	176	654	150	652			326	1306
13:00	205		166				371	
13:15	164		165				329	
13:30	173		178				351	
13:45	173	715	149	658			322	1373
14:00	192		171				363	
14:15	182		185				367	
14:30	159		159				318	
14:45	175	708	173	688			348	1396
15:00	197		171				368	
15:15	195		160				355	
15:30	183		175				358	
15:45	183	758	157	663			340	1421
16:00	223		155				378	
16:15	204		152				356	
16:30	187		156				343	
16:45	230	844	171	634			401	1478
17:00	201		194				395	
17:15	244		160				404	
17:30	215		172				387	
17:45	249	909	156	682			405	1591
18:00	215		166				381	
18:15	193		146				339	
18:30	177		136				313	
18:45	177	762	129	577			306	1339
19:00	162		117				279	
19:15	153		114				267	
19:30	152		102				254	
19:45	135	602	105	438			240	1040
20:00	124		100				224	
20:15	112		88				200	
20:30	86		96				182	
20:45	89	411	59	343			148	754
21:00	89		68				157	
21:15	75		90				165	
21:30	65		63				128	
21:45	59	288	73	294			132	582
22:00	48		53				101	
22:15	61		31				92	
22:30	42		24				66	
22:45	36	187	26	134			62	321
23:00	29		32				61	
23:15	24		27				51	
23:30	23		14				37	
23:45	25	101	17	90			42	191
TOTALS		6939		5853				12792
SPLIT %		54.2%		45.8%				69.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,540	8,768	0	0	18,308

AM Peak Hour	11:45	11:15			11:45
AM Pk Volume	653	650			1301
Pk Hr Factor	0.933	0.913			0.940
7 - 9 Volume	631	765	0	0	1396
7 - 9 Peak Hour	08:00	07:15			08:00
7 - 9 Pk Volume	364	393	0	0	738
Pk Hr Factor	0.958	0.826	0.000	0.000	0.961

PM Peak Hour	17:15	16:45			17:00
PM Pk Volume	923	697			1591
Pk Hr Factor	0.927	0.898			0.982
4 - 6 Volume	1753	1316	0	0	3069
4 - 6 Peak Hour	17:00	16:45			17:00
4 - 6 Pk Volume	909	697	0	0	1591
Pk Hr Factor	0.913	0.898	0.000	0.000	0.982

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Vista Way & Eaton St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_009

DAILY TOTALS	NB	SB	EB	WB	Total
	8,137	8,525	0	0	16,662

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	11		5				16		12:00	139		140				279	
00:15	10		7				17		12:15	141		144				285	
00:30	10		8				18		12:30	136		175				311	
00:45	6	37	11	31			17	68	12:45	138	554	155	614			293	1168
01:00	9		4				13		13:00	162		172				334	
01:15	11		4				15		13:15	138		173				311	
01:30	14		7				21		13:30	142		158				300	
01:45	13	47	12	27			25	74	13:45	127	569	188	691			315	1260
02:00	5		5				10		14:00	148		151				299	
02:15	6		2				8		14:15	146		151				297	
02:30	2		1				3		14:30	170		169				339	
02:45	3	16	2	10			5	26	14:45	177	641	146	617			323	1258
03:00	4		1				5		15:00	173		163				336	
03:15	5		1				6		15:15	176		132				308	
03:30	2		2				4		15:30	187		164				351	
03:45	5	16	2	6			7	22	15:45	176	712	143	602			319	1314
04:00	1		3				4		16:00	183		154				337	
04:15	3		4				7		16:15	169		145				314	
04:30	3		8				11		16:30	204		166				370	
04:45	3	10	9	24			12	34	16:45	201	757	149	614			350	1371
05:00	4		22				26		17:00	219		138				357	
05:15	8		22				30		17:15	182		143				325	
05:30	12		25				37		17:30	231		142				373	
05:45	17	41	54	123			71	164	17:45	187	819	127	550			314	1369
06:00	19		43				62		18:00	159		118				277	
06:15	23		73				96		18:15	163		134				297	
06:30	36		109				145		18:30	144		124				268	
06:45	33	111	99	324			132	435	18:45	139	605	110	486			249	1091
07:00	51		116				167		19:00	125		103				228	
07:15	45		158				203		19:15	113		137				250	
07:30	52		147				199		19:30	140		65				205	
07:45	75	223	142	563			217	786	19:45	112	490	97	402			209	892
08:00	72		159				231		20:00	108		76				184	
08:15	54		131				185		20:15	96		69				165	
08:30	68		124				192		20:30	90		57				147	
08:45	82	276	145	559			227	835	20:45	95	389	58	260			153	649
09:00	79		112				191		21:00	55		41				96	
09:15	105		120				225		21:15	58		58				116	
09:30	87		108				195		21:30	58		43				101	
09:45	99	370	129	469			228	839	21:45	44	215	33	175			77	390
10:00	98		133				231		22:00	43		33				76	
10:15	111		131				242		22:15	26		32				58	
10:30	145		146				291		22:30	42		20				62	
10:45	130	484	141	551			271	1035	22:45	25	136	24	109			49	245
11:00	135		146				281		23:00	28		20				48	
11:15	117		162				279		23:15	21		17				38	
11:30	147		184				331		23:30	23		14				37	
11:45	127	526	164	656			291	1182	23:45	21	93	11	62			32	155
TOTALS		2157		3343				5500	TOTALS		5980		5182				11162
SPLIT %		39.2%		60.8%				33.0%	SPLIT %		53.6%		46.4%				67.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,137	8,525	0	0	16,662

AM Peak Hour	11:30	11:00			11:30	PM Peak Hour	16:45	13:00			16:45
AM Pk Volume	554	656			1186	PM Pk Volume	833	691			1405
Pk Hr Factor	0.942	0.891			0.896	Pk Hr Factor	0.902	0.919			0.942
7 - 9 Volume	499	1122	0	0	1621	4 - 6 Volume	1576	1164	0	0	2740
7 - 9 Peak Hour	08:00	07:15			07:15	4 - 6 Peak Hour	16:45	16:00			16:45
7 - 9 Pk Volume	276	606	0	0	850	4 - 6 Pk Volume	833	614	0	0	1405
Pk Hr Factor	0.841	0.953	0.000	0.000	0.920	Pk Hr Factor	0.902	0.925	0.000	0.000	0.942

Prepared by NDS/ATD

VOLUME

Coast Highway btwn Vista Way & Eaton St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_009

DAILY TOTALS	NB	SB	EB	WB	Total
	8,608	8,359	0	0	16,967

AM Period	NB		SB		EB		WB		TOTAL	
00:00	16		10						26	
00:15	12		14						26	
00:30	13		8						21	
00:45	7	48	7	39					14	87
01:00	7		9						16	
01:15	6		1						7	
01:30	11		3						14	
01:45	11	35	4	17					15	52
02:00	3		3						6	
02:15	7		2						9	
02:30	3		1						4	
02:45	2	15	3	9					5	24
03:00	2		1						3	
03:15	1		4						5	
03:30	5		2						7	
03:45	3	11	0	7					3	18
04:00	4		3						7	
04:15	0		9						9	
04:30	5		1						6	
04:45	4	13	14	27					18	40
05:00	3		26						29	
05:15	11		18						29	
05:30	17		25						42	
05:45	18	49	57	126					75	175
06:00	22		49						71	
06:15	29		84						113	
06:30	39		104						143	
06:45	38	128	107	344					145	472
07:00	48		113						161	
07:15	64		119						183	
07:30	61		122						183	
07:45	79	252	131	485					210	737
08:00	59		112						171	
08:15	90		118						208	
08:30	60		96						156	
08:45	90	299	96	422					186	721
09:00	97		115						212	
09:15	91		106						197	
09:30	100		113						213	
09:45	114	402	131	465					245	867
10:00	88		123						211	
10:15	100		118						218	
10:30	94		119						213	
10:45	126	408	130	490					256	898
11:00	110		139						249	
11:15	133		137						270	
11:30	122		159						281	
11:45	129	494	167	602					296	1096
TOTALS		2154		3033						**5187**
SPLIT %		41.5%		58.5%						**30.6%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	144		184						328	
12:15	144		177						321	
12:30	129		169						298	
12:45	147	564	175	705					322	1269
13:00	162		155						317	
13:15	136		160						296	
13:30	169		149						318	
13:45	150	617	165	629					315	1246
14:00	150		147						297	
14:15	161		163						324	
14:30	151		174						325	
14:45	165	627	141	625					306	1252
15:00	164		154						318	
15:15	196		138						334	
15:30	192		136						328	
15:45	184	736	146	574					330	1310
16:00	198		171						369	
16:15	163		139						302	
16:30	229		167						396	
16:45	246	836	169	646					415	1482
17:00	218		166						384	
17:15	231		158						389	
17:30	216		175						391	
17:45	244	909	149	648					393	1557
18:00	191		136						327	
18:15	164		138						302	
18:30	165		116						281	
18:45	158	678	115	505					273	1183
19:00	160		110						270	
19:15	152		108						260	
19:30	147		92						239	
19:45	148	607	94	404					242	1011
20:00	131		82						213	
20:15	114		59						173	
20:30	81		55						136	
20:45	83	409	42	238					125	647
21:00	80		47						127	
21:15	69		56						125	
21:30	58		36						94	
21:45	45	252	46	185					91	437
22:00	52		45						97	
22:15	50		21						71	
22:30	24		20						44	
22:45	26	152	17	103					43	255
23:00	27		25						52	
23:15	11		17						28	
23:30	17		9						26	
23:45	12	67	13	64					25	131
TOTALS		6454		5326						**11780**
SPLIT %		54.8%		45.2%						**69.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	8,608	8,359	0	0	16,967

AM Peak Hour	11:45	11:45			**11:45**
AM Pk Volume	546	697			**1243**
Pk Hr Factor	0.948	0.947			**0.947**
7 - 9 Volume	551	907	0	0	**1458**
7 - 9 Peak Hour	08:00	07:00			**07:30**
7 - 9 Pk Volume	299	485	0	0	**772**
Pk Hr Factor	0.831	0.926	0.000	0.000	**0.919**

PM Peak Hour	16:30	12:00			**16:30**
PM Pk Volume	924	705			**1584**
Pk Hr Factor	0.939	0.958			**0.954**
4 - 6 Volume	1745	1294	0	0	**3039**
4 - 6 Peak Hour	16:30	16:45			**16:30**
4 - 6 Pk Volume	924	668	0	0	**1584**
Pk Hr Factor	0.939	0.954	0.000	0.000	**0.954**

Prepared by National Data & Surveying Services

SPEED

Pacific St btwn Surfrider Way & Civic Center Dr

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_010

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	3	12	5	4	0	0	0	0	0	0	0	0	0	**24**
01:00	1	2	5	5	1	0	0	0	0	0	0	0	0	**14**
02:00	0	0	3	1	0	0	0	0	0	0	0	0	0	**4**
03:00	0	1	7	1	0	0	0	0	0	0	0	0	0	**9**
04:00	0	4	4	3	0	0	0	0	0	0	0	0	0	**11**
05:00	0	9	15	10	3	0	0	0	0	0	0	0	0	**37**
06:00	3	14	42	25	7	0	0	0	0	0	0	0	0	**91**
07:00	7	24	62	36	8	0	0	0	0	0	0	0	0	**137**
08:00	16	52	90	24	3	0	0	0	0	0	0	0	0	**185**
09:00	15	80	104	37	1	2	0	0	0	0	0	0	0	**239**
10:00	21	94	109	34	3	0	0	0	0	0	0	0	0	**261**
11:00	27	111	156	35	3	0	0	0	0	0	0	0	0	**332**
12:00 PM	32	152	164	36	3	2	0	0	0	0	0	0	0	**389**
13:00	25	185	171	32	6	0	0	0	0	0	0	0	0	**419**
14:00	44	156	128	26	1	0	0	0	0	0	0	0	0	**355**
15:00	32	127	145	36	1	0	0	0	0	0	0	0	0	**341**
16:00	43	151	145	17	5	1	0	0	0	0	0	0	0	**362**
17:00	40	135	153	23	6	0	0	0	0	0	0	0	0	**357**
18:00	50	150	104	15	2	0	0	0	0	0	0	0	0	**321**
19:00	96	128	53	8	2	0	0	0	0	0	0	0	0	**287**
20:00	33	94	60	15	1	0	0	0	0	0	0	0	0	**203**
21:00	20	54	38	19	4	1	0	0	0	0	0	0	0	**136**
22:00	8	23	40	14	2	0	0	0	0	0	0	0	0	**87**
23:00	1	13	18	6	0	0	0	0	0	0	0	0	0	**38**
Totals	**517**	**1771**	**1821**	**462**	**62**	**6**								**4639**
% of Totals	11%	38%	39%	10%	1%	0%								100%

AM Volumes	93	403	602	215	29	2	0	0	0	0	0	0	0	1344
% AM	2%	9%	13%	5%	1%	0%								29%
AM Peak Hour	11:00	11:00	11:00	09:00	07:00	09:00								11:00
Volume	27	111	156	37	8	2								332
PM Volumes	424	1368	1219	247	33	4	0	0	0	0	0	0	0	3295
% PM	9%	29%	26%	5%	1%	0%								71%
PM Peak Hour	19:00	13:00	13:00	12:00	13:00	12:00								13:00
Volume	96	185	171	36	6	2								419

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	322		7%	808		17%	719		15%	2790		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Pacific St	Summary	16	20	20	25	28	4639

Prepared by National Data & Surveying Services

SPEED

Pacific St btwn Surfrider Way & Civic Center Dr

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_010

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	3	5	7	4	1	0	0	0	0	0	0	0	0	**20**
01:00	1	7	12	1	0	0	0	0	0	0	0	0	0	**21**
02:00	2	3	5	2	0	0	0	0	0	0	0	0	0	**12**
03:00	1	0	1	2	0	0	0	0	0	0	0	0	0	**4**
04:00	2	6	8	3	1	0	0	0	0	0	0	0	0	**20**
05:00	0	5	13	10	4	0	0	0	0	0	0	0	0	**32**
06:00	2	14	30	26	5	0	0	0	0	0	0	0	0	**77**
07:00	5	34	49	20	5	1	0	0	0	0	0	0	0	**114**
08:00	18	46	87	30	4	0	0	0	0	0	0	0	0	**185**
09:00	15	92	97	27	1	0	0	0	0	0	0	0	0	**232**
10:00	39	86	103	24	3	1	0	0	0	0	0	0	0	**256**
11:00	83	171	98	9	2	0	0	0	0	0	0	0	0	**363**
12:00 PM	28	158	151	31	2	1	0	0	0	0	0	0	0	**371**
13:00	44	160	141	19	4	2	0	0	0	0	0	0	0	**370**
14:00	53	156	111	18	3	0	0	0	0	0	0	0	0	**341**
15:00	42	130	125	33	1	0	0	0	0	0	0	0	0	**331**
16:00	27	121	165	42	7	2	0	0	0	0	0	0	0	**364**
17:00	20	92	163	48	7	0	0	0	0	0	0	0	0	**330**
18:00	49	160	101	18	1	0	0	0	0	0	0	0	0	**329**
19:00	85	137	90	13	0	0	0	0	0	0	0	0	0	**325**
20:00	47	91	63	9	1	0	0	0	0	0	0	0	0	**211**
21:00	19	63	43	15	1	0	0	0	0	0	0	0	0	**141**
22:00	12	32	39	5	0	0	0	0	0	0	0	0	0	**88**
23:00	4	9	27	10	1	0	0	0	0	0	0	0	0	**51**
Totals	**601**	**1778**	**1729**	**419**	**54**	**7**								**4588**
% of Totals	13%	39%	38%	9%	1%	0%								100%

AM Volumes	171	469	510	158	26	2	0	0	0	0	0	0	0	1336
% AM	4%	10%	11%	3%	1%	0%								29%
AM Peak Hour	11:00	11:00	10:00	08:00	06:00	07:00								11:00
Volume	83	171	103	30	5	1								363
PM Volumes	430	1309	1219	261	28	5	0	0	0	0	0	0	0	3252
% PM	9%	29%	27%	6%	1%	0%								71%
PM Peak Hour	19:00	13:00	16:00	17:00	16:00	13:00								12:00
Volume	85	160	165	48	7	2								371

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	299		7%	741		16%	694		15%	2854		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Pacific St	Summary	15	20	20	24	28	4588

Prepared by National Data & Surveying Services

SPEED

Pacific St btwn Seagaze Dr & Michigan Ave

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_011

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	7	10	9	1	1	0	0	0	0	0	0	0	**30**
01:00	0	0	6	3	1	0	0	0	0	0	0	0	0	**10**
02:00	0	2	2	3	0	0	1	1	0	0	0	0	0	**9**
03:00	1	1	3	2	0	0	0	0	0	0	0	0	0	**7**
04:00	0	1	10	4	2	0	2	0	0	0	0	0	0	**19**
05:00	0	3	19	24	6	0	0	0	0	0	0	0	0	**52**
06:00	1	16	54	44	14	3	0	0	0	0	0	0	0	**132**
07:00	3	24	94	51	6	0	1	0	0	0	0	0	0	**179**
08:00	8	46	93	55	10	0	0	0	0	0	0	0	0	**212**
09:00	11	71	115	42	7	0	0	0	0	0	0	0	0	**246**
10:00	8	70	138	52	6	0	0	0	0	0	0	0	0	**274**
11:00	15	117	185	45	9	0	0	0	0	0	0	0	0	**371**
12:00 PM	19	105	169	76	5	1	0	0	0	0	0	0	0	**375**
13:00	14	121	176	48	8	0	1	0	0	0	0	0	0	**368**
14:00	26	105	180	51	5	0	0	0	0	0	0	0	0	**367**
15:00	15	124	212	75	4	1	0	0	0	0	0	0	0	**431**
16:00	22	117	202	79	9	1	0	0	0	0	0	0	0	**430**
17:00	37	165	190	53	5	0	0	0	0	0	0	0	0	**450**
18:00	10	88	176	88	5	0	1	0	0	0	0	0	0	**368**
19:00	14	97	136	40	1	2	0	0	0	0	0	0	0	**290**
20:00	11	65	100	38	8	0	2	1	0	0	0	0	0	**225**
21:00	3	38	71	42	4	0	0	0	0	0	0	0	0	**158**
22:00	4	19	66	23	5	0	0	0	0	0	0	0	0	**117**
23:00	3	8	20	18	4	0	0	0	0	0	0	0	0	**53**
Totals	**227**	**1410**	**2427**	**965**	**125**	**9**	**8**	**2**						**5173**
% of Totals	4%	27%	47%	19%	2%	0%	0%	0%						100%

AM Volumes	49	358	729	334	62	4	4	1	0	0	0	0	0	1541
% AM	1%	7%	14%	6%	1%	0%	0%	0%						30%
AM Peak Hour	11:00	11:00	11:00	08:00	06:00	06:00	04:00	02:00						11:00
Volume	15	117	185	55	14	3	2	1						371
PM Volumes	178	1052	1698	631	63	5	4	1	0	0	0	0	0	3632
% PM	3%	20%	33%	12%	1%	0%	0%	0%						70%
PM Peak Hour	17:00	17:00	15:00	18:00	16:00	19:00	20:00	20:00						17:00
Volume	37	165	212	88	9	2	2	1						450

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	391		8%	743		14%	880		17%	3159		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Pacific St	Summary	17	22	22	27	29	5173

Prepared by National Data & Surveying Services

SPEED

Pacific St btwn Seagaze Dr & Michigan Ave

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_011

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	5	12	11	4	0	0	0	0	0	0	0	0	34
01:00	4	2	6	4	5	0	0	0	0	0	0	0	0	21
02:00	0	3	6	4	1	0	0	0	0	0	0	0	0	14
03:00	0	3	2	5	0	1	0	0	0	0	0	0	0	11
04:00	0	0	9	9	2	1	0	0	0	0	0	0	0	21
05:00	1	6	16	29	5	3	0	0	0	0	0	0	0	60
06:00	0	15	47	58	19	0	1	0	0	0	0	0	0	140
07:00	5	24	84	43	20	3	0	0	0	0	0	0	0	179
08:00	15	48	77	55	11	0	0	0	0	0	0	0	0	206
09:00	4	62	116	50	10	1	0	0	0	0	0	0	0	243
10:00	10	72	156	59	8	0	0	0	0	0	0	0	0	305
11:00	14	95	156	57	3	0	0	0	0	0	0	0	0	325
12:00 PM	9	139	188	57	4	1	0	0	0	0	0	0	0	398
13:00	21	123	168	52	6	1	0	0	0	0	0	0	0	371
14:00	19	127	150	64	5	0	0	0	0	0	0	0	0	365
15:00	18	96	190	69	9	0	0	0	0	0	0	0	0	382
16:00	17	156	212	67	5	0	0	0	0	0	0	0	0	457
17:00	15	102	216	70	10	1	0	0	0	0	0	0	0	414
18:00	11	98	166	80	12	2	1	0	0	0	0	0	0	370
19:00	18	109	163	45	1	1	0	0	0	0	0	0	0	337
20:00	9	41	99	30	3	1	1	0	0	0	0	0	0	184
21:00	10	38	60	34	9	1	0	0	0	0	0	0	0	152
22:00	4	22	33	16	4	0	1	0	0	0	0	0	0	80
23:00	9	9	30	15	1	0	0	0	0	0	0	0	0	64
Totals	215	1395	2362	983	157	17	4							5133
% of Totals	4%	27%	46%	19%	3%	0%	0%							100%

AM Volumes	55	335	687	384	88	9	1	0	0	0	0	0	0	1559
% AM	1%	7%	13%	7%	2%	0%	0%							30%
AM Peak Hour	08:00	11:00	10:00	10:00	07:00	05:00	06:00							11:00
Volume	15	95	156	59	20	3	1							325
PM Volumes	160	1060	1675	599	69	8	3	0	0	0	0	0	0	3574
% PM	3%	21%	33%	12%	1%	0%	0%							70%
PM Peak Hour	13:00	16:00	17:00	18:00	18:00	18:00	18:00							16:00
Volume	21	156	216	80	12	2	1							457

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	385		8%	769		15%	871		17%	3108		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Pacific St	Summary	17	22	22	27	30	5133

Prepared by National Data & Surveying Services

SPEED

Pacific St btwn Wisconsin Ave & Oceanside Blvd

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_012

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	6	3	4	0	0	0	0	0	0	0	0	0	14
01:00	0	0	7	3	1	1	0	0	0	0	0	0	0	12
02:00	1	0	2	0	2	1	1	0	0	0	0	0	0	7
03:00	2	2	2	1	2	0	0	0	0	0	0	0	0	9
04:00	2	2	3	4	3	2	0	0	0	0	0	0	0	16
05:00	0	4	9	10	5	2	0	0	0	0	0	0	0	30
06:00	0	8	29	37	17	1	0	0	0	0	0	0	0	92
07:00	0	10	48	61	17	3	1	0	0	0	0	0	0	140
08:00	0	33	62	75	20	2	0	0	0	0	0	0	0	192
09:00	11	40	102	68	12	0	0	0	0	0	0	0	0	233
10:00	11	47	87	83	22	1	0	0	0	0	0	0	0	251
11:00	14	75	123	67	10	3	0	0	0	0	0	0	0	292
12:00 PM	18	76	143	62	15	4	0	0	0	0	0	0	0	318
13:00	27	75	129	65	8	1	1	0	0	0	0	0	0	306
14:00	9	81	117	57	9	3	0	0	0	0	0	0	0	276
15:00	29	80	148	69	8	0	0	0	0	0	0	0	0	334
16:00	17	97	145	64	11	0	0	0	0	0	0	0	0	334
17:00	13	63	141	66	10	3	0	0	0	0	0	0	0	296
18:00	13	73	160	70	11	3	0	0	0	0	0	0	0	330
19:00	5	58	107	57	13	0	0	0	0	0	0	0	0	240
20:00	8	23	68	49	5	1	2	0	0	0	0	0	0	156
21:00	5	13	39	29	13	2	0	0	0	0	0	0	0	101
22:00	0	3	24	13	8	1	0	0	0	0	0	0	0	49
23:00	4	5	8	12	5	1	0	0	0	0	0	0	0	35
Totals	190	874	1706	1026	227	35	5							4063
% of Totals	5%	22%	42%	25%	6%	1%	0%							100%
AM Volumes	42	227	477	413	111	16	2	0	0	0	0	0	0	1288
% AM	1%	6%	12%	10%	3%	0%	0%							32%
AM Peak Hour	11:00	11:00	11:00	10:00	10:00	07:00	02:00							11:00
Volume	14	75	123	83	22	3	1							292
PM Volumes	148	647	1229	613	116	19	3	0	0	0	0	0	0	2775
% PM	4%	16%	30%	15%	3%	0%	0%							68%
PM Peak Hour	15:00	16:00	18:00	18:00	12:00	12:00	20:00							15:00
Volume	29	97	160	70	15	4	2							334

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	332		8%	624		15%	630		16%	2477		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Pacific St	Summary	17	23	23	28	31	4063

Prepared by National Data & Surveying Services

SPEED

Pacific St btwn Wisconsin Ave & Oceanside Blvd

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_011

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	3	1	1	6	0	1	0	0	0	0	0	0	0	**12**
01:00	1	2	5	2	3	1	1	0	0	0	0	0	0	**15**
02:00	1	4	5	4	1	0	0	0	0	0	0	0	0	**15**
03:00	1	2	3	2	0	1	0	0	0	0	0	0	0	**9**
04:00	1	2	2	5	1	0	0	0	0	0	0	0	0	**11**
05:00	0	2	9	15	4	2	0	0	0	0	0	0	0	**32**
06:00	4	6	13	42	9	5	0	0	0	0	0	0	0	**79**
07:00	4	10	50	55	23	3	1	0	0	0	0	0	0	**146**
08:00	6	25	64	53	23	1	0	0	0	0	0	0	0	**172**
09:00	9	36	110	62	9	3	0	0	0	0	0	0	0	**229**
10:00	9	43	109	77	12	2	0	0	0	0	0	0	0	**252**
11:00	13	67	126	62	16	1	0	0	0	0	0	0	0	**285**
12:00 PM	29	64	140	80	15	2	0	0	0	0	0	0	0	**330**
13:00	20	90	144	60	9	2	0	0	0	0	0	0	0	**325**
14:00	23	115	106	58	8	1	0	0	0	0	0	0	0	**311**
15:00	16	93	120	80	22	2	0	0	0	0	0	0	0	**333**
16:00	20	74	164	98	24	1	1	0	0	0	0	0	0	**382**
17:00	6	64	157	106	17	0	2	0	0	0	0	0	0	**352**
18:00	17	79	109	86	12	1	2	0	0	0	0	0	0	**306**
19:00	14	47	96	68	13	2	0	0	0	0	0	0	0	**240**
20:00	6	13	50	45	12	1	0	0	0	0	0	0	0	**127**
21:00	2	16	40	25	11	2	1	0	0	0	0	0	0	**97**
22:00	3	9	16	9	7	2	2	0	0	0	0	0	0	**48**
23:00	4	17	15	9	7	0	0	0	0	0	0	0	0	**52**
Totals	**212**	**881**	**1654**	**1109**	**258**	**36**	**10**							**4160**
% of Totals	5%	21%	40%	27%	6%	1%	0%							100%

AM Volumes	52	200	497	385	101	20	2	0	0	0	0	0	0	1257
% AM	1%	5%	12%	9%	2%	0%	0%							30%
AM Peak Hour	11:00	11:00	11:00	10:00	07:00	06:00	01:00							11:00
Volume	13	67	126	77	23	5	1							285
PM Volumes	160	681	1157	724	157	16	8	0	0	0	0	0	0	2903
% PM	4%	16%	28%	17%	4%	0%	0%							70%
PM Peak Hour	12:00	14:00	16:00	17:00	16:00	12:00	17:00							16:00
Volume	29	115	164	106	24	2	2							382

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	318		8%	655		16%	734		18%	2453		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Pacific St	Summary	17	23	23	29	32	4160

Prepared by National Data & Surveying Services

SPEED

Pacific St btwn Oceanside Blvd & Cassidy St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_013

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	0	8	1	0	0	0	0	0	0	0	0	11
01:00	0	0	4	6	2	0	0	0	0	0	0	0	0	12
02:00	0	0	1	1	3	1	0	0	0	0	0	0	0	6
03:00	2	0	0	2	1	0	0	0	0	0	0	0	0	5
04:00	0	0	2	3	1	1	0	0	0	0	0	0	0	7
05:00	2	2	11	6	5	0	0	0	0	0	0	0	0	26
06:00	7	19	32	19	4	1	0	0	0	0	0	0	0	82
07:00	9	29	56	25	3	2	0	0	0	0	0	0	0	124
08:00	7	36	69	50	6	0	0	0	0	0	0	0	0	168
09:00	13	48	100	42	6	2	0	0	0	0	0	0	0	211
10:00	29	74	98	30	1	0	0	0	0	0	0	0	0	232
11:00	48	94	92	18	3	0	0	0	0	0	0	0	0	255
12:00 PM	86	117	86	12	3	0	0	0	0	0	0	0	0	304
13:00	84	131	55	19	0	0	0	0	0	0	0	0	0	289
14:00	58	144	81	16	3	0	0	0	0	0	0	0	0	302
15:00	53	137	81	9	1	0	0	0	0	0	0	0	0	281
16:00	50	143	91	32	3	0	0	0	0	0	0	0	0	319
17:00	37	87	142	35	4	1	0	0	0	0	0	0	0	306
18:00	27	75	102	34	6	2	0	0	0	0	0	0	0	246
19:00	20	71	86	26	5	0	0	0	0	0	0	0	0	208
20:00	3	20	38	31	9	1	0	0	0	0	0	0	0	102
21:00	2	17	43	26	4	1	0	0	0	0	0	0	0	93
22:00	2	2	25	11	3	0	0	0	0	0	0	0	0	43
23:00	1	3	7	8	4	0	0	0	0	0	0	0	0	23
Totals	540	1251	1302	469	81	12								3655
% of Totals	15%	34%	36%	13%	2%	0%								100%

AM Volumes	117	304	465	210	36	7	0	0	0	0	0	0	0	1139
% AM	3%	8%	13%	6%	1%	0%								31%
AM Peak Hour	11:00	11:00	09:00	08:00	08:00	07:00								11:00
Volume	48	94	100	50	6	2								255
PM Volumes	423	947	837	259	45	5	0	0	0	0	0	0	0	2516
% PM	12%	26%	23%	7%	1%	0%								69%
PM Peak Hour	12:00	14:00	17:00	17:00	20:00	18:00								16:00
Volume	86	144	142	35	9	2								319

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	292	↔	8%	593	↔	16%	625	↔	17%	2145	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Pacific St	Summary	15	20	20	25	29	3655

Prepared by National Data & Surveying Services

SPEED

Pacific St btwn Oceanside Blvd & Cassidy St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_013

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	3	4	4	3	0	0	0	0	0	0	0	0	15
01:00	2	0	2	3	1	0	0	0	0	0	0	0	0	8
02:00	0	0	3	2	1	0	0	0	0	0	0	0	0	6
03:00	2	3	3	1	0	0	0	0	0	0	0	0	0	9
04:00	0	1	4	6	1	0	0	0	0	0	0	0	0	12
05:00	0	1	10	10	4	0	0	0	0	0	0	0	0	25
06:00	5	15	19	32	10	1	0	0	0	0	0	0	0	82
07:00	5	17	59	38	13	1	0	0	0	0	0	0	0	133
08:00	4	40	61	28	4	0	0	0	0	0	0	0	0	137
09:00	7	72	75	27	4	0	0	0	0	0	0	0	0	185
10:00	21	93	93	28	3	1	0	0	0	0	0	0	0	239
11:00	63	88	75	11	2	1	0	0	0	0	0	0	0	240
12:00 PM	52	148	74	10	1	0	0	0	0	0	0	0	0	285
13:00	72	115	88	19	2	0	0	0	0	0	0	0	0	296
14:00	73	141	87	14	1	0	0	0	0	0	0	0	0	316
15:00	48	101	96	25	3	0	0	0	0	0	0	0	0	273
16:00	39	147	117	30	3	2	0	0	0	0	0	0	0	338
17:00	30	112	132	23	8	2	0	0	0	0	0	0	0	307
18:00	11	52	110	51	8	1	0	0	0	0	0	0	0	233
19:00	20	71	73	34	7	1	0	0	0	0	0	0	0	206
20:00	6	25	47	31	3	2	0	0	0	0	0	0	0	114
21:00	4	7	31	23	10	0	0	0	0	0	0	0	0	75
22:00	1	13	21	13	3	3	0	0	0	0	0	0	0	54
23:00	0	2	13	12	2	0	0	0	0	0	0	0	0	29
Totals	466	1267	1297	475	97	15								3617
% of Totals	13%	35%	36%	13%	3%	0%								100%

AM Volumes	110	333	408	190	46	4	0	0	0	0	0	0	0	1091
% AM	3%	9%	11%	5%	1%	0%								30%
AM Peak Hour	11:00	10:00	10:00	07:00	07:00	06:00								11:00
Volume	63	93	93	38	13	1								240
PM Volumes	356	934	889	285	51	11	0	0	0	0	0	0	0	2526
% PM	10%	26%	25%	8%	1%	0%								70%
PM Peak Hour	14:00	12:00	17:00	18:00	21:00	22:00								16:00
Volume	73	148	132	51	10	3								338

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	270		7%	581		16%	645		18%	2121		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Pacific St	Summary	15	20	20	25	29	3617

Prepared by National Data & Surveying Services

SPEED

Surfrider Way btwn Cleveland St & Tremont St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_014

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	9	14	10	1	0	0	0	0	0	0	0	0	35
01:00	2	5	9	5	0	0	0	0	0	0	0	0	0	21
02:00	1	1	4	3	0	1	0	0	0	0	0	0	0	10
03:00	1	2	5	2	0	0	0	0	0	0	0	0	0	10
04:00	0	0	2	6	0	0	0	0	0	0	0	0	0	8
05:00	2	7	22	18	2	1	0	0	0	0	0	0	0	52
06:00	6	22	63	33	2	0	0	0	0	0	0	0	0	126
07:00	16	34	111	47	6	3	0	0	0	0	0	0	0	217
08:00	28	69	141	84	8	0	0	0	0	0	0	0	0	330
09:00	5	64	154	79	6	1	0	0	0	0	0	0	0	309
10:00	29	91	174	60	6	1	0	0	0	0	0	0	0	361
11:00	17	94	206	66	9	0	0	0	0	0	0	0	0	392
12:00 PM	18	116	181	72	10	0	0	0	0	0	0	0	0	397
13:00	22	130	205	65	6	0	0	0	0	0	0	0	0	428
14:00	17	136	210	62	10	1	0	0	0	0	0	0	0	436
15:00	31	115	235	79	7	0	0	0	0	0	0	0	0	467
16:00	16	103	232	84	10	0	0	0	0	0	0	0	0	445
17:00	27	122	198	67	6	2	0	0	0	0	0	0	0	422
18:00	25	152	168	45	9	0	0	0	0	0	0	0	0	399
19:00	30	127	134	55	4	1	0	0	0	0	0	0	0	351
20:00	7	65	114	48	11	0	0	0	0	0	0	0	0	245
21:00	7	33	103	29	3	1	0	0	0	0	0	0	0	176
22:00	3	23	58	25	2	0	0	0	0	0	0	0	0	111
23:00	2	13	26	14	1	0	0	0	0	0	0	0	0	56
Totals	313	1533	2769	1058	119	12								5804
% of Totals	5%	26%	48%	18%	2%	0%								100%

AM Volumes	108	398	905	413	40	7	0	0	0	0	0	0	0	1871
% AM	2%	7%	16%	7%	1%	0%								32%
AM Peak Hour	10:00	11:00	11:00	08:00	11:00	07:00								11:00
Volume	29	94	206	84	9	3								392
PM Volumes	205	1135	1864	645	79	5	0	0	0	0	0	0	0	3933
% PM	4%	20%	32%	11%	1%	0%								68%
PM Peak Hour	15:00	18:00	15:00	16:00	20:00	17:00								15:00
Volume	31	152	235	84	11	2								467

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	547	↔	9%	825	↔	14%	867	↔	15%	3565	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Surfrider Way	Summary	17	22	22	27	29	5804

Prepared by National Data & Surveying Services

SPEED

Surfrider Way btwn Cleveland St & Tremont St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_014

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	8	14	4	1	0	0	0	0	0	0	0	0	**29**
01:00	1	5	11	4	0	0	0	0	0	0	0	0	0	**21**
02:00	0	5	9	4	1	0	0	0	0	0	0	0	0	**19**
03:00	0	1	2	1	0	0	0	0	0	0	0	0	0	**4**
04:00	1	4	10	10	1	0	0	0	0	0	0	0	0	**26**
05:00	1	8	20	23	2	0	0	0	0	0	0	0	0	**54**
06:00	8	23	68	44	4	1	0	0	0	0	0	0	0	**148**
07:00	3	22	98	53	14	0	0	0	0	0	0	0	0	**190**
08:00	9	49	144	82	7	1	0	0	0	0	0	0	0	**292**
09:00	15	70	149	71	9	0	0	0	0	0	0	0	0	**314**
10:00	15	73	174	73	5	1	0	0	0	0	0	0	0	**341**
11:00	16	88	170	86	5	0	0	0	0	0	0	0	0	**365**
12:00 PM	14	110	203	86	6	1	0	0	0	0	0	0	0	**420**
13:00	9	78	189	100	10	0	0	0	0	0	0	0	0	**386**
14:00	13	107	196	76	4	1	0	0	0	0	0	0	0	**397**
15:00	16	101	227	72	8	0	0	0	0	0	0	0	0	**424**
16:00	20	137	210	80	5	1	0	0	0	0	0	0	0	**453**
17:00	25	106	204	84	8	1	0	0	0	0	0	0	0	**428**
18:00	24	115	185	66	5	0	0	0	0	0	0	0	0	**395**
19:00	8	97	170	57	5	0	0	0	0	0	0	0	0	**337**
20:00	12	62	151	65	8	0	0	0	0	0	0	0	0	**298**
21:00	6	50	112	50	4	0	0	0	0	0	0	0	0	**222**
22:00	2	26	66	30	5	2	0	0	0	0	0	0	0	**131**
23:00	1	9	36	21	3	0	0	0	0	0	0	0	0	**70**
Totals	**221**	**1354**	**2818**	**1242**	**120**	**9**								**5764**
% of Totals	4%	23%	49%	22%	2%	0%								100%

AM Volumes	71	356	869	455	49	3	0	0	0	0	0	0	0	1803
% AM	1%	6%	15%	8%	1%	0%								31%
AM Peak Hour	11:00	11:00	10:00	11:00	07:00	06:00								11:00
Volume	16	88	174	86	14	1								365
PM Volumes	150	998	1949	787	71	6	0	0	0	0	0	0	0	3961
% PM	3%	17%	34%	14%	1%	0%								69%
PM Peak Hour	17:00	16:00	15:00	13:00	13:00	22:00								16:00
Volume	25	137	227	100	10	2								453

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	482		8%	806		14%	881		15%	3595		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Surfrider Way	Summary	17	22	22	27	29	5764

Prepared by National Data & Surveying Services

SPEED

Mission Ave btwn Cleveland St & Tremont St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_015

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	13	45	26	0	0	0	0	0	0	0	0	0	0	**84**
01:00	3	21	12	2	0	0	0	0	0	0	0	0	0	**38**
02:00	2	8	6	0	1	0	0	0	0	0	0	0	0	**17**
03:00	2	7	6	0	0	0	0	0	0	0	0	0	0	**15**
04:00	1	14	19	3	0	0	0	0	0	0	0	0	0	**37**
05:00	10	36	54	7	1	0	0	0	0	0	0	0	0	**108**
06:00	20	89	140	24	1	0	0	0	0	0	0	0	0	**274**
07:00	25	105	104	12	1	0	0	0	0	0	0	0	0	**247**
08:00	31	147	131	7	1	0	0	0	0	0	0	0	0	**317**
09:00	52	214	126	12	1	0	0	0	0	0	0	0	0	**405**
10:00	67	257	105	13	0	0	0	0	0	0	0	0	0	**442**
11:00	110	303	122	3	0	0	0	0	0	0	0	0	0	**538**
12:00 PM	127	333	128	4	1	0	0	0	0	0	0	0	0	**593**
13:00	129	362	122	9	0	0	0	0	0	0	0	0	0	**622**
14:00	131	344	132	4	2	0	0	0	0	0	0	0	0	**613**
15:00	153	366	129	6	0	0	0	0	0	0	0	0	0	**654**
16:00	152	407	131	2	0	0	0	0	0	0	0	0	0	**692**
17:00	153	401	148	6	1	0	0	0	0	0	0	0	0	**709**
18:00	206	373	101	5	2	0	0	0	0	0	0	0	0	**687**
19:00	264	353	79	5	1	0	0	0	0	0	0	0	0	**702**
20:00	125	328	93	3	0	0	0	0	0	0	0	0	0	**549**
21:00	113	296	81	2	0	0	0	0	0	0	0	0	0	**492**
22:00	40	227	91	3	0	0	0	0	0	0	0	0	0	**361**
23:00	29	113	61	5	0	0	0	0	0	0	0	0	0	**208**
Totals	**1958**	**5149**	**2147**	**137**	**13**									**9404**
% of Totals	21%	55%	23%	1%	0%									100%

AM Volumes	336	1246	851	83	6	0	0	0	0	0	0	0	0	2522
% AM	4%	13%	9%	1%	0%									27%
AM Peak Hour	11:00	11:00	06:00	06:00	02:00									11:00
Volume	110	303	140	24	1									538
PM Volumes	1622	3903	1296	54	7	0	0	0	0	0	0	0	0	6882
% PM	17%	42%	14%	1%	0%									73%
PM Peak Hour	19:00	16:00	17:00	13:00	14:00									17:00
Volume	264	407	148	9	2									709

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	564		6%	1215		13%	1401		15%	6224		66%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mission Ave	Summary	12	18	17	22	24	9404

Prepared by National Data & Surveying Services

SPEED

Mission Ave btwn Cleveland St & Tremont St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_015

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	18	92	28	4	0	0	0	0	0	0	0	0	0	**142**
01:00	3	30	12	0	0	0	0	0	0	0	0	0	0	**45**
02:00	0	15	8	0	0	0	0	0	0	0	0	0	0	**23**
03:00	2	11	7	0	0	0	0	0	0	0	0	0	0	**20**
04:00	1	11	17	6	0	0	0	0	0	0	0	0	0	**35**
05:00	7	43	51	10	1	0	0	0	0	0	0	0	0	**112**
06:00	13	107	157	23	2	0	0	0	0	0	0	0	0	**302**
07:00	21	111	95	9	1	0	0	0	0	0	0	0	0	**237**
08:00	37	173	98	10	0	0	0	0	0	0	0	0	0	**318**
09:00	39	217	123	13	0	0	0	0	0	0	0	0	0	**392**
10:00	63	267	121	7	0	0	0	0	0	0	0	0	0	**458**
11:00	75	300	151	16	0	0	0	0	0	0	0	0	0	**542**
12:00 PM	100	344	123	8	2	0	0	0	0	0	0	0	0	**577**
13:00	115	334	153	9	0	0	0	0	0	0	0	0	0	**611**
14:00	98	348	152	12	0	0	0	0	0	0	0	0	0	**610**
15:00	112	334	142	4	0	0	0	0	0	0	0	0	0	**592**
16:00	138	378	139	4	0	0	0	0	0	0	0	0	0	**659**
17:00	144	403	144	19	0	0	0	0	0	0	0	0	0	**710**
18:00	174	413	119	8	0	0	0	0	0	0	0	0	0	**714**
19:00	196	383	96	3	0	0	0	0	0	0	0	0	0	**678**
20:00	170	326	75	2	0	0	0	0	0	0	0	0	0	**573**
21:00	121	285	77	5	0	0	0	0	0	0	0	0	0	**488**
22:00	42	149	80	2	1	0	0	0	0	0	0	0	0	**274**
23:00	25	144	60	4	0	0	0	0	0	0	0	0	0	**233**
Totals	1714	5218	2228	178	7									9345
% of Totals	18%	56%	24%	2%	0%									100%

AM Volumes	279	1377	868	98	4	0	0	0	0	0	0	0	0	2626
% AM	3%	15%	9%	1%	0%									28%
AM Peak Hour	11:00	11:00	06:00	06:00	06:00									11:00
Volume	75	300	157	23	2									542
PM Volumes	1435	3841	1360	80	3	0	0	0	0	0	0	0	0	6719
% PM	15%	41%	15%	1%	0%									72%
PM Peak Hour	19:00	18:00	13:00	17:00	12:00									18:00
Volume	196	413	153	19	2									714

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	555	↔	6%	1188	↔	13%	1369	↔	15%	6233	↔	67%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mission Ave	Summary	13	18	18	22	24	9345

Prepared by National Data & Surveying Services

SPEED

Mission Ave btwn Freeman St & Ditmar St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_016

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	14	32	49	22	4	0	0	0	0	0	0	**123**
01:00	0	0	4	10	22	12	5	0	0	0	0	0	0	**53**
02:00	0	2	2	13	8	3	1	0	0	0	0	0	0	**29**
03:00	0	1	2	7	18	5	0	1	0	0	0	0	0	**34**
04:00	0	0	9	11	34	31	12	3	0	0	0	0	0	**100**
05:00	0	2	13	38	83	67	22	4	1	0	0	0	0	**230**
06:00	1	5	53	141	164	76	22	3	0	0	0	0	0	**465**
07:00	2	22	79	118	120	61	13	1	0	0	0	0	0	**416**
08:00	14	45	137	182	104	23	2	0	0	0	0	0	0	**507**
09:00	30	78	174	191	81	15	4	1	0	0	0	0	0	**574**
10:00	20	77	204	238	109	31	2	0	0	0	0	0	0	**681**
11:00	40	154	262	199	81	13	0	0	0	0	0	0	0	**749**
12:00 PM	48	173	291	184	79	12	3	0	0	0	0	0	0	**790**
13:00	34	187	302	209	78	7	0	0	0	0	0	0	0	**817**
14:00	54	164	290	187	60	8	3	0	0	0	0	0	0	**766**
15:00	28	129	314	246	95	23	2	0	0	0	0	0	0	**837**
16:00	48	149	321	247	115	23	1	0	0	0	0	0	0	**904**
17:00	43	177	285	276	123	18	3	0	1	0	0	0	0	**926**
18:00	76	153	254	227	105	22	1	0	0	0	0	0	0	**838**
19:00	13	110	266	274	117	35	3	0	0	0	0	0	0	**818**
20:00	13	30	120	252	179	37	5	0	0	0	0	0	0	**636**
21:00	6	30	115	230	173	54	5	0	0	0	0	0	0	**613**
22:00	1	8	40	133	173	60	10	2	0	0	0	0	0	**427**
23:00	4	6	21	61	88	48	12	1	0	0	0	0	0	**241**
Totals	**475**	**1704**	**3572**	**3706**	**2258**	**706**	**135**	**16**	**2**					**12574**
% of Totals	4%	14%	28%	29%	18%	6%	1%	0%	0%					100%

AM Volumes	107	388	953	1180	873	359	87	13	1	0	0	0	0	3961
% AM	1%	3%	8%	9%	7%	3%	1%	0%	0%					32%
AM Peak Hour	11:00	11:00	11:00	10:00	06:00	06:00	05:00	05:00	05:00					11:00
Volume	40	154	262	238	164	76	22	4	1					749
PM Volumes	368	1316	2619	2526	1385	347	48	3	1	0	0	0	0	8613
% PM	3%	10%	21%	20%	11%	3%	0%	0%	0%					68%
PM Peak Hour	18:00	13:00	16:00	17:00	20:00	22:00	23:00	22:00	17:00					17:00
Volume	76	187	321	276	179	60	12	2	1					926

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	923	↔	7%	1607	↔	13%	1830	↔	15%	8214	↔	65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mission Ave	Summary	19	26	26	33	37	12574

Prepared by National Data & Surveying Services

SPEED

Mission Ave btwn Freeman St & Ditmar St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_016

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	2	10	58	72	34	4	0	0	0	0	0	0	**182**
01:00	1	0	3	13	19	13	1	1	0	0	0	0	0	**51**
02:00	0	1	6	9	11	5	3	1	1	0	0	0	0	**37**
03:00	1	0	0	11	8	7	5	0	0	0	0	0	0	**32**
04:00	0	0	4	19	36	19	4	1	1	0	0	0	0	**84**
05:00	0	2	10	41	73	54	29	3	0	0	0	0	0	**212**
06:00	0	3	33	111	177	125	19	4	0	0	0	0	0	**472**
07:00	5	19	60	136	157	73	18	1	0	0	0	0	0	**469**
08:00	8	32	124	165	110	29	7	2	0	0	0	0	0	**477**
09:00	17	59	136	196	115	37	6	0	0	0	0	0	0	**566**
10:00	32	82	197	214	114	21	3	1	0	0	0	0	0	**664**
11:00	40	139	292	204	95	18	3	0	0	0	0	0	0	**791**
12:00 PM	37	162	274	201	87	17	1	0	0	0	0	0	0	**779**
13:00	29	96	172	149	74	5	2	0	0	0	0	0	0	**527**
14:00	52	146	290	182	85	28	1	0	0	0	0	0	0	**784**
15:00	41	152	266	207	96	20	2	0	0	0	0	0	0	**784**
16:00	57	152	318	248	107	23	2	0	0	0	0	0	0	**907**
17:00	42	185	294	245	106	18	4	1	0	0	0	0	0	**895**
18:00	63	167	248	222	102	21	1	1	0	0	0	0	0	**825**
19:00	29	123	282	226	101	20	1	1	0	0	0	0	0	**783**
20:00	14	37	157	255	155	40	3	0	0	0	0	0	0	**661**
21:00	3	37	118	243	161	52	6	1	0	0	0	0	0	**621**
22:00	3	7	29	120	155	63	10	2	0	0	0	0	0	**389**
23:00	0	5	23	100	109	60	14	2	0	0	0	0	0	**313**
Totals	**476**	**1608**	**3346**	**3575**	**2325**	**802**	**149**	**22**	**2**					**12305**
% of Totals	4%	13%	27%	29%	19%	7%	1%	0%	0%					100%

AM Volumes	106	339	875	1177	987	435	102	14	2	0	0	0	0	4037
% AM	1%	3%	7%	10%	8%	4%	1%	0%	0%					33%
AM Peak Hour	11:00	11:00	11:00	10:00	06:00	06:00	05:00	06:00	02:00					11:00
Volume	40	139	292	214	177	125	29	4	1					791
PM Volumes	370	1269	2471	2398	1338	367	47	8	0	0	0	0	0	8268
% PM	3%	10%	20%	19%	11%	3%	0%	0%						67%
PM Peak Hour	18:00	17:00	16:00	20:00	21:00	22:00	23:00	22:00						16:00
Volume	63	185	318	255	161	63	14	2						907

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	946	↔	8%	1306	↔	11%	1802	↔	15%	8251	↔	67%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mission Ave	Summary	19	26	26	33	37	12305

Prepared by National Data & Surveying Services

SPEED

Seagaze St btwn Ditmar St & Nevada St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_017

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	8	4	0	0	0	0	0	0	0	0	0	12
01:00	1	0	1	3	0	0	0	0	0	0	0	0	0	5
02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
03:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:00	1	1	2	2	0	0	0	0	0	0	0	0	0	6
06:00	3	1	13	7	0	1	0	0	0	0	0	0	0	25
07:00	2	12	24	16	3	0	0	0	0	0	0	0	0	57
08:00	3	10	42	16	2	1	0	0	0	0	0	0	0	74
09:00	4	24	52	34	3	0	0	0	0	0	0	0	0	117
10:00	6	25	65	33	5	0	0	0	0	0	0	0	0	134
11:00	3	20	75	47	5	0	0	0	0	0	0	0	0	150
12:00 PM	4	25	85	44	4	1	0	0	0	0	0	0	0	163
13:00	7	30	80	35	2	0	0	0	0	0	0	0	0	154
14:00	9	39	61	39	4	0	0	0	0	0	0	0	0	152
15:00	8	45	87	49	5	0	0	0	0	0	0	0	0	194
16:00	21	56	112	57	5	1	0	0	0	0	0	0	0	252
17:00	8	35	98	61	11	1	0	0	0	0	0	0	0	214
18:00	16	40	92	60	11	0	0	0	0	0	0	0	0	219
19:00	1	19	55	38	5	0	0	0	0	0	0	0	0	118
20:00	3	18	46	27	5	0	0	0	0	0	0	0	0	99
21:00	0	10	43	30	3	1	0	0	0	0	0	0	0	87
22:00	0	3	16	16	3	0	0	0	0	0	0	0	0	38
23:00	0	1	14	9	4	0	0	0	0	0	0	0	0	28
Totals	100	415	1076	630	81	6								2308
% of Totals	4%	18%	47%	27%	4%	0%								100%
AM Volumes	23	94	287	165	19	2	0	0	0	0	0	0	0	590
% AM	1%	4%	12%	7%	1%	0%								26%
AM Peak Hour	10:00	10:00	11:00	11:00	10:00	06:00								11:00
Volume	6	25	75	47	5	1								150
PM Volumes	77	321	789	465	62	4	0	0	0	0	0	0	0	1718
% PM	3%	14%	34%	20%	3%	0%								74%
PM Peak Hour	16:00	16:00	16:00	17:00	17:00	12:00								16:00
Volume	21	56	112	61	11	1								252

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	131		6%	317		14%	466		20%	1394		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Seagaze St	Summary	18	23	23	28	30	2308

Prepared by National Data & Surveying Services

SPEED

Seagaze St btwn Ditmar St & Nevada St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_017

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	7	13	0	0	0	0	0	0	0	0	0	**22**
01:00	0	3	2	1	1	0	0	0	0	0	0	0	0	**7**
02:00	0	0	2	2	0	0	0	0	0	0	0	0	0	**4**
03:00	0	0	2	3	0	0	0	0	0	0	0	0	0	**5**
04:00	0	1	3	1	1	0	0	0	0	0	0	0	0	**6**
05:00	0	2	7	4	0	0	0	0	0	0	0	0	0	**13**
06:00	1	6	3	7	0	0	0	0	0	0	0	0	0	**17**
07:00	1	14	27	13	4	0	0	0	0	0	0	0	0	**59**
08:00	8	20	34	14	5	0	0	0	0	0	0	0	0	**81**
09:00	5	28	36	20	3	0	0	0	0	0	0	0	0	**92**
10:00	5	47	53	13	3	0	0	0	0	0	0	0	0	**121**
11:00	7	23	61	37	5	0	0	0	0	0	0	0	0	**133**
12:00 PM	8	36	67	42	3	0	0	0	0	0	0	0	0	**156**
13:00	6	25	61	47	5	0	0	0	0	0	0	0	0	**144**
14:00	4	39	53	33	9	1	0	0	0	0	0	0	0	**139**
15:00	6	33	75	59	7	1	0	0	0	0	0	0	0	**181**
16:00	9	57	105	71	6	0	0	0	0	0	0	0	0	**248**
17:00	3	41	92	70	6	0	0	0	0	0	0	0	0	**212**
18:00	10	44	77	57	4	0	0	0	0	0	0	0	0	**192**
19:00	1	43	67	40	5	0	0	0	0	0	0	0	0	**156**
20:00	2	15	37	27	4	0	0	0	0	0	0	0	0	**85**
21:00	1	14	33	29	2	0	0	0	0	0	0	0	0	**79**
22:00	0	3	20	17	1	0	0	0	0	0	0	0	0	**41**
23:00	1	5	14	11	1	0	0	0	0	0	0	0	0	**32**
Totals	**78**	**501**	**938**	**631**	**75**	**2**								**2225**
% of Totals	4%	23%	42%	28%	3%	0%								100%

AM Volumes	27	146	237	128	22	0	0	0	0	0	0	0	0	560
% AM	1%	7%	11%	6%	1%									25%
AM Peak Hour	08:00	10:00	11:00	11:00	08:00									11:00
Volume	8	47	61	37	5									133
PM Volumes	51	355	701	503	53	2	0	0	0	0	0	0	0	1665
% PM	2%	16%	32%	23%	2%	0%								75%
PM Peak Hour	18:00	16:00	16:00	16:00	14:00	14:00								16:00
Volume	10	57	105	71	9	1								248

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	140		6%	300		13%	460		21%	1325		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Seagaze St	Summary	18	23	23	28	30	2225

Prepared by National Data & Surveying Services

SPEED

Cleveland St btwn Civic St & Pier View St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_018

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	7	8	3	1	0	0	0	0	0	0	0	0	20
01:00	1	3	5	0	0	0	0	0	0	0	0	0	0	9
02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:00	1	0	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:00	2	1	0	1	0	0	0	0	0	0	0	0	0	4
06:00	8	8	9	9	1	0	0	0	0	0	0	0	0	35
07:00	4	13	16	4	0	0	0	0	0	0	0	0	0	37
08:00	7	25	14	7	0	0	0	0	0	0	0	0	0	53
09:00	14	35	22	8	0	0	0	0	0	0	0	0	0	79
10:00	24	43	22	5	1	0	0	0	0	0	0	0	0	95
11:00	24	40	26	3	1	0	0	0	0	0	0	0	0	94
12:00 PM	28	41	32	7	0	0	0	0	0	0	0	0	0	108
13:00	36	69	26	7	1	0	0	0	0	0	0	0	0	139
14:00	33	44	21	5	5	0	0	0	0	0	0	0	0	108
15:00	17	46	26	7	1	0	0	0	0	0	0	0	0	97
16:00	24	61	28	11	2	1	0	0	0	0	0	0	0	127
17:00	23	53	42	12	4	0	0	0	0	0	0	0	0	134
18:00	30	71	28	8	1	0	0	0	0	0	0	0	0	138
19:00	41	56	18	6	2	0	0	0	0	0	0	0	0	123
20:00	24	55	12	10	0	0	0	0	0	0	0	0	0	101
21:00	13	25	19	6	1	0	0	0	0	0	0	0	0	64
22:00	2	16	16	4	0	0	0	0	0	0	0	0	0	38
23:00	4	10	10	3	0	0	0	0	0	0	0	0	0	27
Totals	361	723	405	127	21	1								1638
% of Totals	22%	44%	25%	8%	1%	0%								100%

AM Volumes	86	176	127	41	4	0	0	0	0	0	0	0	0	434
% AM	5%	11%	8%	3%	0%									26%
AM Peak Hour	10:00	10:00	11:00	06:00										10:00
Volume	24	43	26	9	1									95
PM Volumes	275	547	278	86	17	1	0	0	0	0	0	0	0	1204
% PM	17%	33%	17%	5%	1%	0%								74%
PM Peak Hour	19:00	18:00	17:00	17:00	14:00	16:00								13:00
Volume	41	71	42	12	5	1								139

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	90		5%	247		15%	261		16%	1040		63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Cleveland St	Summary	12	18	18	24	28	1638

Prepared by National Data & Surveying Services

SPEED

Cleveland St btwn Civic St & Pier View St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_018

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	7	8	1	0	0	0	0	0	0	0	0	0	17
01:00	2	4	2	0	0	0	0	0	0	0	0	0	0	8
02:00	2	4	2	2	0	0	0	0	0	0	0	0	0	10
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	2	0	0	0	0	0	0	0	0	0	4
05:00	1	2	2	2	0	0	0	0	0	0	0	0	0	7
06:00	3	12	5	5	0	0	0	0	0	0	0	0	0	25
07:00	4	12	14	4	1	0	0	0	0	0	0	0	0	35
08:00	9	22	20	4	2	0	0	0	0	0	0	0	0	57
09:00	20	29	25	5	1	0	0	0	0	0	0	0	0	80
10:00	15	41	27	7	2	0	0	0	0	0	0	0	0	92
11:00	22	44	22	8	1	0	0	0	0	0	0	0	0	97
12:00 PM	19	43	28	10	3	0	0	0	0	0	0	0	0	103
13:00	24	48	32	9	3	0	0	0	0	0	0	0	0	116
14:00	27	43	43	13	4	0	0	0	0	0	0	0	0	130
15:00	15	39	48	10	2	0	0	0	0	0	0	0	0	114
16:00	20	59	24	19	1	0	0	0	0	0	0	0	0	123
17:00	21	45	38	21	4	0	0	0	0	0	0	0	0	129
18:00	30	62	36	14	3	0	0	0	0	0	0	0	0	145
19:00	26	63	32	11	2	0	0	0	0	0	0	0	0	134
20:00	29	49	17	10	1	0	0	0	0	0	0	0	0	106
21:00	10	26	20	4	0	0	0	0	0	0	0	0	0	60
22:00	3	11	14	3	0	0	0	0	0	0	0	0	0	31
23:00	0	8	10	3	0	0	0	0	0	0	0	0	0	21
Totals	303	675	471	167	30									1646
% of Totals	18%	41%	29%	10%	2%									100%

AM Volumes	79	179	129	40	7	0	0	0	0	0	0	0	0	434
% AM	5%	11%	8%	2%	0%									26%
AM Peak Hour	11:00	11:00	10:00	11:00	08:00									11:00
Volume	22	44	27	8	2									97
PM Volumes	224	496	342	127	23	0	0	0	0	0	0	0	0	1212
% PM	14%	30%	21%	8%	1%									74%
PM Peak Hour	18:00	19:00	15:00	17:00	14:00									18:00
Volume	30	63	48	21	4									145

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	92		6%	219		13%	252		15%	1083		66%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Cleveland St	Summary	13	19	19	24	28	1646

Prepared by National Data & Surveying Services

SPEED

Tremont St btwn Missouri Ave & Washington Ave

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_019

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	0	1	3	1	0	0	0	0	0	0	0	0	7
01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	3	1	0	0	0	0	0	0	0	0	4
05:00	0	2	1	4	2	0	2	0	0	0	0	0	0	11
06:00	2	1	8	3	0	0	0	0	0	0	0	0	0	14
07:00	2	7	16	10	1	1	0	0	0	0	0	0	0	37
08:00	3	5	12	16	4	1	0	0	0	0	0	0	0	41
09:00	0	7	21	19	4	1	0	0	0	0	0	0	0	52
10:00	2	7	28	26	8	4	0	0	0	0	0	0	0	75
11:00	3	8	21	16	7	0	0	0	0	0	0	0	0	55
12:00 PM	2	9	29	25	7	3	0	0	0	0	0	0	0	75
13:00	4	4	20	25	12	1	0	0	0	0	0	0	0	66
14:00	7	14	24	34	6	0	0	0	0	0	0	0	0	85
15:00	4	18	36	28	12	1	1	0	0	0	0	0	0	100
16:00	5	12	36	44	13	3	1	0	0	0	0	0	0	114
17:00	0	8	38	41	15	1	0	1	0	0	0	0	0	104
18:00	2	20	27	35	10	1	0	0	0	0	0	0	0	95
19:00	5	9	19	16	10	2	0	0	0	0	0	0	0	61
20:00	1	6	12	13	6	3	1	0	0	0	0	0	0	42
21:00	0	5	7	6	4	1	0	0	0	0	0	0	0	23
22:00	0	5	4	2	1	0	0	0	0	0	0	0	0	12
23:00	0	1	2	4	0	0	0	0	0	0	0	0	0	7
Totals	44	149	363	375	124	23	5	1						1084
% of Totals	4%	14%	33%	35%	11%	2%	0%	0%						100%
AM Volumes	14	38	109	102	28	7	2	0	0	0	0	0	0	300
% AM	1%	4%	10%	9%	3%	1%	0%							28%
AM Peak Hour	08:00	11:00	10:00	10:00	10:00	10:00	05:00							10:00
Volume	3	8	28	26	8	4	2							75
PM Volumes	30	111	254	273	96	16	3	1	0	0	0	0	0	784
% PM	3%	10%	23%	25%	9%	1%	0%	0%						72%
PM Peak Hour	14:00	18:00	17:00	16:00	17:00	12:00	15:00	17:00						16:00
Volume	7	20	38	44	15	3	1	1						114

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	78		7%	141		13%	218		20%	647		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Tremont St	Summary	19	25	25	30	34	1084

Prepared by National Data & Surveying Services

SPEED

Tremont St btwn Missouri Ave & Washington Ave

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_019

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	2	7	2	0	0	0	0	0	0	0	0	0	12
01:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4
02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	2	2	1	0	0	0	0	0	0	0	0	5
05:00	0	1	0	5	1	0	0	0	0	0	0	0	0	7
06:00	1	2	11	10	4	0	0	0	0	0	0	0	0	28
07:00	0	5	3	7	4	2	0	0	0	0	0	0	0	21
08:00	1	3	6	12	4	0	0	0	0	0	0	0	0	26
09:00	1	12	21	13	3	0	0	0	0	0	0	0	0	50
10:00	4	9	18	25	11	1	0	0	0	0	0	0	0	68
11:00	5	8	21	18	12	1	1	0	0	0	0	0	0	66
12:00 PM	1	11	11	42	12	2	0	0	0	0	0	0	0	79
13:00	6	18	20	29	4	3	1	0	0	0	0	0	0	81
14:00	2	8	18	29	17	3	0	0	0	0	0	0	0	77
15:00	4	13	26	23	9	1	0	0	0	0	0	0	0	76
16:00	2	15	31	43	26	3	0	0	0	0	0	0	0	120
17:00	0	6	38	36	12	4	0	0	0	0	0	0	0	96
18:00	8	11	32	36	17	2	1	0	0	0	0	0	0	107
19:00	3	13	20	22	6	0	0	0	0	0	0	0	0	64
20:00	2	2	22	15	3	0	0	0	0	0	0	0	0	44
21:00	1	5	14	11	2	0	0	0	0	0	0	0	0	33
22:00	0	5	5	6	0	0	0	0	0	0	0	0	0	16
23:00	0	2	4	6	1	0	0	0	0	0	0	0	0	13
Totals	42	152	332	394	151	22	3							1096
% of Totals	4%	14%	30%	36%	14%	2%	0%							100%

AM Volumes	13	43	91	96	42	4	1	0	0	0	0	0	0	290
% AM	1%	4%	8%	9%	4%	0%	0%							26%
AM Peak Hour	11:00	09:00	09:00	10:00	11:00	07:00	11:00							10:00
Volume	5	12	21	25	12	2	1							68
PM Volumes	29	109	241	298	109	18	2	0	0	0	0	0	0	806
% PM	3%	10%	22%	27%	10%	2%	0%							74%
PM Peak Hour	18:00	13:00	17:00	16:00	16:00	17:00	13:00							16:00
Volume	8	18	38	43	26	4	1							120

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	47		4%	160		15%	216		20%	673		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Tremont St	Summary	19	25	25	30	34	1096

Prepared by National Data & Surveying Services

SPEED

Tremont St btwn West St & Eucalyptus St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_020

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	5
01:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	1	1	0	0	0	0	0	0	0	3
04:00	0	0	0	3	2	0	0	0	0	0	0	0	0	5
05:00	1	0	0	4	1	2	1	0	0	0	0	0	0	9
06:00	0	2	5	5	2	2	1	1	0	0	0	0	0	18
07:00	1	4	14	16	13	3	0	0	0	0	0	0	0	51
08:00	1	1	3	25	10	1	1	0	0	0	0	0	0	42
09:00	1	6	25	25	12	4	1	0	0	0	0	0	0	74
10:00	3	6	21	25	8	11	3	0	0	0	0	0	0	77
11:00	4	7	17	22	12	7	1	0	2	0	0	0	0	72
12:00 PM	2	5	34	33	19	4	0	0	0	0	0	0	0	97
13:00	4	4	30	25	17	6	1	1	0	0	0	0	0	88
14:00	6	3	29	28	21	5	0	0	1	0	0	0	0	93
15:00	0	7	22	41	25	4	1	0	0	0	0	0	0	100
16:00	4	19	26	56	37	6	4	0	0	0	0	0	0	152
17:00	2	6	23	33	18	5	2	0	0	0	0	0	0	89
18:00	1	9	22	26	13	1	0	0	0	0	0	0	0	72
19:00	3	5	19	27	5	1	0	0	0	0	0	0	0	60
20:00	5	4	11	16	5	2	2	0	0	0	0	0	0	45
21:00	1	3	12	21	5	0	0	0	0	0	0	0	0	42
22:00	0	7	5	3	2	2	0	0	0	0	0	0	0	19
23:00	0	1	3	1	1	1	1	0	0	0	0	0	0	8
Totals	39	100	325	438	231	68	19	2	3					1225
% of Totals	3%	8%	27%	36%	19%	6%	2%	0%	0%					100%

AM Volumes	11	27	89	128	63	31	8	1	2	0	0	0	0	360
% AM	1%	2%	7%	10%	5%	3%	1%	0%	0%					29%
AM Peak Hour	11:00	11:00	09:00	08:00	07:00	10:00	10:00	06:00	11:00					10:00
Volume	4	7	25	25	13	11	3	1	2					77
PM Volumes	28	73	236	310	168	37	11	1	1	0	0	0	0	865
% PM	2%	6%	19%	25%	14%	3%	1%	0%	0%					71%
PM Peak Hour	14:00	16:00	12:00	16:00	16:00	13:00	16:00	13:00	14:00					16:00
Volume	6	19	34	56	37	6	4	1	1					152

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	93	↔	8%	185	↔	15%	241	↔	20%	706	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Tremont St	Summary	21	27	27	33	37	1225

Prepared by National Data & Surveying Services

SPEED

Tremont St btwn West St & Eucalyptus St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_020

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	4	4	3	2	1	0	0	0	0	0	0	14
01:00	0	1	2	2	1	0	1	0	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	1	1	0	0	0	0	0	0	0	3
04:00	0	1	0	2	0	0	0	0	0	0	0	0	0	3
05:00	0	2	1	3	2	2	0	0	0	0	0	0	0	10
06:00	0	3	7	9	4	1	1	0	0	0	0	0	0	25
07:00	0	4	5	15	8	2	1	0	0	0	0	0	0	35
08:00	0	5	14	19	15	6	1	0	0	0	0	0	0	60
09:00	2	5	14	15	19	3	0	0	0	0	0	0	0	58
10:00	0	1	18	17	9	10	0	1	0	0	0	0	0	56
11:00	1	12	19	24	6	3	0	1	0	0	0	0	0	66
12:00 PM	2	7	11	25	11	4	1	0	0	0	0	0	0	61
13:00	3	9	19	24	17	6	2	0	0	0	0	0	0	80
14:00	2	8	12	28	20	9	0	0	0	0	0	0	0	79
15:00	0	6	18	33	28	8	2	0	0	0	0	0	0	95
16:00	3	8	27	31	22	11	0	0	0	0	0	0	0	102
17:00	1	3	26	39	25	10	2	1	0	0	0	0	0	107
18:00	3	3	16	39	30	5	4	1	0	0	0	0	0	101
19:00	8	6	18	20	11	3	2	0	0	0	0	0	0	68
20:00	3	5	17	12	4	1	1	0	0	0	0	0	0	43
21:00	1	3	6	17	5	0	1	0	0	0	0	0	0	33
22:00	2	2	7	1	7	1	0	0	1	0	0	0	0	21
23:00	0	3	1	5	3	1	0	0	0	0	0	0	0	13
Totals	31	98	262	384	251	89	20	4	1					1140
% of Totals	3%	9%	23%	34%	22%	8%	2%	0%	0%					100%

AM Volumes	3	35	84	110	68	30	5	2	0	0	0	0	0	337
% AM	0%	3%	7%	10%	6%	3%	0%	0%						30%
AM Peak Hour	09:00	11:00	11:00	11:00	09:00	10:00		10:00						11:00
Volume	2	12	19	24	19	10	1	1						66
PM Volumes	28	63	178	274	183	59	15	2	1	0	0	0	0	803
% PM	2%	6%	16%	24%	16%	5%	1%	0%	0%					70%
PM Peak Hour	19:00	13:00	16:00	17:00	18:00	16:00	18:00	17:00	22:00					17:00
Volume	8	9	27	39	30	11	4	1	1					107

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	95	↔	8%	141	↔	12%	209	↔	18%	695	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Tremont St	Summary	21	27	27	34	38	1140

Prepared by National Data & Surveying Services

SPEED

Tremont St btwn Cassidy St & Kelly St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_021

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	1	1	2	0	0	0	0	0	0	0	0	0	5
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	0	1	1	0	0	0	0	0	0	0	0	0	3
05:00	1	2	1	1	1	0	0	0	0	0	0	0	0	6
06:00	2	1	4	1	0	0	0	0	0	0	0	0	0	8
07:00	1	4	11	5	3	0	0	0	0	0	0	0	0	24
08:00	2	6	14	11	0	0	0	0	0	0	0	0	0	33
09:00	4	4	19	9	2	0	0	0	0	0	0	0	0	38
10:00	1	5	16	5	3	0	0	0	0	0	0	0	0	30
11:00	1	6	11	7	0	0	0	0	0	0	0	0	0	25
12:00 PM	5	8	19	22	3	0	0	0	0	0	0	0	0	57
13:00	3	18	24	8	0	0	0	0	0	0	0	0	0	53
14:00	8	11	18	13	2	0	0	0	0	0	0	0	0	52
15:00	3	18	18	14	2	0	0	0	0	0	0	0	0	55
16:00	6	6	23	16	0	0	0	0	0	0	0	0	0	51
17:00	3	9	22	8	3	1	0	0	0	0	0	0	0	46
18:00	1	20	15	9	1	0	0	0	0	0	0	0	0	46
19:00	2	10	16	6	1	0	0	0	0	0	0	0	0	35
20:00	3	5	10	3	0	0	0	0	0	0	0	0	0	21
21:00	0	4	3	6	1	0	0	0	0	0	0	0	0	14
22:00	3	4	3	0	0	0	0	0	0	0	0	0	0	10
23:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
Totals	52	147	253	147	23	1								623
% of Totals	8%	24%	41%	24%	4%	0%								100%

AM Volumes	15	30	79	42	10	0	0	0	0	0	0	0	0	176
% AM	2%	5%	13%	7%	2%									28%
AM Peak Hour	09:00	08:00	09:00	08:00	07:00									09:00
Volume	4	6	19	11	3									38
PM Volumes	37	117	174	105	13	1	0	0	0	0	0	0	0	447
% PM	6%	19%	28%	17%	2%	0%								72%
PM Peak Hour	14:00	18:00	13:00	12:00	12:00	17:00								12:00
Volume	8	20	24	22	3	1								57

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	57		9%	110		18%	97		16%	359		58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Tremont St	Summary	16	22	22	28	30	623

Prepared by National Data & Surveying Services

SPEED

Tremont St btwn Cassidy St & Kelly St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_021

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	2	2	0	0	0	0	0	0	0	0	0	4
05:00	1	1	3	0	0	0	0	0	0	0	0	0	0	5
06:00	0	3	4	3	0	0	0	0	0	0	0	0	0	10
07:00	0	8	11	6	2	0	0	0	0	0	0	0	0	27
08:00	2	9	7	8	1	0	0	0	0	0	0	0	0	27
09:00	6	7	11	6	1	0	0	0	0	0	0	0	0	31
10:00	1	9	20	7	0	0	0	0	0	0	0	0	0	37
11:00	1	3	13	19	1	0	0	0	0	0	0	0	0	37
12:00 PM	3	9	13	19	2	0	0	0	0	0	0	0	0	46
13:00	4	9	15	11	0	0	0	0	0	0	0	0	0	39
14:00	5	7	14	17	3	0	0	0	0	0	0	0	0	46
15:00	0	11	22	11	2	0	0	0	0	0	0	0	0	46
16:00	4	9	25	14	4	0	0	0	0	0	0	0	0	56
17:00	6	8	21	9	0	0	0	0	0	0	0	0	0	44
18:00	1	9	18	12	1	0	0	0	0	0	0	0	0	41
19:00	2	19	12	3	0	0	0	0	0	0	0	0	0	36
20:00	2	7	8	0	1	0	0	0	0	0	0	0	0	18
21:00	1	1	6	3	1	1	0	0	0	0	0	0	0	13
22:00	2	1	9	3	1	0	0	0	0	0	0	0	0	16
23:00	1	4	3	2	1	0	0	0	0	0	0	0	0	11
Totals	42	136	239	158	22	1								598
% of Totals	7%	23%	40%	26%	4%	0%								100%

AM Volumes	11	42	73	54	6	0	0	0	0	0	0	0	0	186
% AM	2%	7%	12%	9%	1%									31%
AM Peak Hour	09:00	08:00	10:00	11:00	07:00									10:00
Volume	6	9	20	19	2									37
PM Volumes	31	94	166	104	16	1	0	0	0	0	0	0	0	412
% PM	5%	16%	28%	17%	3%	0%								69%
PM Peak Hour	17:00	19:00	16:00	12:00	16:00	21:00								16:00
Volume	6	19	25	19	4	1								56

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	54		9%	85		14%	100		17%	359		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Tremont St	Summary	17	23	22	28	30	598

Prepared by National Data & Surveying Services

SPEED

Freeman St btwn Missouri Ave & Washington St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_022

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
06:00	2	1	3	0	0	0	0	0	0	0	0	0	0	6
07:00	1	7	7	2	0	0	0	0	0	0	0	0	0	17
08:00	3	2	11	0	0	0	0	0	0	0	0	0	0	16
09:00	2	9	13	5	0	0	0	0	0	0	0	0	0	29
10:00	4	9	15	8	0	0	0	0	0	0	0	0	0	36
11:00	4	9	15	14	3	0	0	0	0	0	0	0	0	45
12:00 PM	1	11	19	19	3	0	0	0	0	0	0	0	0	53
13:00	6	17	15	20	1	0	0	0	0	0	0	0	0	59
14:00	6	10	17	10	0	0	0	0	0	0	0	0	0	43
15:00	9	6	21	9	1	0	0	0	0	0	0	0	0	46
16:00	4	7	13	9	2	0	0	0	0	0	0	0	0	35
17:00	4	9	16	8	0	0	0	0	0	0	0	0	0	37
18:00	8	11	14	2	0	0	0	0	0	0	0	0	0	35
19:00	5	11	15	7	1	0	0	0	0	0	0	0	0	39
20:00	4	10	7	4	0	0	0	0	0	0	0	0	0	25
21:00	5	5	7	1	0	0	0	0	0	0	0	0	0	18
22:00	5	6	1	1	0	0	0	0	0	0	0	0	0	13
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Totals	76	147	214	119	11									567
% of Totals	13%	26%	38%	21%	2%									100%

AM Volumes	19	41	69	29	3	0	0	0	0	0	0	0	0	161
% AM	3%	7%	12%	5%	1%									28%
AM Peak Hour	10:00	09:00	10:00	11:00	11:00									11:00
Volume	4	9	15	14	3									45
PM Volumes	57	106	145	90	8	0	0	0	0	0	0	0	0	406
% PM	10%	19%	26%	16%	1%									72%
PM Peak Hour	15:00	13:00	15:00	13:00	12:00									13:00
Volume	9	17	21	20	3									59

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	33		6%	112		20%	72		13%	350		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Freeman St	Summary	15	21	21	27	29	567

Prepared by National Data & Surveying Services

SPEED

Freeman St btwn Missouri Ave & Washington St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_022

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	2	2	2	0	0	0	0	0	0	0	0	0	7
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
06:00	2	2	3	0	0	0	0	0	0	0	0	0	0	7
07:00	1	5	3	8	0	0	0	0	0	0	0	0	0	17
08:00	0	8	8	2	0	0	0	0	0	0	0	0	0	18
09:00	2	3	12	2	1	0	0	0	0	0	0	0	0	20
10:00	5	9	16	3	1	0	0	0	0	0	0	0	0	34
11:00	8	7	17	10	2	0	0	0	0	0	0	0	0	44
12:00 PM	5	15	22	3	0	0	0	0	0	0	0	0	0	45
13:00	4	9	20	5	0	0	0	0	0	0	0	0	0	38
14:00	9	12	22	11	0	0	0	0	0	0	0	0	0	54
15:00	10	10	19	13	4	0	0	0	0	0	0	0	0	56
16:00	1	7	18	6	0	0	0	0	0	0	0	0	0	32
17:00	2	14	23	13	1	0	0	0	0	0	0	0	0	53
18:00	8	8	12	5	0	0	0	0	0	0	0	0	0	33
19:00	3	8	6	3	0	0	0	0	0	0	0	0	0	20
20:00	3	6	5	3	0	0	0	0	0	0	0	0	0	17
21:00	10	4	3	0	0	0	0	0	0	0	0	0	0	17
22:00	2	1	2	1	0	0	0	0	0	0	0	0	0	6
23:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
Totals	77	138	219	91	10									535
% of Totals	14%	26%	41%	17%	2%									100%

AM Volumes	20	43	65	28	4	0	0	0	0	0	0	0	0	160
% AM	4%	8%	12%	5%	1%									30%
AM Peak Hour	11:00	10:00	11:00	11:00	11:00									11:00
Volume	8	9	17	10	2									44
PM Volumes	57	95	154	63	6	0	0	0	0	0	0	0	0	375
% PM	11%	18%	29%	12%	1%									70%
PM Peak Hour	15:00	12:00	17:00	15:00	15:00									15:00
Volume	10	15	23	13	4									56

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	35		7%	83		16%	85		16%	332		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Freeman St	Summary	15	21	20	26	29	535

Prepared by National Data & Surveying Services

SPEED

Freeman St btwn Whaley St & Washington Ave

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_023

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	3	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	3	4	3	0	0	0	0	0	0	0	0	0	10
07:00	3	4	9	4	0	0	0	0	0	0	0	0	0	20
08:00	2	7	16	4	2	0	0	0	0	0	0	0	0	31
09:00	3	6	10	5	1	1	0	0	0	0	0	0	0	26
10:00	9	13	12	4	0	0	0	0	0	0	0	0	0	38
11:00	8	20	22	4	1	0	0	0	0	0	0	0	0	55
12:00 PM	5	19	13	9	0	0	0	0	0	0	0	0	0	46
13:00	4	22	24	15	2	0	0	0	0	0	0	0	0	67
14:00	4	22	23	6	0	0	0	0	0	0	0	0	0	55
15:00	6	15	27	1	0	0	0	0	0	0	0	0	0	49
16:00	1	14	19	8	3	0	0	0	0	0	0	0	0	45
17:00	5	15	12	6	3	1	0	0	0	0	0	0	0	42
18:00	1	6	9	3	0	0	0	0	0	0	0	0	0	19
19:00	5	12	9	2	1	0	0	0	0	0	0	0	0	29
20:00	3	13	3	2	1	0	0	0	0	0	0	0	0	22
21:00	0	1	3	0	2	0	0	0	0	0	0	0	0	6
22:00	2	1	1	2	1	0	0	0	0	0	0	0	0	7
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	64	199	217	78	17	2								577
% of Totals	11%	34%	38%	14%	3%	0%								100%

AM Volumes	28	58	74	24	4	1	0	0	0	0	0	0	0	189
% AM	5%	10%	13%	4%	1%	0%								33%
AM Peak Hour	10:00	11:00	11:00	09:00	08:00	09:00								11:00
Volume	9	20	22	5	2	1								55
PM Volumes	36	141	143	54	13	1	0	0	0	0	0	0	0	388
% PM	6%	24%	25%	9%	2%	0%								67%
PM Peak Hour	15:00	13:00	15:00	13:00	16:00	17:00								13:00
Volume	6	22	27	15	3	1								67

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	51		9%	113		20%	87		15%	326		56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Freeman St	Summary	16	21	20	26	29	577

Prepared by National Data & Surveying Services

SPEED

Freeman St btwn Whaley St & Washington Ave

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_023

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
05:00	4	0	1	0	0	0	0	0	0	0	0	0	0	**5**
06:00	2	1	3	4	0	0	0	0	0	0	0	0	0	**10**
07:00	1	5	1	8	3	1	0	0	0	0	0	0	0	**19**
08:00	5	8	6	4	0	0	0	0	0	0	0	0	0	**23**
09:00	3	18	15	5	0	0	0	0	0	0	0	0	0	**41**
10:00	7	20	12	4	1	0	0	0	0	0	0	0	0	**44**
11:00	5	19	15	8	1	0	0	0	0	0	0	0	0	**48**
12:00 PM	3	16	14	6	2	0	0	0	0	0	0	0	0	**41**
13:00	2	18	22	14	3	0	0	0	0	0	0	0	0	**59**
14:00	6	20	14	4	1	0	0	0	0	0	0	0	0	**45**
15:00	7	16	17	8	1	0	0	0	0	0	0	0	0	**49**
16:00	3	19	21	4	0	0	0	0	0	0	0	0	0	**47**
17:00	2	12	8	9	1	1	0	0	0	0	0	0	0	**33**
18:00	4	8	10	5	1	0	0	0	0	0	0	0	0	**28**
19:00	2	10	5	6	0	0	0	0	0	0	0	0	0	**23**
20:00	0	8	6	2	0	0	0	0	0	0	0	0	0	**16**
21:00	0	2	2	4	0	0	0	0	0	0	0	0	0	**8**
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**57**	**205**	**173**	**95**	**14**	**2**								**546**
% of Totals	10%	38%	32%	17%	3%	0%								100%

AM Volumes	28	73	54	33	5	1	0	0	0	0	0	0	0	194
% AM	5%	13%	10%	6%	1%	0%								36%
AM Peak Hour	10:00	10:00	09:00	07:00	07:00	07:00								11:00
Volume	7	20	15	8	3	1								48
PM Volumes	29	132	119	62	9	1	0	0	0	0	0	0	0	352
% PM	5%	24%	22%	11%	2%	0%								64%
PM Peak Hour	15:00	14:00	13:00	13:00	13:00	17:00								13:00
Volume	7	20	22	14	3	1								59

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	42		8%	100		18%	80		15%	324		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Freeman St	Summary	16	20	20	27	29	546

Prepared by National Data & Surveying Services

SPEED

Ditmar St btwn Michigan Ave & Missouri Ave

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_024

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	2	1	0	0	0	0	0	0	0	0	0	6
05:00	1	5	2	2	0	0	0	0	0	0	0	0	0	10
06:00	1	6	6	1	0	0	0	0	0	0	0	0	0	14
07:00	1	4	15	4	0	0	0	0	0	0	0	0	0	24
08:00	4	4	16	8	0	0	0	0	0	0	0	0	0	32
09:00	2	6	13	11	0	1	0	0	0	0	0	0	0	33
10:00	0	10	16	4	4	0	0	0	0	0	0	0	0	34
11:00	8	15	25	8	1	0	0	0	0	0	0	0	0	57
12:00 PM	0	14	28	6	0	0	0	0	0	0	0	0	0	48
13:00	3	14	24	13	0	0	0	0	0	0	0	0	0	54
14:00	4	13	26	7	0	0	0	0	0	0	0	0	0	50
15:00	3	13	31	23	1	0	0	0	0	0	0	0	0	71
16:00	1	13	46	12	0	0	0	0	0	0	0	0	0	72
17:00	6	12	31	13	1	0	0	0	0	0	0	0	0	63
18:00	4	13	31	15	1	0	0	0	0	0	0	0	0	64
19:00	4	11	22	3	0	0	1	0	0	0	0	0	0	41
20:00	3	9	17	4	0	0	0	0	0	0	0	0	0	33
21:00	1	4	12	1	0	0	0	0	0	0	0	0	0	18
22:00	3	5	5	2	0	0	0	0	0	0	0	0	0	15
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Totals	49	176	376	140	8	1	1							751
% of Totals	7%	23%	50%	19%	1%	0%	0%							100%
AM Volumes	17	54	102	41	5	1	0	0	0	0	0	0	0	220
% AM	2%	7%	14%	5%	1%	0%								29%
AM Peak Hour	11:00	11:00	11:00	09:00	10:00	09:00								11:00
Volume	8	15	25	11	4	1								57
PM Volumes	32	122	274	99	3	0	1	0	0	0	0	0	0	531
% PM	4%	16%	36%	13%	0%		0%							71%
PM Peak Hour	17:00	12:00	16:00	15:00	15:00		19:00							16:00
Volume	6	14	46	23	1		1							72

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	56		7%	102		14%	135		18%	458		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Ditmar St	Summary	17	22	22	26	29	751

Prepared by National Data & Surveying Services

SPEED

Ditmar St btwn Michigan Ave & Missouri Ave

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_024

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	3	2	1	0	0	0	0	0	0	0	0	0	8
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
05:00	1	3	4	3	0	0	0	0	0	0	0	0	0	11
06:00	1	4	7	1	0	0	0	0	0	0	0	0	0	13
07:00	1	4	10	2	1	0	0	0	0	0	0	0	0	18
08:00	2	9	12	4	0	0	0	0	0	0	0	0	0	27
09:00	4	11	18	6	0	0	0	0	0	0	0	0	0	39
10:00	2	8	16	6	0	0	0	0	0	0	0	0	0	32
11:00	3	10	29	16	0	0	0	0	0	0	0	0	0	58
12:00 PM	5	9	44	7	2	0	0	0	0	0	0	0	0	67
13:00	10	9	19	6	1	0	0	0	0	0	0	0	0	45
14:00	3	18	23	10	0	0	0	0	0	0	0	0	0	54
15:00	2	15	35	16	1	0	0	0	0	0	0	0	0	69
16:00	2	11	25	20	0	0	0	0	0	0	0	0	0	58
17:00	0	9	31	9	0	0	0	0	0	0	0	0	0	49
18:00	4	24	32	13	0	0	0	0	0	0	0	0	0	73
19:00	6	18	23	4	1	0	0	0	0	0	0	0	0	52
20:00	2	7	11	2	1	0	0	0	0	0	0	0	0	23
21:00	3	8	10	5	1	0	0	0	0	0	0	0	0	27
22:00	1	3	6	4	0	0	0	0	0	0	0	0	0	14
23:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Totals	55	188	362	136	8									749
% of Totals	7%	25%	48%	18%	1%									100%
AM Volumes	17	55	100	40	1	0	0	0	0	0	0	0	0	213
% AM	2%	7%	13%	5%	0%									28%
AM Peak Hour	09:00	09:00	11:00	11:00	07:00									11:00
Volume	4	11	29	16	1									58
PM Volumes	38	133	262	96	7	0	0	0	0	0	0	0	0	536
% PM	5%	18%	35%	13%	1%									72%
PM Peak Hour	13:00	18:00	12:00	16:00	12:00									18:00
Volume	10	24	44	20	2									73

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	45		6%	112		15%	107		14%	485		65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Ditmar St	Summary	16	22	21	26	29	749

Prepared by National Data & Surveying Services

SPEED

Ditmar St btwn Stanley St & Eucalyptus St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_025

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	14	5	3	0	0	0	0	0	0	0	22
01:00	0	0	2	5	0	0	0	0	0	0	0	0	0	7
02:00	0	0	1	3	2	0	0	0	0	0	0	0	0	6
03:00	0	0	2	1	4	0	0	0	0	0	0	0	0	7
04:00	0	0	3	5	2	2	0	1	0	0	0	0	0	13
05:00	0	1	3	11	6	6	1	0	0	0	0	0	0	28
06:00	0	1	11	27	18	8	1	0	0	0	0	0	0	66
07:00	1	4	8	38	34	14	5	0	0	0	0	0	0	104
08:00	0	3	22	50	40	11	1	1	0	0	0	0	0	128
09:00	3	2	12	46	46	13	1	0	0	0	0	0	0	123
10:00	2	3	19	51	41	5	2	0	0	0	0	0	0	123
11:00	0	5	25	69	66	14	2	0	0	0	0	0	0	181
12:00 PM	0	2	34	69	53	10	3	0	0	0	0	0	0	171
13:00	1	2	19	59	45	13	2	1	0	0	0	0	0	142
14:00	3	5	19	63	49	14	5	0	0	0	0	0	0	158
15:00	1	3	19	71	54	17	2	0	0	0	0	0	0	167
16:00	1	3	26	81	64	21	8	1	1	0	0	0	0	206
17:00	2	1	26	66	73	18	3	0	0	0	0	0	0	189
18:00	1	7	23	70	45	18	1	1	0	0	0	0	0	166
19:00	0	6	20	78	36	11	1	0	1	0	0	0	0	153
20:00	1	4	24	45	14	5	1	0	0	0	0	0	0	94
21:00	0	5	18	24	27	6	1	0	0	0	0	0	0	81
22:00	1	1	9	24	11	2	0	0	0	0	0	0	0	48
23:00	0	2	3	7	7	1	1	0	0	0	0	0	0	21
Totals	17	60	348	977	742	212	41	5	2					2404
% of Totals	1%	2%	14%	41%	31%	9%	2%	0%	0%					100%

AM Volumes	6	19	108	320	264	76	13	2	0	0	0	0	0	808
% AM	0%	1%	4%	13%	11%	3%	1%	0%						34%
AM Peak Hour	09:00	11:00	11:00	11:00	11:00	07:00	07:00	04:00						11:00
Volume	3	5	25	69	66	14	5	1						181
PM Volumes	11	41	240	657	478	136	28	3	2	0	0	0	0	1596
% PM	0%	2%	10%	27%	20%	6%	1%	0%	0%					66%
PM Peak Hour	14:00	18:00	12:00	16:00	17:00	16:00	16:00	13:00	16:00					16:00
Volume	3	7	34	81	73	21	8	1	1					206

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	232		10%	313		13%	395		16%	1464		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Ditmar St	Summary	24	29	29	34	38	2404

Prepared by National Data & Surveying Services

SPEED

Ditmar St btwn Stanley St & Eucalyptus St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_025

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	7	5	2	0	0	0	0	0	0	0	15
01:00	0	0	1	2	5	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	3	1	0	0	0	0	0	0	0	0	4
04:00	0	0	0	5	4	2	0	1	0	0	0	0	0	12
05:00	0	1	6	9	16	6	0	0	0	0	0	0	0	38
06:00	0	4	7	18	25	4	2	0	0	0	0	0	0	60
07:00	0	1	18	37	37	15	1	0	0	0	0	0	0	109
08:00	1	2	20	64	42	15	1	0	0	0	0	0	0	145
09:00	1	4	20	56	46	12	1	0	0	0	0	0	0	140
10:00	1	3	18	67	43	14	2	0	0	0	0	0	0	148
11:00	0	4	28	78	57	16	1	0	0	0	0	0	0	184
12:00 PM	2	2	18	56	64	14	4	0	0	0	0	0	0	160
13:00	1	5	23	61	60	13	5	0	0	0	0	0	0	168
14:00	1	2	21	59	45	16	4	1	0	0	0	0	0	149
15:00	0	2	26	79	68	12	1	1	0	0	0	0	0	189
16:00	1	9	34	89	66	12	2	0	0	0	0	0	0	213
17:00	1	5	35	82	52	16	0	0	0	0	0	0	0	191
18:00	2	10	28	86	46	14	3	1	0	0	0	0	0	190
19:00	2	5	23	69	37	7	2	0	0	0	0	0	0	145
20:00	1	3	22	32	31	8	0	0	0	0	0	0	0	97
21:00	0	0	14	45	25	4	0	0	0	0	0	0	0	88
22:00	0	3	6	11	16	6	0	0	0	0	0	0	0	42
23:00	0	0	4	7	13	2	0	0	0	0	0	0	0	26
Totals	**14**	**65**	**373**	**1022**	**805**	**210**	**29**	**4**						**2522**
% of Totals	1%	3%	15%	41%	32%	8%	1%	0%						100%

AM Volumes	3	19	119	346	282	86	8	1	0	0	0	0	0	864
% AM	0%	1%	5%	14%	11%	3%	0%	0%						34%
AM Peak Hour	08:00	06:00	11:00	11:00	11:00	11:00	06:00	04:00						11:00
Volume	1	4	28	78	57	16	2	1						184
PM Volumes	11	46	254	676	523	124	21	3	0	0	0	0	0	1658
% PM	0%	2%	10%	27%	21%	5%	1%	0%						66%
PM Peak Hour	12:00	18:00	17:00	16:00	15:00	14:00	13:00	14:00						16:00
Volume	2	10	35	89	68	16	5	1						213

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	254		10%	328		13%	404		16%	1536		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Ditmar St	Summary	24	29	29	34	38	2522

Prepared by National Data & Surveying Services

SPEED

Ditmar St btwn Whaley St & Cassidy St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_026

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
06:00	1	0	2	3	2	0	0	0	0	0	0	0	0	8
07:00	0	2	6	3	2	0	0	0	0	0	0	0	0	13
08:00	0	1	7	7	3	2	0	0	0	0	0	0	0	20
09:00	3	3	12	15	0	0	0	0	0	0	0	0	0	33
10:00	3	5	14	6	0	0	0	0	0	0	0	0	0	28
11:00	1	6	11	12	3	1	0	0	0	0	0	0	0	34
12:00 PM	3	6	15	7	0	0	0	0	0	0	0	0	0	31
13:00	1	5	12	7	2	1	1	0	0	0	0	0	0	29
14:00	1	3	3	15	6	3	2	0	0	0	0	0	0	33
15:00	2	1	2	7	11	12	1	2	0	0	0	0	0	38
16:00	3	1	3	7	14	9	5	4	0	0	0	0	0	46
17:00	1	2	7	10	7	9	3	0	0	0	0	0	0	39
18:00	1	2	5	17	12	4	3	1	0	0	0	0	0	45
19:00	0	1	5	7	6	4	0	0	0	0	0	0	0	23
20:00	2	6	4	5	4	1	0	0	0	0	0	0	0	22
21:00	0	2	5	4	0	0	0	0	0	0	0	0	0	11
22:00	0	1	7	1	2	0	0	0	0	0	0	0	0	11
23:00	3	2	1	0	0	0	0	0	0	0	0	0	0	6
Totals	25	53	127	134	74	46	15	7						481
% of Totals	5%	11%	26%	28%	15%	10%	3%	1%						100%

AM Volumes	8	21	58	47	10	3	0	0	0	0	0	0	0	147
% AM	2%	4%	12%	10%	2%	1%								31%
AM Peak Hour	09:00	11:00	10:00	09:00	08:00	08:00								11:00
Volume	3	6	14	15	3	2								34
PM Volumes	17	32	69	87	64	43	15	7	0	0	0	0	0	334
% PM	4%	7%	14%	18%	13%	9%	3%	1%						69%
PM Peak Hour	12:00	12:00	12:00	18:00	16:00	15:00	16:00	16:00						16:00
Volume	3	6	15	17	14	12	5	4						46

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	33		7%	60		12%	85		18%	303		63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Ditmar St	Summary	19	26	27	35	40	481

Prepared by National Data & Surveying Services

SPEED

Ditmar St btwn Whaley St & Cassidy St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_026

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	2
01:00	1	3	3	0	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	3	1	0	0	0	0	0	0	0	0	6
06:00	1	1	5	2	4	0	0	0	0	0	0	0	0	13
07:00	2	2	6	5	2	0	0	0	0	0	0	0	0	17
08:00	3	6	10	4	1	0	0	0	0	0	0	0	0	24
09:00	1	4	8	8	1	0	0	0	0	0	0	0	0	22
10:00	4	7	19	6	1	0	0	0	0	0	0	0	0	37
11:00	1	10	13	3	2	0	0	0	0	0	0	0	0	29
12:00 PM	1	6	12	11	3	0	0	0	0	0	0	0	0	33
13:00	2	5	13	6	1	0	0	0	0	0	0	0	0	27
14:00	2	5	10	13	3	0	0	0	0	0	0	0	0	33
15:00	0	9	19	13	4	0	0	0	0	0	0	0	0	45
16:00	1	5	12	12	8	11	4	1	0	0	0	0	0	54
17:00	2	5	10	15	20	5	3	0	0	0	0	0	0	60
18:00	0	0	4	19	7	5	0	0	0	0	0	0	0	35
19:00	2	3	6	10	6	2	1	0	0	0	0	0	0	30
20:00	0	2	4	7	4	3	0	0	0	0	0	0	0	20
21:00	0	0	2	4	3	0	0	0	0	0	0	0	0	9
22:00	0	1	0	4	4	3	0	0	0	0	0	0	0	12
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Totals	24	78	157	148	76	29	8	1						521
% of Totals	5%	15%	30%	28%	15%	6%	2%	0%						100%

AM Volumes	14	37	65	33	12	0	0	0	0	0	0	0	0	161
% AM	3%	7%	12%	6%	2%									31%
AM Peak Hour	10:00	11:00	10:00	09:00	06:00									10:00
Volume	4	10	19	8	4									37
PM Volumes	10	41	92	115	64	29	8	1	0	0	0	0	0	360
% PM	2%	8%	18%	22%	12%	6%	2%	0%						69%
PM Peak Hour	13:00	15:00	15:00	18:00	17:00	16:00	16:00	16:00						17:00
Volume	2	9	19	19	20	11	4	1						60

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	41		8%	60		12%	114		22%	306		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Ditmar St	Summary	18	25	25	32	37	521

Prepared by National Data & Surveying Services

SPEED

Wisconsin Ave btwn Cleveland & Tremont St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_027

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	5	6	9	12	2	0	0	0	0	0	0	0	35
01:00	0	1	3	5	4	2	0	0	0	0	0	0	0	15
02:00	0	1	2	3	3	1	2	0	0	0	0	0	0	12
03:00	0	0	3	5	2	0	1	0	0	0	0	0	0	11
04:00	0	2	6	5	5	4	1	0	0	0	0	0	0	23
05:00	0	1	6	10	6	3	0	0	0	0	0	0	0	26
06:00	1	9	25	44	30	10	2	0	0	0	0	0	0	121
07:00	3	11	36	60	36	9	0	0	0	0	0	0	0	155
08:00	8	13	56	86	39	8	2	0	0	0	0	0	0	212
09:00	6	25	87	91	32	9	1	0	0	0	0	0	0	251
10:00	10	40	97	107	38	8	0	1	0	0	0	0	0	301
11:00	14	48	105	115	36	9	1	0	0	0	0	0	0	328
12:00 PM	6	32	90	136	58	8	1	0	0	0	0	0	0	331
13:00	13	43	131	123	39	4	1	0	0	0	0	0	0	354
14:00	8	30	117	138	34	6	0	0	0	0	0	0	0	333
15:00	9	56	119	126	44	4	1	0	0	0	0	0	0	359
16:00	12	35	119	144	68	13	3	1	0	0	0	0	0	395
17:00	2	46	131	134	40	11	1	1	0	0	0	0	0	366
18:00	10	47	130	120	45	7	2	0	0	0	0	0	0	361
19:00	3	34	118	110	32	4	1	0	0	0	0	0	0	302
20:00	3	19	73	90	28	2	1	0	0	0	0	0	0	216
21:00	3	18	43	57	22	7	0	0	0	0	0	0	0	150
22:00	0	5	28	33	18	4	1	0	0	0	0	0	0	89
23:00	1	5	14	24	13	2	0	0	0	0	0	0	0	59
Totals	113	526	1545	1775	684	137	22	3						4805
% of Totals	2%	11%	32%	37%	14%	3%	0%	0%						100%

AM Volumes	43	156	432	540	243	65	10	1	0	0	0	0	0	1490
% AM	1%	3%	9%	11%	5%	1%	0%	0%						31%
AM Peak Hour	11:00	11:00	11:00	11:00	08:00	06:00	02:00	10:00						11:00
Volume	14	48	105	115	39	10	2	1						328
PM Volumes	70	370	1113	1235	441	72	12	2	0	0	0	0	0	3315
% PM	1%	8%	23%	26%	9%	1%	0%	0%						69%
PM Peak Hour	13:00	15:00	13:00	16:00	16:00	16:00	16:00	16:00						16:00
Volume	13	56	131	144	68	13	3	1						395

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	367		8%	685		14%	761		16%	2992		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Wisconsin Ave	Summary	20	26	25	31	34	4805

Prepared by National Data & Surveying Services

SPEED

Wisconsin Ave btwn Cleveland & Tremont St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_027

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	7	6	9	1	0	0	0	0	0	0	0	25
01:00	1	3	3	5	3	3	0	0	0	0	0	0	0	18
02:00	0	0	0	8	2	0	0	0	0	0	0	0	0	10
03:00	0	1	3	3	2	0	0	0	0	0	0	0	0	9
04:00	0	0	3	4	10	3	1	0	0	0	0	0	0	21
05:00	0	1	15	17	10	2	0	0	0	0	0	0	0	45
06:00	1	5	22	49	31	6	1	0	0	0	0	0	0	115
07:00	3	20	48	63	36	4	2	0	0	0	0	0	0	176
08:00	1	25	57	78	39	5	0	0	0	0	0	0	0	205
09:00	1	28	60	95	25	9	1	1	0	0	0	0	0	220
10:00	6	26	96	112	40	8	1	0	0	0	0	0	0	289
11:00	4	29	111	103	28	9	0	0	0	0	0	0	0	284
12:00 PM	12	31	129	119	52	6	3	0	0	0	0	0	0	352
13:00	5	38	114	118	40	5	1	0	0	0	0	0	0	321
14:00	5	29	94	122	51	10	2	0	0	0	0	0	0	313
15:00	8	40	96	128	36	9	1	0	0	0	0	0	0	318
16:00	2	42	135	126	55	9	1	0	0	0	0	0	0	370
17:00	4	36	132	157	62	2	2	0	0	0	0	0	0	395
18:00	3	31	114	122	41	9	1	0	0	0	0	0	0	321
19:00	9	46	104	98	29	8	0	0	0	0	0	0	0	294
20:00	4	36	67	74	26	6	1	0	0	0	0	0	0	214
21:00	0	24	49	64	31	5	1	0	0	0	0	0	0	174
22:00	4	6	24	39	21	3	1	0	0	0	0	0	0	98
23:00	1	0	12	21	16	3	2	0	0	0	0	0	0	55
Totals	74	499	1495	1731	695	125	22	1						4642
% of Totals	2%	11%	32%	37%	15%	3%	0%	0%						100%

AM Volumes	17	140	425	543	235	50	6	1	0	0	0	0	0	1417
% AM	0%	3%	9%	12%	5%	1%	0%	0%						31%
AM Peak Hour	10:00	11:00	11:00	10:00	10:00	09:00	07:00	09:00						10:00
Volume	6	29	111	112	40	9	2	1						289
PM Volumes	57	359	1070	1188	460	75	16	0	0	0	0	0	0	3225
% PM	1%	8%	23%	26%	10%	2%	0%							69%
PM Peak Hour	12:00	19:00	16:00	17:00	17:00	14:00	12:00							17:00
Volume	12	46	135	157	62	10	3							395

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	381		8%	673		14%	765		16%	2823		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Wisconsin Ave	Summary	20	26	26	31	34	4642

Prepared by National Data & Surveying Services

SPEED

Wisconsin Ave btwn Freeman St & Ditmar St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_028

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	4	8	1	1	0	0	0	0	0	0	0	14
01:00	1	2	1	3	0	1	0	0	0	0	0	0	0	8
02:00	0	0	3	1	0	0	0	0	0	0	0	0	0	4
03:00	0	0	2	0	1	0	0	0	0	0	0	0	0	3
04:00	0	1	3	1	1	0	0	0	0	0	0	0	0	6
05:00	0	6	5	8	6	0	1	0	0	0	0	0	0	26
06:00	2	10	16	23	10	2	0	0	0	0	0	0	0	63
07:00	1	7	39	29	8	1	0	0	0	0	0	0	0	85
08:00	2	20	52	41	14	3	0	0	0	0	0	0	0	132
09:00	0	9	37	52	25	1	0	0	0	0	0	0	0	124
10:00	3	19	34	36	16	1	0	0	0	0	0	0	0	109
11:00	4	8	61	60	21	0	0	0	0	0	0	0	0	154
12:00 PM	1	15	56	46	24	0	0	0	0	0	0	0	0	142
13:00	5	13	48	52	15	1	1	0	0	0	0	0	0	135
14:00	2	7	59	62	25	1	0	0	0	0	0	0	0	156
15:00	3	9	64	61	23	5	0	0	0	0	0	0	0	165
16:00	1	12	66	85	35	5	0	0	0	0	0	0	0	204
17:00	2	12	88	82	18	0	0	0	0	0	0	0	0	202
18:00	1	13	45	64	30	2	2	0	0	0	0	0	0	157
19:00	1	10	55	46	15	0	0	0	0	0	0	0	0	127
20:00	1	11	34	42	13	1	0	0	0	0	0	0	0	102
21:00	0	3	35	32	8	1	0	0	0	0	0	0	0	79
22:00	0	5	13	18	5	1	0	0	0	0	0	0	0	42
23:00	0	1	11	6	3	0	0	0	0	0	0	0	0	21
Totals	30	193	831	858	317	27	4							2260
% of Totals	1%	9%	37%	38%	14%	1%	0%							100%

AM Volumes	13	82	257	262	103	10	1	0	0	0	0	0	0	728
% AM	1%	4%	11%	12%	5%	0%	0%							32%
AM Peak Hour	11:00	08:00	11:00	11:00	09:00	08:00	05:00							11:00
Volume	4	20	61	60	25	3	1							154
PM Volumes	17	111	574	596	214	17	3	0	0	0	0	0	0	1532
% PM	1%	5%	25%	26%	9%	1%	0%							68%
PM Peak Hour	13:00	12:00	17:00	16:00	16:00	15:00	18:00							16:00
Volume	5	15	88	85	35	5	2							204

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	217		10%	277		12%	406		18%	1360		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Wisconsin Ave	Summary	21	25	25	30	34	2260

Prepared by National Data & Surveying Services

SPEED

Wisconsin Ave btwn Freeman St & Ditmar St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_028

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	9	3	1	0	0	0	0	0	0	0	0	14
01:00	0	0	4	3	3	0	0	0	0	0	0	0	0	10
02:00	0	0	1	3	1	1	0	0	0	0	0	0	0	6
03:00	0	0	1	2	1	0	0	0	0	0	0	0	0	4
04:00	0	1	2	3	0	0	0	0	0	0	0	0	0	6
05:00	0	4	7	10	6	0	0	0	0	0	0	0	0	27
06:00	0	4	12	20	12	2	1	0	0	0	0	0	0	51
07:00	4	5	28	32	16	0	0	0	0	0	0	0	0	85
08:00	6	36	50	35	4	2	0	0	0	0	0	0	0	133
09:00	7	34	36	26	4	0	0	0	0	0	0	0	0	107
10:00	24	45	45	15	4	1	0	0	0	0	0	0	0	134
11:00	24	50	55	24	4	0	0	0	0	0	0	0	0	157
12:00 PM	19	39	66	28	6	0	0	0	0	0	0	0	0	158
13:00	13	54	67	23	5	0	0	0	0	0	0	0	0	162
14:00	10	27	62	43	11	2	0	0	0	0	0	0	0	155
15:00	8	11	63	65	17	5	1	0	0	0	0	0	0	170
16:00	0	13	76	88	30	5	1	0	0	0	0	0	0	213
17:00	1	17	70	88	19	3	0	0	0	0	0	0	0	198
18:00	1	13	60	68	16	6	0	0	0	0	0	0	0	164
19:00	1	12	57	47	14	3	0	0	0	0	0	0	0	134
20:00	1	5	28	42	6	1	1	0	0	0	0	0	0	84
21:00	0	2	22	40	12	1	0	0	0	0	0	0	0	77
22:00	0	7	14	18	5	4	2	0	0	0	0	0	0	50
23:00	0	3	8	5	3	0	0	0	0	0	0	0	0	19
Totals	119	383	843	731	200	36	6							2318
% of Totals	5%	17%	36%	32%	9%	2%	0%							100%

AM Volumes	65	180	250	176	56	6	1	0	0	0	0	0	0	734
% AM	3%	8%	11%	8%	2%	0%	0%							32%
AM Peak Hour	10:00	11:00	11:00	08:00	07:00	06:00	06:00							11:00
Volume	24	50	55	35	16	2	1							157
PM Volumes	54	203	593	555	144	30	5	0	0	0	0	0	0	1584
% PM	2%	9%	26%	24%	6%	1%	0%							68%
PM Peak Hour	12:00	13:00	16:00	16:00	16:00	18:00	22:00							16:00
Volume	19	54	76	88	30	6	2							213

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	218		9%	320		14%	411		18%	1369		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Wisconsin Ave	Summary	18	24	24	29	33	2318

Prepared by National Data & Surveying Services

SPEED

Oceanside Blvd btwn Cleveland & Tremont St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_029

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	4	5	11	1	1	1	0	0	0	0	0	0	24
01:00	1	1	2	8	9	1	0	0	0	0	0	0	0	22
02:00	2	3	3	7	5	1	0	0	0	0	0	0	0	21
03:00	0	0	1	5	7	0	0	0	0	0	0	0	0	13
04:00	0	1	4	1	3	2	0	1	0	0	0	0	0	12
05:00	1	3	11	13	11	3	0	0	0	0	0	0	0	42
06:00	2	11	27	43	19	2	0	0	0	0	0	0	0	104
07:00	1	11	61	78	29	7	0	0	0	0	0	0	0	187
08:00	3	20	65	87	35	8	0	0	0	0	0	0	0	218
09:00	9	35	90	100	31	6	1	0	0	0	0	0	0	272
10:00	7	37	101	71	31	8	1	0	0	0	0	0	0	256
11:00	8	45	96	106	24	3	0	0	0	0	0	0	0	282
12:00 PM	5	38	111	100	36	5	0	0	0	0	0	0	0	295
13:00	8	51	130	106	30	5	1	0	0	0	0	0	0	331
14:00	6	23	113	100	26	5	2	1	0	0	0	0	0	276
15:00	5	41	134	102	35	7	1	0	0	0	0	0	0	325
16:00	10	39	140	111	46	5	0	1	0	0	0	0	0	352
17:00	5	51	113	104	33	3	0	0	0	0	0	0	0	309
18:00	13	34	109	104	57	9	3	0	0	0	0	0	0	329
19:00	2	32	92	125	46	5	0	0	0	0	0	0	0	302
20:00	6	24	69	70	19	2	0	0	0	0	0	0	0	190
21:00	2	10	42	67	17	6	0	0	0	0	0	0	0	144
22:00	0	9	29	29	22	8	0	0	0	0	0	0	0	97
23:00	0	2	15	21	15	4	1	0	0	0	0	0	0	58
Totals	**97**	**525**	**1563**	**1569**	**587**	**106**	**11**	**3**						**4461**
% of Totals	2%	12%	35%	35%	13%	2%	0%	0%						100%

AM Volumes	35	171	466	530	205	42	3	1	0	0	0	0	0	1453
% AM	1%	4%	10%	12%	5%	1%	0%	0%						33%
AM Peak Hour	09:00	11:00	10:00	11:00	08:00	08:00		04:00						11:00
Volume	9	45	101	106	35	8	1	1						282
PM Volumes	62	354	1097	1039	382	64	8	2	0	0	0	0	0	3008
% PM	1%	8%	25%	23%	9%	1%	0%	0%						67%
PM Peak Hour	18:00	13:00	16:00	19:00	18:00	18:00	18:00	14:00						16:00
Volume	13	51	140	125	57	9	3	1						352

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	405		9%	626		14%	661		15%	2769		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Oceanside Blvd	Summary	20	25	25	30	34	4461

Prepared by National Data & Surveying Services

SPEED

Oceanside Blvd btwn Cleveland & Tremont St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_029

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	4	8	11	7	1	0	0	0	0	0	0	0	32
01:00	0	2	3	7	6	1	0	0	0	0	0	0	0	19
02:00	0	1	2	8	3	0	0	0	0	0	0	0	0	14
03:00	2	0	1	4	4	1	0	0	0	0	0	0	0	12
04:00	0	4	3	6	2	3	1	0	0	0	0	0	0	19
05:00	1	3	8	22	9	3	0	0	0	0	0	0	0	46
06:00	3	5	35	63	28	3	0	0	0	0	0	0	0	137
07:00	5	19	49	68	38	10	1	0	0	0	0	0	0	190
08:00	1	19	77	73	31	2	3	0	0	0	0	0	0	206
09:00	8	30	86	77	27	6	0	0	0	0	0	0	0	234
10:00	10	35	86	101	42	4	0	0	0	0	0	0	0	278
11:00	2	36	110	103	31	1	0	0	0	0	0	0	0	283
12:00 PM	5	29	112	102	26	7	0	0	0	0	0	0	0	281
13:00	3	41	113	103	38	4	1	0	0	0	0	0	0	303
14:00	7	45	110	106	34	5	3	0	0	0	0	0	0	310
15:00	14	40	119	107	33	3	0	1	0	0	0	0	0	317
16:00	9	44	113	131	29	3	3	1	0	0	0	0	0	333
17:00	13	56	123	116	36	5	0	0	0	0	0	0	0	349
18:00	3	36	120	103	49	10	0	0	0	0	0	0	0	321
19:00	8	33	75	106	39	10	0	1	0	0	0	0	0	272
20:00	6	24	52	96	27	9	1	0	0	0	0	0	0	215
21:00	3	16	53	66	22	3	2	0	0	0	0	0	0	165
22:00	3	10	26	38	16	3	0	0	0	0	0	0	0	96
23:00	1	5	20	25	11	2	0	0	0	0	0	0	0	64
Totals	108	537	1504	1642	588	99	15	3						4496
% of Totals	2%	12%	33%	37%	13%	2%	0%	0%						100%

AM Volumes	33	158	468	543	228	35	5	0	0	0	0	0	0	1470
% AM	1%	4%	10%	12%	5%	1%	0%							33%
AM Peak Hour	10:00	11:00	11:00	11:00	10:00	07:00	08:00							11:00
Volume	10	36	110	103	42	10	3							283
PM Volumes	75	379	1036	1099	360	64	10	3	0	0	0	0	0	3026
% PM	2%	8%	23%	24%	8%	1%	0%	0%						67%
PM Peak Hour	15:00	17:00	17:00	16:00	18:00	18:00	14:00	15:00						17:00
Volume	14	56	123	131	49	10	3	1						349

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	396		9%	584		13%	682		15%	2834		63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Oceanside Blvd	Summary	20	25	25	30	34	4496

Prepared by National Data & Surveying Services

SPEED

Oceanside Blvd btwn Coast Hwy & Ditmar St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_030

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	2	19	25	26	7	2	0	0	0	0	0	0	**82**
01:00	0	2	6	18	23	2	1	0	0	0	0	0	0	**52**
02:00	0	0	5	17	5	3	0	0	0	0	0	0	0	**30**
03:00	0	1	15	17	9	1	0	0	0	0	0	0	0	**43**
04:00	2	2	25	20	15	10	2	1	0	0	0	0	0	**77**
05:00	1	7	44	45	44	15	5	1	0	0	0	0	0	**162**
06:00	0	9	79	141	74	52	4	1	0	0	0	0	0	**360**
07:00	0	8	126	206	167	73	9	0	0	0	0	0	0	**589**
08:00	6	21	129	260	161	69	14	1	0	0	0	0	0	**661**
09:00	2	18	185	305	164	89	10	1	0	0	0	0	0	**774**
10:00	5	26	214	349	205	67	14	2	0	0	0	0	0	**882**
11:00	11	46	286	406	176	45	7	0	0	0	0	0	0	**977**
12:00 PM	7	46	302	376	196	61	15	1	0	0	0	0	0	**1004**
13:00	5	38	232	399	227	63	8	0	0	0	0	0	0	**972**
14:00	2	33	254	403	205	73	10	1	0	0	0	0	0	**981**
15:00	11	64	324	404	232	70	17	2	0	0	0	0	0	**1124**
16:00	11	45	280	479	254	81	11	1	0	0	0	0	0	**1162**
17:00	5	34	279	448	221	84	14	1	0	0	0	0	0	**1086**
18:00	4	51	252	463	224	68	15	0	0	0	0	0	0	**1077**
19:00	1	18	200	343	172	81	16	0	0	0	0	0	0	**831**
20:00	0	20	174	214	136	54	11	0	0	0	0	0	0	**609**
21:00	1	8	113	170	108	40	8	0	0	0	0	0	0	**448**
22:00	2	7	82	104	85	41	4	2	0	0	0	0	0	**327**
23:00	0	11	41	65	42	29	4	1	0	0	0	0	0	**193**
Totals	**77**	**517**	**3666**	**5677**	**3171**	**1178**	**201**	**16**						**14503**
% of Totals	1%	4%	25%	39%	22%	8%	1%	0%						100%

AM Volumes	28	142	1133	1809	1069	433	68	7	0	0	0	0	0	4689
% AM	0%	1%	8%	12%	7%	3%	0%	0%						32%
AM Peak Hour	11:00	11:00	11:00	11:00	10:00	09:00	08:00	10:00						11:00
Volume	11	46	286	406	205	89	14	2						977
PM Volumes	49	375	2533	3868	2102	745	133	9	0	0	0	0	0	9814
% PM	0%	3%	17%	27%	14%	5%	1%	0%						68%
PM Peak Hour	15:00	15:00	15:00	16:00	16:00	17:00	15:00	15:00						16:00
Volume	11	64	324	479	254	84	17	2						1162

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1250	⟷	9%	1976	⟷	14%	2248	⟷	16%	9029	⟷	62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Oceanside Blvd	Summary	22	28	28	34	38	14503

Prepared by National Data & Surveying Services

SPEED

Oceanside Blvd btwn Coast Hwy & Ditmar St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_030

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	23	31	21	14	1	1	0	0	0	0	0	93
01:00	0	2	18	17	14	7	4	1	0	0	0	0	0	63
02:00	0	1	7	8	7	2	0	0	0	0	0	0	0	25
03:00	0	2	12	11	11	2	1	2	0	0	0	0	0	41
04:00	0	4	20	22	17	12	3	0	0	0	0	0	0	78
05:00	1	10	43	54	32	20	5	1	0	0	0	0	0	166
06:00	5	13	83	125	84	57	12	2	0	0	0	0	0	381
07:00	4	21	132	176	150	64	22	2	0	0	0	0	0	571
08:00	7	27	183	232	157	54	18	1	0	0	0	0	0	679
09:00	5	39	205	253	166	103	11	2	0	0	0	0	0	784
10:00	4	44	242	302	192	88	12	0	0	0	0	0	0	884
11:00	8	60	294	321	170	91	9	1	0	0	0	0	0	954
12:00 PM	7	41	265	389	203	71	18	2	0	0	0	0	0	996
13:00	9	42	266	402	223	68	8	0	0	0	0	0	0	1018
14:00	2	38	248	365	214	84	13	1	0	0	0	0	0	965
15:00	5	51	260	362	243	76	14	0	0	0	0	0	0	1011
16:00	8	40	254	471	238	73	13	2	0	0	0	0	0	1099
17:00	9	37	289	461	262	86	18	1	0	0	0	0	0	1163
18:00	5	37	262	423	234	62	10	1	0	0	0	0	0	1034
19:00	2	19	210	342	188	53	11	2	0	0	0	0	0	827
20:00	3	36	159	242	160	57	11	0	0	0	0	0	0	668
21:00	6	19	117	184	104	37	6	0	0	0	0	0	0	473
22:00	3	7	64	91	83	31	9	2	0	0	0	0	0	290
23:00	0	7	40	59	57	35	4	0	0	0	0	0	0	202
Totals	93	599	3696	5343	3230	1247	233	24						14465
% of Totals	1%	4%	26%	37%	22%	9%	2%	0%						100%

AM Volumes	34	225	1262	1552	1021	514	98	13	0	0	0	0	0	4719
% AM	0%	2%	9%	11%	7%	4%	1%	0%						33%
AM Peak Hour	11:00	11:00	11:00	11:00	10:00	09:00	07:00	03:00						11:00
Volume	8	60	294	321	192	103	22	2						954
PM Volumes	59	374	2434	3791	2209	733	135	11	0	0	0	0	0	9746
% PM	0%	3%	17%	26%	15%	5%	1%	0%						67%
PM Peak Hour	13:00	15:00	17:00	16:00	17:00	17:00	12:00	12:00						17:00
Volume	9	51	289	471	262	86	18	2						1163

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1250	↔	9%	2014	↔	14%	2262	↔	16%	8939	↔	62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Oceanside Blvd	Summary	22	28	28	34	38	14465

Prepared by National Data & Surveying Services

SPEED

Broadway St btwn Cassidy St & Kelly St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_031

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	2	2	2	0	0	0	0	0	0	0	0	0	7
01:00	1	2	2	1	0	0	0	0	0	0	0	0	0	6
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00	1	0	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	6	0	0	0	0	0	0	0	0	0	0	8
05:00	1	3	3	1	0	0	0	0	0	0	0	0	0	8
06:00	5	11	22	3	1	0	0	0	0	0	0	0	0	42
07:00	4	26	46	11	0	0	0	0	0	0	0	0	0	87
08:00	5	33	43	8	0	0	0	0	0	0	0	0	0	89
09:00	5	29	43	12	1	0	0	0	0	0	0	0	0	90
10:00	4	47	52	11	0	0	0	0	0	0	0	0	0	114
11:00	6	39	63	12	0	0	0	0	0	0	0	0	0	120
12:00 PM	9	56	66	19	0	0	0	0	0	0	0	0	0	150
13:00	8	47	74	13	0	0	0	0	0	0	0	0	0	142
14:00	13	65	55	13	1	0	0	0	0	0	0	0	0	147
15:00	10	42	78	19	0	0	0	0	0	0	0	0	0	149
16:00	9	55	78	14	1	0	0	0	0	0	0	0	0	157
17:00	17	36	75	8	3	1	0	0	0	0	0	0	0	140
18:00	12	52	59	13	1	0	0	0	0	0	0	0	0	137
19:00	7	42	37	11	2	0	0	0	0	0	0	0	0	99
20:00	9	14	38	4	2	1	0	0	0	0	0	0	0	68
21:00	4	16	26	9	0	0	0	0	0	0	0	0	0	55
22:00	2	4	9	3	0	0	0	0	0	0	0	0	0	18
23:00	4	8	5	0	0	0	0	0	0	0	0	0	0	17
Totals	138	631	885	187	12	2								1855
% of Totals	7%	34%	48%	10%	1%	0%								100%

AM Volumes	34	194	285	61	2	0	0	0	0	0	0	0	0	576
% AM	2%	10%	15%	3%	0%									31%
AM Peak Hour	11:00	10:00	11:00	09:00	06:00									11:00
Volume	6	47	63	12	1									120
PM Volumes	104	437	600	126	10	2	0	0	0	0	0	0	0	1279
% PM	6%	24%	32%	7%	1%	0%								69%
PM Peak Hour	17:00	14:00	15:00	12:00	17:00	17:00								16:00
Volume	17	65	78	19	3	1								157

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	176		9%	292		16%	297		16%	1090		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Broadway St	Summary	16	21	20	25	28	1855

Prepared by National Data & Surveying Services

SPEED

Broadway St btwn Cassidy St & Kelly St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_031

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	0	6	2	0	0	0	0	0	0	0	0	0	10
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	5	1	0	0	0	0	0	0	0	0	0	6
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:00	1	5	8	3	0	0	0	0	0	0	0	0	0	17
06:00	2	12	18	7	1	0	0	0	0	0	0	0	0	40
07:00	3	24	40	9	1	0	0	0	0	0	0	0	0	77
08:00	4	34	45	11	0	0	0	0	0	0	0	0	0	94
09:00	3	43	43	11	0	0	0	0	0	0	0	0	0	100
10:00	7	34	53	10	0	0	0	0	0	0	0	0	0	104
11:00	8	41	47	9	1	0	0	0	0	0	0	0	0	106
12:00 PM	10	41	63	15	0	0	0	0	0	0	0	0	0	129
13:00	6	50	72	15	1	0	0	0	0	0	0	0	0	144
14:00	18	66	60	16	2	0	0	0	0	0	0	0	0	162
15:00	13	48	85	20	5	0	0	0	0	0	0	0	0	171
16:00	13	67	56	21	2	0	0	0	0	0	0	0	0	159
17:00	17	61	71	20	1	0	0	0	0	0	0	0	0	170
18:00	9	55	69	9	1	0	0	0	0	0	0	0	0	143
19:00	16	46	45	7	2	0	0	0	0	0	0	0	0	116
20:00	10	27	27	6	0	0	0	0	0	0	0	0	0	70
21:00	3	11	21	2	1	0	0	0	0	0	0	0	0	38
22:00	5	9	9	2	0	0	0	0	0	0	0	0	0	25
23:00	3	6	7	2	0	0	0	0	0	0	0	0	0	18
Totals	153	686	855	199	18									1911
% of Totals	8%	36%	45%	10%	1%									100%
AM Volumes	30	199	270	64	3	0	0	0	0	0	0	0	0	566
% AM	2%	10%	14%	3%	0%									30%
AM Peak Hour	11:00	09:00	10:00	08:00	06:00									11:00
Volume	8	43	53	11	1									106
PM Volumes	123	487	585	135	15	0	0	0	0	0	0	0	0	1345
% PM	6%	25%	31%	7%	1%									70%
PM Peak Hour	14:00	16:00	15:00	16:00	15:00									15:00
Volume	18	67	85	21	5									171

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	171		9%	273		14%	329		17%	1138		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Broadway St	Summary	16	21	20	25	28	1911

Prepared by National Data & Surveying Services

SPEED

Morse St btwn Coast Hwy & Freeman St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_032

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	3	3	1	0	0	0	0	0	0	0	0	0	8
01:00	0	1	6	2	0	0	0	0	0	0	0	0	0	9
02:00	1	1	8	2	0	0	0	0	0	0	0	0	0	12
03:00	1	2	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	0	3	2	0	0	0	0	0	0	0	0	0	5
05:00	1	4	13	4	0	0	0	0	0	0	0	0	0	22
06:00	1	5	17	9	0	0	0	0	0	0	0	0	0	32
07:00	3	21	47	7	0	0	0	0	0	0	0	0	0	78
08:00	6	27	64	13	3	0	0	0	0	0	0	0	0	113
09:00	7	26	55	24	0	0	0	0	0	0	0	0	0	112
10:00	12	26	91	19	3	2	0	0	0	0	0	0	0	153
11:00	11	68	74	19	4	2	0	0	0	0	0	0	0	178
12:00 PM	7	45	109	17	1	0	0	0	0	0	0	0	0	179
13:00	16	59	119	24	1	0	0	0	0	0	0	0	0	219
14:00	11	65	109	28	1	0	0	0	0	0	0	0	0	214
15:00	5	61	104	26	2	0	1	0	0	0	0	0	0	199
16:00	14	74	136	41	1	0	0	0	0	0	0	0	0	266
17:00	11	42	119	51	2	0	0	0	0	0	0	0	0	225
18:00	8	57	124	40	0	0	0	0	0	0	0	0	0	229
19:00	6	42	99	30	3	2	0	0	0	0	0	0	0	182
20:00	3	35	56	33	3	0	0	0	0	0	0	0	0	130
21:00	4	22	40	14	3	0	0	0	0	0	0	0	0	83
22:00	0	11	21	6	1	0	0	0	0	0	0	0	0	39
23:00	0	2	16	3	0	0	0	0	0	0	0	0	0	21
Totals	129	699	1435	415	28	6	1							2713
% of Totals	5%	26%	53%	15%	1%	0%	0%							100%

AM Volumes	44	184	383	102	10	4	0	0	0	0	0	0	0	727
% AM	2%	7%	14%	4%	0%	0%								27%
AM Peak Hour	10:00	11:00	10:00	09:00	11:00	10:00								11:00
Volume	12	68	91	24	4	2								178
PM Volumes	85	515	1052	313	18	2	1	0	0	0	0	0	0	1986
% PM	3%	19%	39%	12%	1%	0%	0%							73%
PM Peak Hour	13:00	16:00	16:00	17:00	19:00	19:00	15:00							16:00
Volume	16	74	136	51	3	2	1							266

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	191		7%	398		15%	491		18%	1633		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Morse St	Summary	17	22	22	26	29	2713

Prepared by National Data & Surveying Services

SPEED

Morse St btwn Coast Hwy & Freeman St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_032

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	2	9	3	0	0	0	0	0	0	0	0	0	15
01:00	0	1	3	1	0	0	0	0	0	0	0	0	0	5
02:00	0	2	3	1	0	0	0	0	0	0	0	0	0	6
03:00	0	2	4	1	0	0	0	0	0	0	0	0	0	7
04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:00	1	6	9	1	0	0	0	0	0	0	0	0	0	17
06:00	2	15	26	7	0	0	0	0	0	0	0	0	0	50
07:00	4	28	36	9	0	0	0	0	0	0	0	0	0	77
08:00	10	35	59	17	0	0	0	0	0	0	0	0	0	121
09:00	13	47	55	10	0	0	0	0	0	0	0	0	0	125
10:00	7	37	73	16	0	0	0	0	0	0	0	0	0	133
11:00	10	42	79	23	3	0	0	0	0	0	0	0	0	157
12:00 PM	11	33	85	28	3	1	0	0	0	0	0	0	0	161
13:00	8	42	78	18	2	0	0	0	0	0	0	0	0	148
14:00	11	40	82	14	2	0	0	0	0	0	0	0	0	149
15:00	8	55	104	34	2	0	0	0	0	0	0	0	0	203
16:00	16	52	128	41	2	0	0	0	0	0	0	0	0	239
17:00	5	54	131	42	1	0	0	0	0	0	0	0	0	233
18:00	10	56	123	40	0	1	0	0	0	0	0	0	0	230
19:00	4	37	106	29	0	0	0	0	0	0	0	0	0	176
20:00	1	23	65	28	0	0	0	0	0	0	0	0	0	117
21:00	2	14	34	20	1	0	0	0	0	0	0	0	0	71
22:00	0	4	28	3	2	0	0	0	0	0	0	0	0	37
23:00	0	4	10	3	0	0	0	0	0	0	0	0	0	17
Totals	124	632	1333	389	18	2								2498
% of Totals	5%	25%	53%	16%	1%	0%								100%

AM Volumes	48	218	359	89	3	0	0	0	0	0	0	0	0	717
% AM	2%	9%	14%	4%	0%									29%
AM Peak Hour	09:00	09:00	11:00	11:00	11:00									11:00
Volume	13	47	79	23	3									157
PM Volumes	76	414	974	300	15	2	0	0	0	0	0	0	0	1781
% PM	3%	17%	39%	12%	1%	0%								71%
PM Peak Hour	16:00	18:00	17:00	17:00	12:00	12:00								16:00
Volume	16	56	131	42	3	1								239

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	198		8%	309		12%	472		19%	1519		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Morse St	Summary	17	22	21	25	29	2498

Prepared by National Data & Surveying Services

SPEED

Cassidy St btwn Broadway St & Tremont St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_033

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	5	11	10	2	0	0	0	0	0	0	0	0	30
01:00	0	2	12	2	1	0	0	0	0	0	0	0	0	17
02:00	1	3	3	4	1	1	0	0	0	0	0	0	0	13
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	2	4	4	5	3	1	0	0	0	0	0	0	0	19
05:00	3	6	22	13	4	0	0	0	0	0	0	0	0	48
06:00	3	11	34	47	10	2	1	0	0	0	0	0	0	108
07:00	7	21	69	54	21	3	0	0	0	0	0	0	0	175
08:00	3	30	76	78	26	8	0	1	0	0	0	0	0	222
09:00	10	28	94	94	21	0	1	0	0	0	0	0	0	248
10:00	1	31	95	84	22	1	0	0	0	0	0	0	0	234
11:00	6	35	131	88	25	1	0	0	0	0	0	0	0	286
12:00 PM	8	45	158	116	22	0	0	0	0	0	0	0	0	349
13:00	4	72	153	89	22	2	1	0	0	0	0	0	0	343
14:00	6	54	160	113	28	1	1	0	0	0	0	0	0	363
15:00	13	57	144	123	28	0	0	0	0	0	0	0	0	365
16:00	4	55	162	115	21	3	0	0	0	0	0	0	0	360
17:00	9	40	136	148	31	2	1	0	0	0	0	0	0	367
18:00	7	54	149	130	22	0	0	0	0	0	0	0	0	362
19:00	4	50	113	77	7	1	0	0	0	0	0	0	0	252
20:00	5	34	82	36	11	1	0	0	0	0	0	0	0	169
21:00	1	8	55	45	9	1	0	0	0	0	0	0	0	119
22:00	2	21	32	20	5	0	1	0	0	0	0	0	0	81
23:00	0	5	24	23	3	0	0	0	0	0	0	0	0	55
Totals	101	674	1921	1514	345	28	6	1						4590
% of Totals	2%	15%	42%	33%	8%	1%	0%	0%						100%

AM Volumes	38	179	553	479	136	17	2	1	0	0	0	0	0	1405
% AM	1%	4%	12%	10%	3%	0%	0%	0%						31%
AM Peak Hour	09:00	11:00	11:00	09:00	08:00	08:00	06:00	08:00						11:00
Volume	10	35	131	94	26	8	1	1						286
PM Volumes	63	495	1368	1035	209	11	4	0	0	0	0	0	0	3185
% PM	1%	11%	30%	23%	5%	0%	0%							69%
PM Peak Hour	15:00	13:00	16:00	17:00	17:00	16:00	13:00							17:00
Volume	13	72	162	148	31	3	1							367

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	397		9%	692		15%	727		16%	2774		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Cassidy St	Summary	19	24	24	29	32	4590

Prepared by National Data & Surveying Services

SPEED

Cassidy St btwn Broadway St & Tremont St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_033

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	5	10	3	3	0	0	0	0	0	0	0	0	21
01:00	0	2	2	7	1	1	0	0	0	0	0	0	0	13
02:00	0	1	0	4	1	0	0	0	0	0	0	0	0	6
03:00	1	2	1	1	1	0	0	0	0	0	0	0	0	6
04:00	0	8	2	6	3	1	0	0	0	0	0	0	0	20
05:00	2	4	11	23	3	1	0	0	0	0	0	0	0	44
06:00	3	21	31	50	14	3	0	0	0	0	0	0	0	122
07:00	3	12	49	67	29	1	0	0	0	0	0	0	0	161
08:00	3	25	60	82	24	2	1	0	0	0	0	0	0	197
09:00	2	33	95	78	14	1	0	0	0	0	0	0	0	223
10:00	4	40	125	92	22	1	0	0	0	0	0	0	0	284
11:00	4	40	120	101	29	3	0	0	0	0	0	0	0	297
12:00 PM	0	37	121	123	29	3	0	0	0	0	0	0	0	313
13:00	4	66	137	86	36	6	0	0	0	0	0	0	0	335
14:00	8	43	163	104	24	5	0	0	0	0	0	0	0	347
15:00	2	45	145	133	23	2	0	0	0	0	0	0	0	350
16:00	8	59	158	131	23	2	1	0	0	0	0	0	0	382
17:00	3	65	160	130	22	1	0	0	0	0	0	0	0	381
18:00	8	68	127	97	24	3	1	0	0	0	0	0	0	328
19:00	4	43	128	87	10	2	0	0	0	0	0	0	0	274
20:00	8	27	69	50	7	1	0	0	0	0	0	0	0	162
21:00	3	21	61	44	4	1	0	0	0	0	0	0	0	134
22:00	3	14	43	19	7	1	0	0	0	0	0	0	0	87
23:00	1	10	36	21	5	0	0	0	0	0	0	0	0	73
Totals	74	691	1854	1539	358	41	3							4560
% of Totals	2%	15%	41%	34%	8%	1%	0%							100%

AM Volumes	22	193	506	514	144	14	1	0	0	0	0	0	0	1394
% AM	0%	4%	11%	11%	3%	0%	0%							31%
AM Peak Hour	10:00	10:00	10:00	11:00	07:00	06:00	08:00							11:00
Volume	4	40	125	101	29	3	1							297
PM Volumes	52	498	1348	1025	214	27	2	0	0	0	0	0	0	3166
% PM	1%	11%	30%	22%	5%	1%	0%							69%
PM Peak Hour	14:00	18:00	14:00	15:00	13:00	13:00	16:00							16:00
Volume	8	68	163	133	36	6	1							382

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	358		8%	648		14%	763		17%	2791		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Cassidy St	Summary	19	24	24	29	32	4560

Prepared by National Data & Surveying Services

SPEED

Cassidy St btwn Alvarado St & Ditmar St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_034

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	9	9	0	0	0	0	0	0	0	0	0	0	**18**
01:00	0	2	6	3	0	0	0	0	0	0	0	0	0	**11**
02:00	1	4	3	2	0	0	0	0	0	0	0	0	0	**10**
03:00	0	2	2	2	0	0	0	0	0	0	0	0	0	**6**
04:00	1	4	13	5	0	0	0	0	0	0	0	0	0	**23**
05:00	0	16	16	5	0	0	0	0	0	0	0	0	0	**37**
06:00	13	60	38	7	0	1	0	0	0	0	0	0	0	**119**
07:00	13	94	88	13	1	0	0	0	0	0	0	0	0	**209**
08:00	35	93	101	23	2	0	0	0	0	0	0	0	0	**254**
09:00	55	115	101	24	3	0	0	0	0	0	0	0	0	**298**
10:00	29	140	94	30	3	0	0	0	0	0	0	0	0	**296**
11:00	28	165	122	20	1	0	0	0	0	0	0	0	0	**336**
12:00 PM	35	146	107	21	0	0	0	0	0	0	0	0	0	**309**
13:00	27	143	126	19	2	0	0	0	0	0	0	0	0	**317**
14:00	21	158	100	17	0	0	0	0	0	0	0	0	0	**296**
15:00	57	155	114	22	0	0	0	0	0	0	0	0	0	**348**
16:00	47	152	131	20	1	0	0	0	0	0	0	0	0	**351**
17:00	53	154	128	33	2	0	0	0	0	0	0	0	0	**370**
18:00	30	155	117	24	4	1	0	0	0	0	0	0	0	**331**
19:00	28	132	71	16	0	1	0	0	0	0	0	0	0	**248**
20:00	5	47	82	24	0	0	0	0	0	0	0	0	0	**158**
21:00	3	33	70	24	1	0	0	0	0	0	0	0	0	**131**
22:00	3	28	31	9	1	0	0	0	0	0	0	0	0	**72**
23:00	1	19	21	4	0	0	0	0	0	0	0	0	0	**45**
Totals	**485**	**2026**	**1691**	**367**	**21**	**3**								**4593**
% of Totals	11%	44%	37%	8%	0%	0%								100%

AM Volumes	175	704	593	134	10	1	0	0	0	0	0	0	0	1617
% AM	4%	15%	13%	3%	0%	0%								35%
AM Peak Hour	09:00	11:00	11:00	10:00	09:00	06:00								11:00
Volume	55	165	122	30	3	1								336
PM Volumes	310	1322	1098	233	11	2	0	0	0	0	0	0	0	2976
% PM	7%	29%	24%	5%	0%	0%								65%
PM Peak Hour	15:00	14:00	16:00	17:00	18:00	18:00								17:00
Volume	57	158	131	33	4	1								370

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	463		10%	626		14%	721		16%	2783		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Cassidy St	Summary	16	19	19	24	27	4593

Prepared by National Data & Surveying Services

SPEED

Cassidy St btwn Alvarado St & Ditmar St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_034

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	4	11	6	1	0	0	0	0	0	0	0	0	**22**
01:00	1	9	10	1	1	0	0	0	0	0	0	0	0	**22**
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
03:00	1	0	4	0	1	0	0	0	0	0	0	0	0	**6**
04:00	0	6	10	3	1	0	0	0	0	0	0	0	0	**20**
05:00	1	21	22	9	0	0	0	0	0	0	0	0	0	**53**
06:00	6	50	55	13	0	0	0	0	0	0	0	0	0	**124**
07:00	15	92	85	29	2	1	0	0	0	0	0	0	0	**224**
08:00	13	110	95	19	0	0	0	0	0	0	0	0	0	**237**
09:00	28	141	85	23	0	0	0	0	0	0	0	0	0	**277**
10:00	44	149	85	18	1	0	0	0	0	0	0	0	0	**297**
11:00	28	168	87	33	2	0	0	0	0	0	0	0	0	**318**
12:00 PM	31	159	97	37	0	0	0	0	0	0	0	0	0	**324**
13:00	30	148	133	22	3	0	0	0	0	0	0	0	0	**336**
14:00	29	142	98	32	5	0	0	0	0	0	0	0	0	**306**
15:00	63	158	112	18	1	0	0	0	0	0	0	0	0	**352**
16:00	44	138	144	37	2	0	0	0	0	0	0	0	0	**365**
17:00	56	166	150	33	5	0	0	0	0	0	0	0	0	**410**
18:00	34	161	116	23	1	2	0	0	0	0	0	0	0	**337**
19:00	31	131	94	19	2	0	0	0	0	0	0	0	0	**277**
20:00	20	77	67	19	1	0	0	0	0	0	0	0	0	**184**
21:00	6	47	53	16	1	0	0	0	0	0	0	0	0	**123**
22:00	8	26	23	10	1	0	0	0	0	0	0	0	0	**68**
23:00	8	17	28	2	0	0	0	0	0	0	0	0	0	**55**
Totals	**497**	**2121**	**1666**	**422**	**31**	**3**								**4740**
% of Totals	10%	45%	35%	9%	1%	0%								100%

AM Volumes	137	751	551	154	9	1	0	0	0	0	0	0	0	1603
% AM	3%	16%	12%	3%	0%	0%								34%
AM Peak Hour	10:00	11:00	08:00	11:00	07:00	07:00								11:00
Volume	44	168	95	33	2	1								318
PM Volumes	360	1370	1115	268	22	2	0	0	0	0	0	0	0	3137
% PM	8%	29%	24%	6%	0%	0%								66%
PM Peak Hour	15:00	17:00	17:00	12:00	14:00	18:00								17:00
Volume	63	166	150	37	5	2								410

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	461		10%	660		14%	775		16%	2844		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Cassidy St	Summary	16	19	19	24	28	4740

Prepared by National Data & Surveying Services

SPEED

Vista Way btwn Tremont St & Coast Hwy

Day: Tuesday
Date: 8/20/2013

City: Oceanside
Project #: CA13_4290_035

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	5	1	4	0	0	0	0	0	0	0	0	0	**10**
01:00	1	0	3	1	1	0	0	0	0	0	0	0	0	**6**
02:00	1	1	1	0	1	0	0	0	0	0	0	0	0	**4**
03:00	1	3	1	0	0	0	0	0	0	0	0	0	0	**5**
04:00	3	2	2	2	2	1	0	0	0	0	0	0	0	**12**
05:00	4	12	3	2	0	0	0	0	0	0	0	0	0	**21**
06:00	8	25	16	7	0	0	0	0	0	0	0	0	0	**56**
07:00	21	45	36	11	2	0	0	0	0	0	0	0	0	**115**
08:00	23	43	33	15	2	1	0	0	0	0	0	0	0	**117**
09:00	16	44	38	20	6	0	0	0	0	0	0	0	0	**124**
10:00	33	43	41	26	9	0	0	0	0	0	0	0	0	**152**
11:00	23	39	41	18	6	2	0	0	0	0	0	0	0	**129**
12:00 PM	24	41	48	25	3	0	0	0	0	0	0	0	0	**141**
13:00	29	42	39	30	6	0	0	0	0	0	0	0	0	**146**
14:00	17	50	60	25	4	0	0	0	0	0	0	0	0	**156**
15:00	19	57	43	23	6	0	0	0	0	0	0	0	0	**148**
16:00	13	61	69	30	6	1	0	0	0	0	0	0	0	**180**
17:00	35	61	67	24	8	1	0	0	0	0	0	0	0	**196**
18:00	29	63	46	24	1	0	0	0	0	0	0	0	0	**163**
19:00	9	53	41	22	5	0	0	0	0	0	0	0	0	**130**
20:00	5	40	25	12	3	0	0	0	0	0	0	0	0	**85**
21:00	6	10	20	9	2	0	0	0	0	0	0	0	0	**47**
22:00	6	15	11	6	0	1	0	0	0	0	0	0	0	**39**
23:00	7	11	4	3	1	0	0	0	0	0	0	0	0	**26**
Totals	**333**	**766**	**689**	**339**	**74**	**7**								**2208**
% of Totals	15%	35%	31%	15%	3%	0%								100%

AM Volumes	134	262	216	106	29	4	0	0	0	0	0	0	0	751
% AM	6%	12%	10%	5%	1%	0%								34%
AM Peak Hour	10:00	07:00	10:00	10:00	10:00	11:00								10:00
Volume	33	45	41	26	9	2								152
PM Volumes	199	504	473	233	45	3	0	0	0	0	0	0	0	1457
% PM	9%	23%	21%	11%	2%	0%								66%
PM Peak Hour	17:00	18:00	16:00	13:00	17:00	16:00								17:00
Volume	35	63	69	30	8	1								196

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	232		11%	287		13%	376		17%	1313		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Vista Way	Summary	15	20	20	26	30	2208

Prepared by National Data & Surveying Services

SPEED

Vista Way btwn Tremont St & Coast Hwy

Day: Wednesday
Date: 8/21/2013

City: Oceanside
Project #: CA13_4290_035

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	4	6	0	0	0	0	0	0	0	0	0	0	12
01:00	0	0	6	2	0	0	0	0	0	0	0	0	0	8
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
04:00	2	4	2	2	1	0	0	0	0	0	0	0	0	11
05:00	3	11	9	2	2	0	0	0	0	0	0	0	0	27
06:00	5	26	20	7	1	0	0	0	0	0	0	0	0	59
07:00	24	44	38	17	7	1	0	0	0	0	0	0	0	131
08:00	21	49	44	16	5	0	0	0	0	0	0	0	0	135
09:00	21	34	57	20	2	0	0	0	0	0	0	0	0	134
10:00	22	39	43	16	2	1	0	0	0	0	0	0	0	123
11:00	21	43	40	21	4	0	0	0	0	0	0	0	0	129
12:00 PM	25	33	50	22	5	0	0	0	0	0	0	0	0	135
13:00	16	43	53	26	3	1	0	0	0	0	0	0	0	142
14:00	19	30	65	22	4	1	0	0	0	0	0	0	0	141
15:00	20	39	43	27	6	4	0	0	0	0	0	0	0	139
16:00	20	53	50	21	9	2	0	0	0	0	0	0	0	155
17:00	35	61	54	32	11	0	0	0	0	0	0	0	0	193
18:00	21	41	55	29	7	0	0	0	0	0	0	0	0	153
19:00	17	41	51	14	3	0	0	0	0	0	0	0	0	126
20:00	15	18	24	16	1	1	0	0	0	0	0	0	0	75
21:00	11	20	28	13	0	0	0	0	0	0	0	0	0	72
22:00	3	14	19	10	1	0	0	0	0	0	0	0	0	47
23:00	4	9	9	2	0	0	0	0	0	0	0	0	0	24
Totals	327	657	767	339	74	11								2175
% of Totals	15%	30%	35%	16%	3%	1%								100%
AM Volumes	121	255	266	105	24	2	0	0	0	0	0	0	0	773
% AM	6%	12%	12%	5%	1%	0%								36%
AM Peak Hour	07:00	08:00	09:00	11:00	07:00	07:00								08:00
Volume	24	49	57	21	7	1								135
PM Volumes	206	402	501	234	50	9	0	0	0	0	0	0	0	1402
% PM	9%	18%	23%	11%	2%	0%								64%
PM Peak Hour	17:00	17:00	14:00	17:00	17:00	15:00								17:00
Volume	35	61	65	32	11	4								193

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	266		12%	277		13%	348		16%	1284		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Vista Way	Summary	15	21	20	26	30	2175

Prepared by National Data & Surveying Services

SPEED

Vista Way btwn Alvarado St & Ditmar St

Day: Tuesday
Date: 8/6/2013

City: Oceanside
Project #: CA13_4290_036

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	4	18	46	17	3	1	0	0	0	0	0	89
01:00	0	3	3	9	18	8	4	1	0	0	0	0	0	46
02:00	0	0	4	5	16	6	1	0	0	0	0	0	0	32
03:00	0	0	0	10	7	8	0	1	0	0	0	0	0	26
04:00	0	0	2	18	29	18	6	2	1	0	0	0	0	76
05:00	0	3	4	26	99	40	16	1	2	0	0	0	0	191
06:00	1	4	8	115	252	90	11	1	2	0	0	0	0	484
07:00	1	1	13	213	380	147	12	2	1	0	0	0	0	770
08:00	0	9	37	277	410	111	7	1	0	0	0	0	0	852
09:00	0	3	21	290	427	107	9	0	0	0	0	0	0	857
10:00	0	7	61	421	447	74	6	0	0	0	0	0	0	1016
11:00	0	3	80	445	518	105	5	0	0	0	0	0	0	1156
12:00 PM	0	4	81	559	477	74	4	3	0	0	0	0	0	1202
13:00	0	5	83	510	488	98	6	0	0	0	0	0	0	1190
14:00	1	3	94	471	464	99	7	0	0	0	0	0	0	1139
15:00	0	0	55	451	570	134	9	1	0	0	0	0	0	1220
16:00	1	11	56	478	589	120	13	0	0	0	0	0	0	1268
17:00	0	0	49	472	571	139	16	0	0	0	0	0	0	1247
18:00	0	5	43	391	526	131	6	0	0	0	0	0	0	1102
19:00	0	2	58	323	386	103	9	0	0	0	0	0	0	881
20:00	1	4	43	224	309	112	13	0	0	0	0	0	0	706
21:00	1	3	9	145	211	78	11	1	1	0	0	0	0	460
22:00	0	0	8	57	151	50	7	0	0	0	0	0	0	273
23:00	0	1	6	34	95	44	12	2	0	0	0	0	0	194
Totals	6	71	822	5962	7486	1913	193	17	7					16477
% of Totals	0%	0%	5%	36%	45%	12%	1%	0%	0%					100%

AM Volumes	2	33	237	1847	2649	731	80	10	6	0	0	0	0	5595
% AM	0%	0%	1%	11%	16%	4%	0%	0%	0%					34%
AM Peak Hour	06:00	08:00	11:00	11:00	11:00	07:00	05:00	04:00	05:00					11:00
Volume	1	9	80	445	518	147	16	2	2					1156
PM Volumes	4	38	585	4115	4837	1182	113	7	1	0	0	0	0	10882
% PM	0%	0%	4%	25%	29%	7%	1%	0%	0%					66%
PM Peak Hour	14:00	16:00	14:00	12:00	16:00	17:00	17:00	12:00	21:00					16:00
Volume	1	11	94	559	589	139	16	3	1					1268

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1622	↔	10%	2392	↔	15%	2515	↔	15%	9948	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Vista Way	Summary	26	31	31	35	38	16477

Prepared by National Data & Surveying Services

SPEED

Vista Way btwn Alvarado St & Ditmar St

Day: Wednesday
Date: 8/7/2013

City: Oceanside
Project #: CA13_4290_036

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	3	4	34	50	32	2	3	0	0	0	0	0	**128**
01:00	0	0	5	14	22	10	3	2	0	0	0	0	0	**56**
02:00	0	1	5	9	19	7	2	1	0	0	0	0	0	**44**
03:00	0	0	0	7	7	9	3	1	0	0	0	0	0	**27**
04:00	0	1	3	14	28	14	6	1	0	0	0	0	0	**67**
05:00	1	1	5	34	93	47	17	5	0	0	0	0	0	**203**
06:00	0	1	9	115	260	111	23	1	0	0	0	0	0	**520**
07:00	1	1	29	233	360	108	12	2	1	0	0	0	0	**747**
08:00	2	12	58	241	338	91	6	4	0	0	0	0	0	**752**
09:00	0	2	37	333	441	70	3	0	0	0	0	0	0	**886**
10:00	0	4	70	382	379	82	6	0	0	0	0	0	0	**923**
11:00	1	4	45	446	470	97	5	1	0	0	0	0	0	**1069**
12:00 PM	0	5	95	488	510	101	11	0	0	0	0	0	0	**1210**
13:00	0	1	46	460	509	125	7	0	0	0	0	0	0	**1148**
14:00	0	4	51	396	558	118	5	1	0	0	0	0	0	**1133**
15:00	0	8	56	470	538	125	5	0	0	0	0	0	0	**1202**
16:00	0	7	53	461	583	146	7	1	0	0	0	0	0	**1258**
17:00	2	11	81	383	650	154	13	1	0	0	0	0	0	**1295**
18:00	1	6	37	360	578	147	17	1	0	0	0	0	0	**1147**
19:00	1	2	32	300	469	137	8	1	0	0	0	0	0	**950**
20:00	0	1	29	221	324	90	13	0	0	0	0	0	0	**678**
21:00	0	1	13	140	276	108	8	0	0	0	0	0	0	**546**
22:00	0	0	2	78	132	63	11	3	0	0	0	0	0	**289**
23:00	0	3	3	34	68	37	6	0	0	0	0	0	0	**151**
Totals	9	79	768	5653	7662	2029	199	29	1					16429
% of Totals	0%	0%	5%	34%	47%	12%	1%	0%	0%					100%

AM Volumes	5	30	270	1862	2467	678	88	21	1	0	0	0	0	5422
% AM	0%	0%	2%	11%	15%	4%	1%	0%	0%					33%
AM Peak Hour	08:00	08:00	10:00	11:00	11:00	06:00	06:00	05:00	07:00					11:00
Volume	2	12	70	446	470	111	23	5	1					1069
PM Volumes	4	49	498	3791	5195	1351	111	8	0	0	0	0	0	11007
% PM	0%	0%	3%	23%	32%	8%	1%	0%						67%
PM Peak Hour	17:00	17:00	12:00	12:00	17:00	17:00	18:00	22:00						17:00
Volume	2	11	95	488	650	154	17	3						1295

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1499		9%	2358		14%	2553		16%	10019		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Vista Way	Summary	26	31	31	35	39	16429

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

COAST HIGHWAY PARKING STUDY

Location: Coast Hwy
City: Oceanside

Day: Thursday
Date: 8/8/2013

TIME	Harbor Dr to Monterey Dr		Monterey Dr to Costa Pacifica Way		Costa Pacifica Way to Neptune Way	
	E 2hr 9a-6p (except Sundays & holidays)	W No posted Restrictions	E NP Anytime	W No Posted Restrictions (On bridge, clear not to park)	E No Parking	W No posted Restrictions
Spaces	**17**	**0**		**32**	**18**	**28**
7:00 AM	0	0	0	0	0	2
8:00 AM	1	0	0	0	0	2
9:00 AM	1	0	0	0	0	1
10:00 AM	1	0	0	0	0	3
11:00 AM	1	0	0	0	0	2
12:00 PM	1	0	0	0	0	3
1:00 PM	1	0	0	0	0	3
2:00 PM	5	0	0	0	0	2
3:00 PM	2	0	0	0	0	1
4:00 PM	1	0	0	0	0	1
5:00 PM	2	0	0	0	0	4
6:00 PM	0	0	0	0	0	3
7:00 PM	0	0	0	0	0	4

TIME	Neptune Way to Windward Way		Windward Way to Surfrider		Surfrider to Sportfisher Dr	
	E Red Zone	W Red Zone	E No Parking 5a-6a daily	W Red Zone	E No Parking 5a-6a daily	W No Posted Restrictions
Spaces			**3**	**0**	**4**	**4**
7:00 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
2:00 PM	1	0	1	0	2	0
3:00 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	3	0
5:00 PM	0	0	0	0	2	1
6:00 PM	0	0	0	0	3	2
7:00 PM	0	0	0	0	4	4

TIME	Sportsfisher Dr to Civic Center Dr				Civic Center Dr to Pierview Way	
	E			W	E	W
	White 5 Min	Yellow Loading	2hr 9a-6p (except Sundays & holidays) / NP 5a-6a daily	No Parking 5a-6a daily	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)
Spaces	**2**	**1**	**8**	**14**	**10**	**9**
7:00 AM	0	0	6	0	5	3
8:00 AM	0	0	2	0	9	6
9:00 AM	0	0	2	0	10	8
10:00 AM	0	0	3	3	10	9
11:00 AM	0	0	3	8	10	8
12:00 PM	1	0	5	7	10	9
1:00 PM	0	0	4	2	10	9
2:00 PM	0	0	4	1	7	7
3:00 PM	0	0	6	3	4	7
4:00 PM	0	0	3	3	4	7
5:00 PM	0	0	3	9	9	9
6:00 PM	0	0	7	14	10	9
7:00 PM	0	0	8	14	9	9

TIME	Pier View Way to Mission Ave			Mission Ave to Seagaze Dr	
	E	W		E	W
	2hr 9a-6p (except Sundays & holidays)	White 5 Min	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays) / NP 5a-6a daily
Spaces	**9**	**2**	**11**	**5**	**5**
7:00 AM	4	1	1	2	0
8:00 AM	4	0	3	4	2
9:00 AM	9	0	7	5	5
10:00 AM	8	1	10	5	5
11:00 AM	8	1	9	5	5
12:00 PM	9	1	9	5	5
1:00 PM	9	0	11	5	5
2:00 PM	5	0	8	3	4
3:00 PM	4	1	4	2	2
4:00 PM	7	0	9	2	3
5:00 PM	9	0	11	1	5
6:00 PM	9	0	11	4	5
7:00 PM	9	0	11	4	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

COAST HIGHWAY PARKING STUDY

Location: Coast Hwy
City: Oceanside

Day: Thursday
Date: 8/8/2013

TIME	Seagaze Dr to Topeka St			Topeka St to Michigan A		Michigan Ave to Missouri Ave	
	E	W		E	W	E	W
	2hr 9a-6p (except Sundays & holidays)	White 5 Min	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)
Spaces	**4**	**1**	**11**	**14**	**9**	**17**	**14**
7:00 AM	0	0	1	1	0	0	0
8:00 AM	0	0	0	3	2	0	0
9:00 AM	1	1	0	1	4	0	1
10:00 AM	0	0	0	5	5	0	0
11:00 AM	0	0	3	4	4	0	0
12:00 PM	1	0	9	3	6	1	2
1:00 PM	0	0	10	3	3	0	2
2:00 PM	0	0	9	3	2	0	1
3:00 PM	1	0	7	4	2	2	5
4:00 PM	0	0	7	2	1	2	1
5:00 PM	0	0	5	6	2	3	1
6:00 PM	2	0	9	2	0	3	2
7:00 PM	2	0	9	1	0	2	3

TIME	Missouri Ave to Washington Ave		Washington Ave to Minnesota Ave		Minnesota Ave to Wisconsin Ave	
	E	W	E	W	E	W
	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)
Spaces	**14**	**15**	**16**	**14**	**10**	**9**
7:00 AM	0	0	1	0	0	0
8:00 AM	0	1	1	0	0	0
9:00 AM	3	0	4	0	4	0
10:00 AM	5	1	4	1	1	0
11:00 AM	0	3	5	1	1	0
12:00 PM	5	8	11	2	1	0
1:00 PM	1	6	10	1	1	0
2:00 PM	6	7	8	2	1	0
3:00 PM	1	2	10	0	0	0
4:00 PM	2	4	7	0	1	0
5:00 PM	0	3	6	0	1	0
6:00 PM	0	1	8	2	1	0
7:00 PM	2	4	14	2	3	0

TIME	Wisconsin Ave to Leonard Ave		Leonard Ave to West St		West St to Eucalyptus St		
	E	W	E	W	E		W
					West St to Stanley St	Stanley St to Eucalyptus	
	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)	2hr 9a-6p (except Sundays & holidays)
Spaces	**7**	**15**	**8**	**9**	**10**	**12**	**19**
7:00 AM	0	2	0	0	4	0	4
8:00 AM	1	2	0	2	4	0	4
9:00 AM	0	1	0	1	4	0	4
10:00 AM	2	2	0	4	4	0	4
11:00 AM	0	8	0	3	4	0	5
12:00 PM	0	8	0	4	4	1	3
1:00 PM	2	10	0	5	4	0	2
2:00 PM	2	10	0	4	4	0	2
3:00 PM	3	5	0	5	4	0	4
4:00 PM	3	9	0	6	4	0	4
5:00 PM	3	5	0	3	4	0	3
6:00 PM	4	7	0	4	4	0	6
7:00 PM	2	2	0	4	4	0	3

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

COAST HIGHWAY PARKING STUDY

Location: Coast Hwy
City: Oceanside

Day: Thursday
Date: 8/8/2013

TIME	Eucalyptus St to Oceanside Blvd		Oceanside Blvd to Godfrey St		Godfrey St to Morse St	
	E	W	E	W	E	W
	NP Anytime	No Posted Restrictions	NP Anytime	NP Anytime	No Posted Restrictions	NP Anytime
Spaces		**17**			**7**	
7:00 AM	0	2	0	0	1	0
8:00 AM	0	2	0	0	1	0
9:00 AM	0	2	0	0	1	0
10:00 AM	0	2	0	0	1	0
11:00 AM	0	5	0	0	1	0
12:00 PM	0	7	0	0	1	0
1:00 PM	0	5	0	0	1	0
2:00 PM	0	6	0	0	1	0
3:00 PM	0	4	0	0	1	0
4:00 PM	0	4	0	0	2	0
5:00 PM	0	3	0	0	1	0
6:00 PM	0	2	0	0	1	0
7:00 PM	0	2	0	0	1	0

TIME	Morse St to Whaley St		Whaley St to Cassidy St		
	E	W	E		W
	2hr 8a-5p (except Sundays & holidays)	2hr 8a-5p (except Sundays & holidays)	2hr 8a-5p (except Sundays & holidays)	Green Curb	2hr 8a-5p (except Sundays & holidays) / NP 5a-6a daily
Spaces	**11**	**12**	**15**	**1**	**17**
7:00 AM	0	0	0	0	0
8:00 AM	0	2	1	0	6
9:00 AM	0	3	1	0	7
10:00 AM	0	4	4	0	10
11:00 AM	0	4	3	0	13
12:00 PM	0	5	6	0	12
1:00 PM	8	5	8	0	9
2:00 PM	9	7	8	0	15
3:00 PM	1	4	7	0	15
4:00 PM	0	4	6	0	10
5:00 PM	1	4	4	0	3
6:00 PM	1	3	2	0	1
7:00 PM	0	3	3	0	0

TIME	Cassidy St to Kelly St		Kelly St to Vista Way		Vista Way to Eaton St	
	E	W	E	W	E	W
	2hr 8a-5p (except Sundays & holidays)	2hr 8a-5p (except Sundays & holidays)	2hr 8a-5p (except Sundays & holidays)	2hr 8a-5p (except Sundays & holidays)	NP Anytime	NP Anytime
Spaces	**11**	**17**	**14**	**11**		
7:00 AM	0	0	0	0	0	0
8:00 AM	2	1	2	0	0	0
9:00 AM	4	0	2	0	0	0
10:00 AM	8	1	2	0	0	0
11:00 AM	8	4	0	2	0	0
12:00 PM	6	4	3	0	0	0
1:00 PM	6	9	4	4	0	0
2:00 PM	8	15	5	2	0	0
3:00 PM	3	3	1	1	0	0
4:00 PM	5	2	1	1	0	0
5:00 PM	2	0	2	3	0	0
6:00 PM	0	10	1	2	0	0
7:00 PM	8	8	0	2	0	0

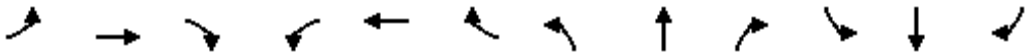
Appendix C

Existing Conditions Intersection Calculation Sheets (Synchro Analysis Sheets for AM and PM)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Volume (vph)	85	78	51	71	290	486	89	66	156	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	2.0	2.0	2.0	5.6	5.6	5.6	5.6
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.93	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1770	1863	1583	1770	3158	1441	1770	1583	1770	1583
Flt Permitted	0.35	1.00	1.00	0.70	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	648	1863	1583	1307	3158	1441	1770	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	85	55	77	315	528	97	72	170	116
RTOR Reduction (vph)	0	0	43	0	191	191	0	30	0	0
Lane Group Flow (vph)	92	85	12	77	388	73	97	42	170	116
Turn Type	Perm		Perm	Perm		Perm		Perm		Perm
Protected Phases		4			8		6!		2!	
Permitted Phases	4		4	8		8		6		2
Actuated Green, G (s)	11.5	11.5	11.5	15.1	15.1	15.1	31.6	31.6	31.6	31.6
Effective Green, g (s)	11.5	11.5	11.5	15.1	15.1	15.1	31.6	31.6	31.6	31.6
Actuated g/C Ratio	0.21	0.21	0.21	0.28	0.28	0.28	0.58	0.58	0.58	0.58
Clearance Time (s)	5.6	5.6	5.6	2.0	2.0	2.0	5.6	5.6	5.6	5.6
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Lane Grp Cap (vph)	137	395	335	363	878	401	1030	921	1030	921
v/s Ratio Prot		0.05			0.12		0.05		c0.10	
v/s Ratio Perm	c0.14		0.01	0.06		0.05		0.03		0.07
v/c Ratio	0.67	0.22	0.03	0.21	0.44	0.18	0.09	0.05	0.17	0.13
Uniform Delay, d1	19.7	17.7	17.0	15.0	16.1	14.9	5.0	4.9	5.2	5.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.7	0.1	0.0	0.1	0.1	0.1	0.2	0.1	0.3	0.3
Delay (s)	29.4	17.8	17.0	15.1	16.3	15.0	5.2	5.0	5.6	5.4
Level of Service	C	B	B	B	B	B	A	A	A	A
Approach Delay (s)		22.2			15.8		5.1		5.5	
Approach LOS		C			B		A		A	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	54.3	Sum of lost time (s)	11.2
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

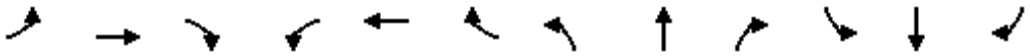
! Phase conflict between lane groups.
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	2	325	0	239	1	113	369	76	105	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.6	4.6	4.0		4.6	4.0		4.6	
Lane Util. Factor		1.00		0.95	0.95	1.00		0.95	1.00		0.95	
Frt		0.86		1.00	1.00	0.85		1.00	0.85		1.00	
Flt Protected		1.00		0.95	0.95	1.00		1.00	1.00		0.98	
Satd. Flow (prot)		1611		1681	1681	1583		3538	1583		3466	
Flt Permitted		1.00		0.95	0.95	1.00		1.00	1.00		0.98	
Satd. Flow (perm)		1611		1681	1681	1583		3538	1583		3466	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2	353	0	260	1	123	401	83	114	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	176	177	260	0	124	401	0	197	0
Turn Type	Perm			Split		Free	Split		Free	Split		
Protected Phases		4		8	8		2	2		6	6	
Permitted Phases	4					Free			Free			
Actuated Green, G (s)		1.0		9.9	9.9	65.5		18.1	65.5		18.1	
Effective Green, g (s)		1.0		9.9	9.9	65.5		18.1	65.5		18.1	
Actuated g/C Ratio		0.02		0.15	0.15	1.00		0.28	1.00		0.28	
Clearance Time (s)		4.6		4.6	4.6			4.6			4.6	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		25		254	254	1583		978	1583		958	
v/s Ratio Prot		0.00		0.10	c0.11			0.04			0.06	
v/s Ratio Perm						0.16			c0.25			
v/c Ratio		0.00		0.69	0.70	0.16		0.13	0.25		0.21	
Uniform Delay, d1		31.8		26.4	26.4	0.0		17.8	0.0		18.2	
Progression Factor		1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.0		7.9	8.1	0.2		0.3	0.4		0.5	
Delay (s)		31.8		34.3	34.4	0.2		18.0	0.4		18.7	
Level of Service		C		C	C	A		B	A		B	
Approach Delay (s)		31.8			19.9			4.6			18.7	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	65.5	Sum of lost time (s)	4.6
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		
Description: SR-76 & Coast Hwy			

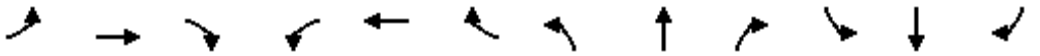
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	39	9	29	50	53	28	43	42	79	59	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	42	10	32	54	58	30	47	46	86	64	13

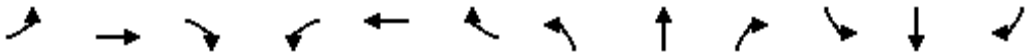
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	57	143	123	163
Volume Left (vph)	4	32	30	86
Volume Right (vph)	10	58	46	13
Hadj (s)	-0.05	-0.16	-0.14	0.09
Departure Headway (s)	4.7	4.5	4.4	4.6
Degree Utilization, x	0.07	0.18	0.15	0.21
Capacity (veh/h)	704	748	766	738
Control Delay (s)	8.1	8.5	8.2	8.8
Approach Delay (s)	8.1	8.5	8.2	8.8
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.5		
HCM Level of Service	A		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		



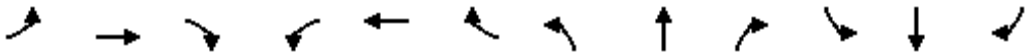
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	11	31	6	21	43	29	218	13	17	299	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		2.0		2.0	4.2		4.6	2.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.92		1.00	0.99		1.00	0.97	
Flt Protected		0.96	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1782	1583		1702		1770	3510		1770	3445	
Flt Permitted		0.74	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1374	1583		1679		1770	3510		1770	3445	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	122	12	34	7	23	47	32	237	14	18	325	70
RTOR Reduction (vph)	0	0	25	0	35	0	0	6	0	0	16	0
Lane Group Flow (vph)	0	134	9	0	42	0	32	245	0	18	379	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.6	10.6		10.6		1.6	8.9		11.6	23.7	
Effective Green, g (s)		10.6	10.6		10.6		1.6	8.9		11.6	23.7	
Actuated g/C Ratio		0.25	0.25		0.25		0.04	0.21		0.28	0.57	
Clearance Time (s)		2.0	2.0		2.0		2.0	4.2		4.6	2.0	
Vehicle Extension (s)		7.0	7.0		7.0		3.0	3.0		3.0	7.0	
Lane Grp Cap (vph)		348	400		425		68	746		490	1949	
v/s Ratio Prot							c0.02	c0.07		0.01	c0.11	
v/s Ratio Perm		c0.10	0.01		0.02							
v/c Ratio		0.39	0.02		0.10		0.47	0.33		0.04	0.19	
Uniform Delay, d1		13.0	11.8		12.0		19.7	14.0		11.1	4.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.5	0.1		0.4		5.1	0.3		0.0	0.2	
Delay (s)		15.5	11.8		12.4		24.8	14.2		11.1	4.6	
Level of Service		B	B		B		C	B		B	A	
Approach Delay (s)		14.7			12.4			15.4			4.9	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	10.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	41.9	Sum of lost time (s)	10.2
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



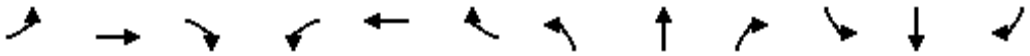
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	7	6	18	10	18	5	210	22	52	250	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		4.2	4.2			4.6			4.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frt	1.00	0.93		1.00	0.90			0.99			1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)	1770	1732		1770	1682			3486			3494	
Flt Permitted	0.74	1.00		0.75	1.00			0.95			0.85	
Satd. Flow (perm)	1373	1732		1393	1682			3300			3011	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	8	7	20	11	20	5	228	24	57	272	10
RTOR Reduction (vph)	0	3	0	0	9	0	0	17	0	0	5	0
Lane Group Flow (vph)	10	12	0	20	22	0	0	240	0	0	334	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.8	25.8		25.8	25.8			11.3			11.3	
Effective Green, g (s)	25.8	25.8		25.8	25.8			11.3			11.3	
Actuated g/C Ratio	0.56	0.56		0.56	0.56			0.25			0.25	
Clearance Time (s)	4.2	4.2		4.2	4.2			4.6			4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			4.0			4.0	
Lane Grp Cap (vph)	772	974		783	945			812			741	
v/s Ratio Prot		0.01			0.01							
v/s Ratio Perm	0.01			c0.01				0.07			c0.11	
v/c Ratio	0.01	0.01		0.03	0.02			0.30			0.45	
Uniform Delay, d1	4.4	4.4		4.5	4.5			14.1			14.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.0		0.1	0.0			0.3			0.6	
Delay (s)	4.5	4.5		4.5	4.5			14.3			15.3	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		4.5			4.5			14.3			15.3	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	45.9	Sum of lost time (s)	8.8
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	9	9	10	14	15	7	217	11	11	236	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		5.0	5.0			5.0			4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			1.00			1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.93		1.00	0.92			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1745	1704		1754	1695			3503			3485	
Flt Permitted	0.74	1.00		0.74	1.00			0.94			0.93	
Satd. Flow (perm)	1354	1704		1374	1695			3290			3264	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	10	10	11	15	16	8	236	12	12	257	20
RTOR Reduction (vph)	0	4	0	0	6	0	0	7	0	0	10	0
Lane Group Flow (vph)	7	16	0	11	25	0	0	249	0	0	279	0
Confl. Peds. (#/hr)	16		11	11		16	10		17	17		10
Confl. Bikes (#/hr)			2			2						1
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	31.8	31.8		31.0	31.0			9.4			9.9	
Effective Green, g (s)	31.8	31.8		31.0	31.0			9.4			9.9	
Actuated g/C Ratio	0.63	0.63		0.62	0.62			0.19			0.20	
Clearance Time (s)	4.2	4.2		5.0	5.0			5.0			4.5	
Vehicle Extension (s)	3.0	3.0		3.5	3.5			3.0			3.5	
Lane Grp Cap (vph)	854	1075		845	1043			614			641	
v/s Ratio Prot		0.01			c0.01							
v/s Ratio Perm	0.01			0.01				0.08			c0.09	
v/c Ratio	0.01	0.02		0.01	0.02			0.41			0.43	
Uniform Delay, d1	3.4	3.5		3.8	3.8			18.0			17.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.0		0.0	0.0			0.4			0.6	
Delay (s)	3.5	3.5		3.8	3.8			18.5			18.4	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		3.5			3.8			18.5			18.4	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.12		
Actuated Cycle Length (s)	50.4	Sum of lost time (s)	9.5
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	5	19	17	9	5	88	137	6	7	94	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	5	21	18	10	5	96	149	7	8	102	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								330				
pX, platoon unblocked												
vC, conflicting volume	474	467	105	488	467	152	109			155		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	474	467	105	488	467	152	109			155		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	98	96	98	99	94			99		
cM capacity (veh/h)	463	459	949	450	459	894	1482			1425		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	8	21	34	251	116
Volume Left	2	0	18	96	8
Volume Right	0	21	5	7	7
cSH	460	949	492	1482	1425
Volume to Capacity	0.02	0.02	0.07	0.06	0.01
Queue Length 95th (ft)	1	2	5	5	0
Control Delay (s)	13.0	8.9	12.8	3.2	0.5
Lane LOS	B	A	B	A	A
Approach Delay (s)	10.0		12.8	3.2	0.5
Approach LOS	A		B		

Intersection Summary				
Average Delay	3.7			
Intersection Capacity Utilization	34.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	80	46	74	56	27	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	50	80	61	29	71

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	87	50	141	100
Volume Left (vph)	87	0	0	29
Volume Right (vph)	0	50	61	0
Hadj (s)	0.53	-0.67	-0.22	0.09
Departure Headway (s)	5.6	4.4	4.1	4.5
Degree Utilization, x	0.13	0.06	0.16	0.12
Capacity (veh/h)	612	779	835	763
Control Delay (s)	8.2	6.5	7.9	8.1
Approach Delay (s)	7.6		7.9	8.1
Approach LOS	A		A	A

Intersection Summary			
Delay	7.9		
HCM Level of Service	A		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Existing Year 2013 No Project

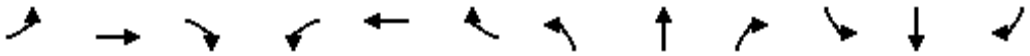
Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Cleveland Street and Mission Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.093
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

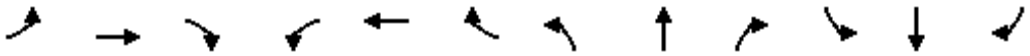
Street Name:	Cleveland Street						Mission Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	10	10	14	10	13	25	11	91	7	39	111	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	14	10	13	25	11	91	7	39	111	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	14	10	13	25	11	91	7	39	111	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	14	10	13	25	11	91	7	39	111	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	14	10	13	25	11	91	7	39	111	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.21	0.27	0.52	1.00	1.86	0.14	1.00	1.66	0.34
Final Sat.:	315	315	755	145	189	363	628	1290	100	646	1199	256
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.07	0.07	0.07	0.02	0.07	0.07	0.06	0.09	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	8.3	8.3	7.3	8.3	8.3	8.3	8.4	8.1	8.0	8.5	8.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	7.3	8.3	8.3	8.3	8.4	8.1	8.0	8.5	8.0	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			8.3			8.1			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			8.3			8.1			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	98	23	95	149	49	14	172	74	26	194	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0			5.0			5.0	
Lane Util. Factor		0.95	1.00		0.95			0.95			0.95	
Frpb, ped/bikes		1.00	0.98		1.00			0.99			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.97			0.96			0.99	
Flt Protected		0.99	1.00		0.98			1.00			0.99	
Satd. Flow (prot)		3519	1546		3373			3355			3480	
Flt Permitted		0.92	1.00		0.83			0.93			0.89	
Satd. Flow (perm)		3269	1546		2838			3117			3100	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	107	25	103	162	53	15	187	80	28	211	16
RTOR Reduction (vph)	0	0	9	0	13	0	0	65	0	0	8	0
Lane Group Flow (vph)	0	119	16	0	305	0	0	217	0	0	247	0
Confl. Peds. (#/hr)	10		11	11		10			11			16
Confl. Bikes (#/hr)			1						2			2
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		41.0	41.0		41.0			11.4			11.4	
Effective Green, g (s)		41.0	41.0		41.0			11.4			11.4	
Actuated g/C Ratio		0.66	0.66		0.66			0.18			0.18	
Clearance Time (s)		5.0	5.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			4.0			4.0	
Lane Grp Cap (vph)		2148	1016		1865			569			566	
v/s Ratio Prot												
v/s Ratio Perm		0.04	0.01		c0.11			0.07			c0.08	
v/c Ratio		0.06	0.02		0.16			0.38			0.44	
Uniform Delay, d1		3.8	3.7		4.1			22.4			22.6	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.0	0.0		0.2			0.6			0.7	
Delay (s)		3.9	3.7		4.3			23.0			23.4	
Level of Service		A	A		A			C			C	
Approach Delay (s)		3.8			4.3			23.0			23.4	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	62.4	Sum of lost time (s)	10.0
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



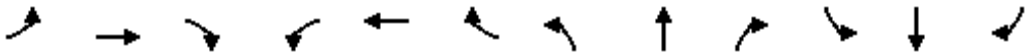
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	258	2	50	462	194	3	14	109	132	10	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		5.0	5.0	5.0		4.6	4.6	4.6	4.6	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	0.96	
Satd. Flow (prot)	1770	3535		1770	3539	1583		1847	1583	1681	1679	
Flt Permitted	0.47	1.00		0.58	1.00	1.00		0.94	1.00	0.75	0.77	
Satd. Flow (perm)	871	3535		1078	3539	1583		1759	1583	1320	1334	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	280	2	54	502	211	3	15	118	143	11	8
RTOR Reduction (vph)	0	1	0	0	0	122	0	0	89	0	4	0
Lane Group Flow (vph)	5	281	0	54	502	89	0	18	29	82	76	0
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	12.6	12.6		12.2	12.2	12.2		7.2	7.2	7.2	7.2	
Effective Green, g (s)	12.6	12.6		12.2	12.2	12.2		7.2	7.2	7.2	7.2	
Actuated g/C Ratio	0.43	0.43		0.42	0.42	0.42		0.25	0.25	0.25	0.25	
Clearance Time (s)	4.6	4.6		5.0	5.0	5.0		4.6	4.6	4.6	4.6	
Vehicle Extension (s)	4.0	4.0		3.5	3.5	3.5		4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	378	1536		454	1489	666		437	393	328	331	
v/s Ratio Prot		0.08			c0.14							
v/s Ratio Perm	0.01			0.05		0.06		0.01	0.02	c0.06	0.06	
v/c Ratio	0.01	0.18		0.12	0.34	0.13		0.04	0.07	0.25	0.23	
Uniform Delay, d1	4.7	5.0		5.1	5.7	5.2		8.3	8.3	8.7	8.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.1		0.1	0.2	0.1		0.1	0.1	0.5	0.5	
Delay (s)	4.7	5.1		5.3	5.8	5.3		8.3	8.5	9.3	9.2	
Level of Service	A	A		A	A	A		A	A	A	A	
Approach Delay (s)		5.1			5.6			8.4			9.2	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	6.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	29.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	35	12	44	60	11	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	13	48	65	12	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				248		
pX, platoon unblocked						
vC, conflicting volume			51		205	45
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			51		205	45
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		98	98
cM capacity (veh/h)			1555		759	1025

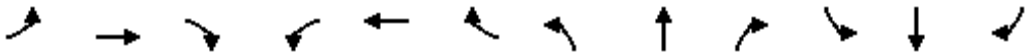
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	51	113	30
Volume Left	0	48	12
Volume Right	13	0	18
cSH	1700	1555	901
Volume to Capacity	0.03	0.03	0.03
Queue Length 95th (ft)	0	2	3
Control Delay (s)	0.0	3.3	9.1
Lane LOS		A	A
Approach Delay (s)	0.0	3.3	9.1
Approach LOS			A

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	17	21	12	26	16	23	230	25	11	261	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2			4.2	4.2	4.2	4.6		4.2	4.6	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98			1.00	0.97	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.92			1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1671			1834	1538	1770	3475		1770	3449	
Flt Permitted	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1671			1834	1538	1770	3475		1770	3449	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	18	23	13	28	17	25	250	27	12	284	42
RTOR Reduction (vph)	0	17	0	0	0	12	0	12	0	0	17	0
Lane Group Flow (vph)	17	24	0	0	41	5	25	265	0	12	309	0
Confl. Peds. (#/hr)	13		22	22		13			6			13
Confl. Bikes (#/hr)			1			3			3			2
Turn Type	Split			Split		Perm	Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	18.0	18.0			18.0	18.0	4.0	10.5		3.8	10.3	
Effective Green, g (s)	18.0	18.0			18.0	18.0	4.0	10.5		3.8	10.3	
Actuated g/C Ratio	0.27	0.27			0.27	0.27	0.06	0.16		0.06	0.15	
Clearance Time (s)	4.2	4.2			4.2	4.2	4.2	4.6		4.2	4.6	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	472	446			489	410	105	541		100	526	
v/s Ratio Prot	0.01	c0.01			c0.02		c0.01	0.08		0.01	c0.09	
v/s Ratio Perm						0.00						
v/c Ratio	0.04	0.05			0.08	0.01	0.24	0.49		0.12	0.59	
Uniform Delay, d1	18.3	18.4			18.6	18.2	30.3	26.1		30.3	26.6	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.2			0.3	0.0	5.3	1.0		2.4	2.0	
Delay (s)	18.5	18.6			18.9	18.3	35.6	27.0		32.7	28.6	
Level of Service	B	B			B	B	D	C		C	C	
Approach Delay (s)		18.6			18.7			27.7			28.8	
Approach LOS		B			B			C			C	

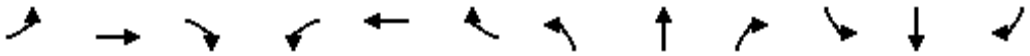
Intersection Summary			
HCM Average Control Delay	26.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	67.5	Sum of lost time (s)	17.2
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	42	7	6	37	3	3	10	6	1	7	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	46	8	7	40	3	3	11	7	1	8	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		255										
pX, platoon unblocked												
vC, conflicting volume	43			53			136	117	49	127	119	42
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	43			53			136	117	49	127	119	42
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	99	99	100	99	98
cM capacity (veh/h)	1565			1552			809	767	1019	827	765	1029

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	59	50	21	26
Volume Left	5	7	3	1
Volume Right	8	3	7	17
cSH	1565	1552	840	926
Volume to Capacity	0.00	0.00	0.02	0.03
Queue Length 95th (ft)	0	0	2	2
Control Delay (s)	0.7	1.0	9.4	9.0
Lane LOS	A	A	A	A
Approach Delay (s)	0.7	1.0	9.4	9.0
Approach LOS			A	A

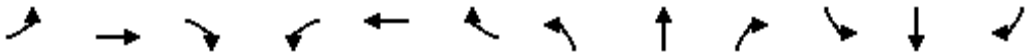
Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	13.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	17	27	3	10	32	2	1	14	2	4	15	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	29	3	11	35	2	1	15	2	4	16	24

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	51	48	18	45
Volume Left (vph)	18	11	1	4
Volume Right (vph)	3	2	2	24
Hadj (s)	0.07	0.05	-0.02	-0.27
Departure Headway (s)	4.1	4.1	4.1	3.9
Degree Utilization, x	0.06	0.05	0.02	0.05
Capacity (veh/h)	848	852	838	903
Control Delay (s)	7.4	7.4	7.2	7.1
Approach Delay (s)	7.4	7.4	7.2	7.1
Approach LOS	A	A	A	A

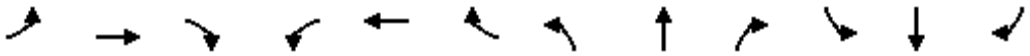
Intersection Summary				
Delay	7.3			
HCM Level of Service	A			
Intersection Capacity Utilization	14.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	29	1	4	24	3	2	17	9	3	12	17
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	32	1	4	26	3	2	18	10	3	13	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	29			33			100	77	32	94	76	28
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	29			33			100	77	32	94	76	28
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	98	99	100	98	98
cM capacity (veh/h)	1584			1579			852	810	1042	862	811	1048

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	36	34	30	35
Volume Left	3	4	2	3
Volume Right	1	3	10	18
cSH	1584	1579	876	927
Volume to Capacity	0.00	0.00	0.03	0.04
Queue Length 95th (ft)	0	0	3	3
Control Delay (s)	0.7	1.0	9.3	9.0
Lane LOS	A	A	A	A
Approach Delay (s)	0.7	1.0	9.3	9.0
Approach LOS			A	A

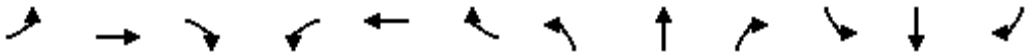
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	1	13	12	3	11	13	263	7	5	272	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	1	14	13	3	12	14	286	8	5	296	7
Pedestrians		7			7						1	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1261				
pX, platoon unblocked												
vC, conflicting volume	503	646	158	498	645	155	309			300		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	503	646	158	498	645	155	309			300		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	98	97	99	99	99			100		
cM capacity (veh/h)	431	378	854	435	379	858	1241			1250		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	24	28	157	151	153	154
Volume Left	9	13	14	0	5	0
Volume Right	14	12	0	8	0	7
cSH	604	538	1241	1700	1250	1700
Volume to Capacity	0.04	0.05	0.01	0.09	0.00	0.09
Queue Length 95th (ft)	3	4	1	0	0	0
Control Delay (s)	11.2	12.1	0.8	0.0	0.3	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	11.2	12.1	0.4		0.2	
Approach LOS	B	B				

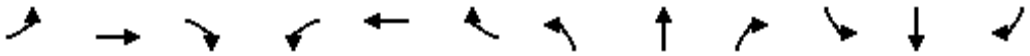
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	27.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	1	7	3	0	3	5	278	8	2	290	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	1	8	3	0	3	5	302	9	2	315	5
Pedestrians		11			7						12	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								831				
pX, platoon unblocked												
vC, conflicting volume	510	662	171	494	660	174	332			318		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	510	662	171	494	660	174	332			318		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	99	100	100	100			100		
cM capacity (veh/h)	429	373	835	443	373	825	1213			1232		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	13	7	157	160	160	163
Volume Left	4	3	5	0	2	0
Volume Right	8	3	0	9	0	5
cSH	588	576	1213	1700	1232	1700
Volume to Capacity	0.02	0.01	0.00	0.09	0.00	0.10
Queue Length 95th (ft)	2	1	0	0	0	0
Control Delay (s)	11.3	11.3	0.3	0.0	0.1	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	11.3	11.3	0.2		0.1	
Approach LOS	B	B				

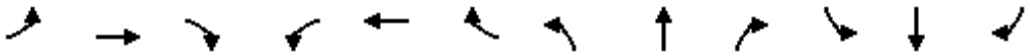
Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	25.2%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	33	29	13	4	34	5	69	20	40	47	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	36	32	14	4	37	5	75	22	43	51	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	95	55	102	96
Volume Left (vph)	27	14	5	43
Volume Right (vph)	32	37	22	1
Hadj (s)	-0.11	-0.32	-0.08	0.12
Departure Headway (s)	4.3	4.1	4.3	4.5
Degree Utilization, x	0.11	0.06	0.12	0.12
Capacity (veh/h)	796	812	806	765
Control Delay (s)	7.9	7.4	7.8	8.1
Approach Delay (s)	7.9	7.4	7.8	8.1
Approach LOS	A	A	A	A

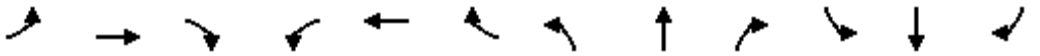
Intersection Summary				
Delay		7.8		
HCM Level of Service		A		
Intersection Capacity Utilization		24.9%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	126	10	2	58	10	5	12	13	14	17	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	137	11	2	63	11	5	13	14	15	18	8
Pedestrians		1						7			14	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					265							
pX, platoon unblocked												
vC, conflicting volume	88			155			251	253	149	261	253	83
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	88			155			251	253	149	261	253	83
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	98	98	98	97	99
cM capacity (veh/h)	1490			1417			665	636	892	651	636	964

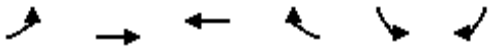
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	153	76	33	41
Volume Left	5	2	5	15
Volume Right	11	11	14	8
cSH	1490	1417	733	685
Volume to Capacity	0.00	0.00	0.04	0.06
Queue Length 95th (ft)	0	0	3	5
Control Delay (s)	0.3	0.2	10.1	10.6
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.2	10.1	10.6
Approach LOS			B	B

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	26	92	42	14	13	45	257	30	8	283	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2			4.2		4.2	4.6		4.2	4.6	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.88			0.97		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1644			1762		1770	3483		1770	3518	
Flt Permitted	0.91	1.00			0.74		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1693	1644			1342		1770	3483		1770	3518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	28	100	46	15	14	49	279	33	9	308	13
RTOR Reduction (vph)	0	88	0	0	11	0	0	8	0	0	3	0
Lane Group Flow (vph)	39	40	0	0	64	0	49	304	0	9	318	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	4.4	4.4			4.4		2.3	17.7		0.9	16.3	
Effective Green, g (s)	4.4	4.4			4.4		2.3	17.7		0.9	16.3	
Actuated g/C Ratio	0.12	0.12			0.12		0.06	0.49		0.03	0.45	
Clearance Time (s)	4.2	4.2			4.2		4.2	4.6		4.2	4.6	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	207	201			164		113	1712		44	1593	
v/s Ratio Prot		0.02					c0.03	0.09		0.01	c0.09	
v/s Ratio Perm	0.02				c0.05							
v/c Ratio	0.19	0.20			0.39		0.43	0.18		0.20	0.20	
Uniform Delay, d1	14.2	14.2			14.6		16.2	5.1		17.2	5.9	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.5			1.6		2.7	0.1		2.3	0.1	
Delay (s)	14.6	14.7			16.1		18.9	5.2		19.5	6.0	
Level of Service	B	B			B		B	A		B	A	
Approach Delay (s)		14.7			16.1			7.0			6.4	
Approach LOS		B			B			A			A	

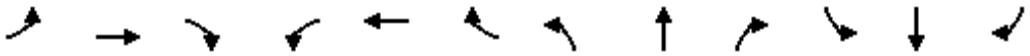
Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	36.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	60	58	3	10	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	65	63	3	11	10
Pedestrians		1	1		8	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		266				
pX, platoon unblocked						
vC, conflicting volume	74				150	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	74				150	74
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1515				833	981

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	71	66	21
Volume Left	5	0	11
Volume Right	0	3	10
cSH	1515	1700	897
Volume to Capacity	0.00	0.04	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.6	0.0	9.1
Lane LOS	A		A
Approach Delay (s)	0.6	0.0	9.1
Approach LOS			A

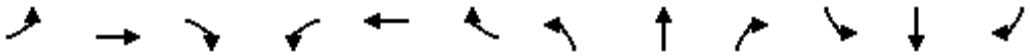
Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	17.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	56	5	12	53	7	3	4	8	22	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	61	5	13	58	8	3	4	9	24	1	3
Pedestrians		2									2	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		526										
pX, platoon unblocked												
vC, conflicting volume	67			66			166	166	64	173	164	65
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	67			66			166	166	64	173	164	65
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	99	99	97	100	100
cM capacity (veh/h)	1532			1535			786	718	1001	771	719	995

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	71	78	16	28
Volume Left	4	13	3	24
Volume Right	5	8	9	3
cSH	1532	1535	863	789
Volume to Capacity	0.00	0.01	0.02	0.04
Queue Length 95th (ft)	0	1	1	3
Control Delay (s)	0.5	1.3	9.3	9.7
Lane LOS	A	A	A	A
Approach Delay (s)	0.5	1.3	9.3	9.7
Approach LOS			A	A

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	19.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	33	52	20	42	0	28	0	10	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	36	57	22	46	0	30	0	11	0	2	0

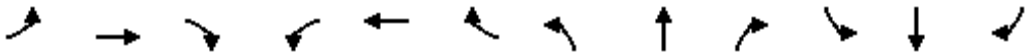
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	92	67	41	2
Volume Left (vph)	0	22	30	0
Volume Right (vph)	57	0	11	0
Hadj (s)	-0.33	0.10	0.02	0.03
Departure Headway (s)	3.7	4.2	4.3	4.3
Degree Utilization, x	0.10	0.08	0.05	0.00
Capacity (veh/h)	945	846	808	799
Control Delay (s)	7.1	7.5	7.5	7.3
Approach Delay (s)	7.1	7.5	7.5	7.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.3			
HCM Level of Service	A			
Intersection Capacity Utilization	25.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	32	46	51	20	54	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	50	55	22	59	66

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	85	77	125
Volume Left (vph)	35	0	59
Volume Right (vph)	50	22	0
Hadj (s)	-0.24	-0.14	0.13
Departure Headway (s)	4.1	4.1	4.3
Degree Utilization, x	0.10	0.09	0.15
Capacity (veh/h)	834	851	818
Control Delay (s)	7.5	7.5	8.0
Approach Delay (s)	7.5	7.5	8.0
Approach LOS	A	A	A

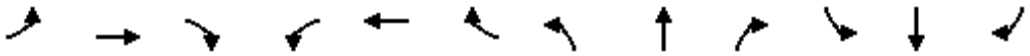
Intersection Summary			
Delay	7.7		
HCM Level of Service	A		
Intersection Capacity Utilization	24.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	132	1	6	106	22	6	7	11	22	11	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	143	1	7	115	24	7	8	12	24	12	5
Pedestrians		4			8			11			3	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					253							
pX, platoon unblocked	0.95						0.95	0.95		0.95	0.95	0.95
vC, conflicting volume	142			156			319	319	163	320	307	134
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	74			156			260	260	163	261	248	66
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	99	96	98	99
cM capacity (veh/h)	1449			1411			629	602	868	629	612	945

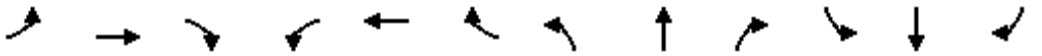
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	149	146	26	41
Volume Left	4	7	7	24
Volume Right	1	24	12	5
cSH	1449	1411	709	652
Volume to Capacity	0.00	0.00	0.04	0.06
Queue Length 95th (ft)	0	0	3	5
Control Delay (s)	0.2	0.4	10.3	10.9
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.4	10.3	10.9
Approach LOS			B	B

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	22.4%	ICU Level of Service	A	
Analysis Period (min)	15			



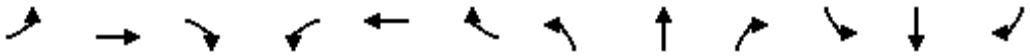
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	97	52	113	98	109	27	216	60	119	274	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	5.0	5.0	5.0	4.2	5.0		4.2	5.0	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.96	1.00	1.00	0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected		0.99	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1851	1526	1681	1761	1513	1770	3411		1770	3509	
Flt Permitted		0.99	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1851	1526	1681	1761	1513	1770	3411		1770	3509	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	105	57	123	107	118	29	235	65	129	298	12
RTOR Reduction (vph)	0	0	42	0	0	103	0	18	0	0	2	0
Lane Group Flow (vph)	0	121	15	111	119	15	29	282	0	129	308	0
Confl. Peds. (#/hr)	14		10	10		14			3			15
Confl. Bikes (#/hr)			4			5			3			3
Turn Type	Split		Perm	Split		Perm	Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)		10.9	10.9	12.5	12.5	12.5	4.3	46.2		11.6	53.5	
Effective Green, g (s)		10.9	10.9	12.5	12.5	12.5	4.3	46.2		11.6	53.5	
Actuated g/C Ratio		0.11	0.11	0.12	0.12	0.12	0.04	0.46		0.12	0.54	
Clearance Time (s)		4.6	4.6	5.0	5.0	5.0	4.2	5.0		4.2	5.0	
Vehicle Extension (s)		2.0	2.0	3.5	3.5	3.5	2.0	3.5		2.0	3.5	
Lane Grp Cap (vph)		202	166	210	220	189	76	1576		205	1877	
v/s Ratio Prot		c0.07		0.07	c0.07		0.02	c0.08		c0.07	0.09	
v/s Ratio Perm			0.01			0.01						
v/c Ratio		0.60	0.09	0.53	0.54	0.08	0.38	0.18		0.63	0.16	
Uniform Delay, d1		42.5	40.1	41.0	41.1	38.7	46.6	15.8		42.1	11.9	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.2	0.1	2.7	3.0	0.2	1.2	0.2		4.3	0.2	
Delay (s)		45.6	40.2	43.7	44.1	38.9	47.7	16.0		46.5	12.0	
Level of Service		D	D	D	D	D	D	B		D	B	
Approach Delay (s)		43.9			42.2			18.8			22.2	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM Average Control Delay	29.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



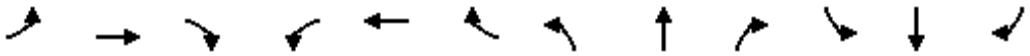
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	274	0	16	353	28	8	5	34	86	8	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			5.0			5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.99			0.89			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.96	1.00
Satd. Flow (prot)	1770	3539		1764	3497			3094			1781	1549
Flt Permitted	0.56	1.00		0.57	1.00			0.89			0.83	1.00
Satd. Flow (perm)	1049	3539		1058	3497			2773			1548	1549
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	298	0	17	384	30	9	5	37	93	9	17
RTOR Reduction (vph)	0	0	0	0	7	0	0	29	0	0	0	13
Lane Group Flow (vph)	4	298	0	17	407	0	0	22	0	0	102	4
Confl. Peds. (#/hr)			11	11			30		1	1		30
Confl. Bikes (#/hr)			4			4						1
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	7.1	7.1		7.1	7.1			4.6			4.6	4.6
Effective Green, g (s)	7.1	7.1		7.1	7.1			4.6			4.6	4.6
Actuated g/C Ratio	0.33	0.33		0.33	0.33			0.22			0.22	0.22
Clearance Time (s)	4.5	4.5		4.5	4.5			5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			4.0			4.0	4.0
Lane Grp Cap (vph)	351	1185		354	1171			602			336	336
v/s Ratio Prot		0.08			c0.12							
v/s Ratio Perm	0.00			0.02				0.01			c0.07	0.00
v/c Ratio	0.01	0.25		0.05	0.35			0.04			0.30	0.01
Uniform Delay, d1	4.7	5.1		4.8	5.3			6.6			7.0	6.5
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	0.1		0.1	0.2			0.0			0.7	0.0
Delay (s)	4.7	5.2		4.8	5.5			6.6			7.7	6.5
Level of Service	A	A		A	A			A			A	A
Approach Delay (s)		5.2			5.5			6.6			7.5	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	5.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	21.2	Sum of lost time (s)	9.5
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	8	13	13	5	48	2	292	26	40	394	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6	4.6	4.2	4.9		4.2	4.9	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.96			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1728			1794	1557	1770	3489		1770	3519	
Flt Permitted		1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1769			1860	1557	1770	3489		1770	3519	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	9	14	14	5	52	2	317	28	43	428	14
RTOR Reduction (vph)	0	13	0	0	0	48	0	5	0	0	2	0
Lane Group Flow (vph)	0	31	0	0	19	4	2	340	0	43	440	0
Confl. Peds. (#/hr)	10		4	4		10			3			4
Confl. Bikes (#/hr)			1						2			3
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		2.6			2.6	2.6	0.9	17.8		1.1	18.0	
Effective Green, g (s)		2.6			2.6	2.6	0.9	17.8		1.1	18.0	
Actuated g/C Ratio		0.07			0.07	0.07	0.03	0.51		0.03	0.51	
Clearance Time (s)		4.6			4.6	4.6	4.2	4.9		4.2	4.9	
Vehicle Extension (s)		2.0			2.0	2.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		131			137	115	45	1764		55	1799	
v/s Ratio Prot							0.00	0.10		c0.02	c0.13	
v/s Ratio Perm		c0.02			0.01	0.00						
v/c Ratio		0.24			0.14	0.03	0.04	0.19		0.78	0.24	
Uniform Delay, d1		15.4			15.3	15.1	16.7	4.8		16.9	4.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.2	0.0	0.4	0.1		50.5	0.1	
Delay (s)		15.7			15.4	15.2	17.1	4.8		67.4	4.9	
Level of Service		B			B	B	B	A		E	A	
Approach Delay (s)		15.7			15.2			4.9			10.4	
Approach LOS		B			B			A			B	

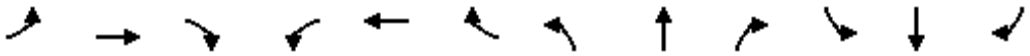
Intersection Summary			
HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	35.2	Sum of lost time (s)	8.8
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	60	7	11	52	0	6	0	9	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	8	12	57	0	7	0	10	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		252										
pX, platoon unblocked												
vC, conflicting volume	57			73			149	149	69	159	153	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			73			149	149	69	159	153	57
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	100	99	100	100	100
cM capacity (veh/h)	1548			1527			814	736	994	794	733	1010

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	73	68	16	0
Volume Left	0	12	7	0
Volume Right	8	0	10	0
cSH	1548	1527	913	1700
Volume to Capacity	0.00	0.01	0.02	0.00
Queue Length 95th (ft)	0	1	1	0
Control Delay (s)	0.0	1.3	9.0	0.0
Lane LOS		A	A	A
Approach Delay (s)	0.0	1.3	9.0	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	28	4	1	20	1	7	0	3	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	30	4	1	22	1	8	0	3	1	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		643										
pX, platoon unblocked												
vC, conflicting volume	23			35			60	60	33	62	61	22
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	23			35			60	60	33	62	61	22
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1592			1577			933	830	1041	928	828	1055

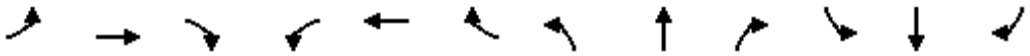
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	36	24	11	2
Volume Left	1	1	8	1
Volume Right	4	1	3	1
cSH	1592	1577	963	988
Volume to Capacity	0.00	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.2	0.3	8.8	8.7
Lane LOS	A	A	A	A
Approach Delay (s)	0.2	0.3	8.8	8.7
Approach LOS			A	A

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	16	54	6	16	67	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	59	7	17	73	7

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	76	24	79
Volume Left (vph)	17	0	73
Volume Right (vph)	59	17	0
Hadj (s)	-0.38	-0.40	0.22
Departure Headway (s)	3.7	3.7	4.3
Degree Utilization, x	0.08	0.02	0.09
Capacity (veh/h)	932	930	820
Control Delay (s)	7.1	6.8	7.7
Approach Delay (s)	7.1	6.8	7.7
Approach LOS	A	A	A

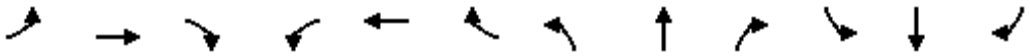
Intersection Summary			
Delay	7.3		
HCM Level of Service	A		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	101	45	8	67	2	34	5	8	9	6	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	110	49	9	73	2	37	5	9	10	7	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					576							
pX, platoon unblocked												
vC, conflicting volume	75			159			236	231	134	241	254	74
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75			159			236	231	134	241	254	74
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			95	99	99	99	99	100
cM capacity (veh/h)	1524			1421			706	664	915	698	644	988

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	161	84	51	20
Volume Left	2	9	37	10
Volume Right	49	2	9	3
cSH	1524	1421	729	713
Volume to Capacity	0.00	0.01	0.07	0.03
Queue Length 95th (ft)	0	0	6	2
Control Delay (s)	0.1	0.8	10.3	10.2
Lane LOS	A	A	B	B
Approach Delay (s)	0.1	0.8	10.3	10.2
Approach LOS			B	B

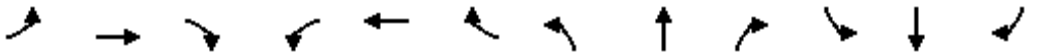
Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	19.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	116	7	5	72	10	2	3	14	4	4	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	126	8	5	78	11	2	3	15	4	4	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					249							
pX, platoon unblocked												
vC, conflicting volume	89			134			230	230	130	241	228	84
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	89			134			230	230	130	241	228	84
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	98	99	99	100
cM capacity (veh/h)	1506			1451			717	667	920	696	669	976

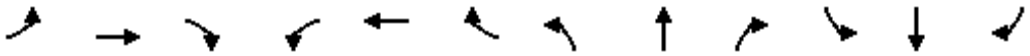
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	134	95	21	12
Volume Left	0	5	2	4
Volume Right	8	11	15	3
cSH	1506	1451	844	743
Volume to Capacity	0.00	0.00	0.02	0.02
Queue Length 95th (ft)	0	0	2	1
Control Delay (s)	0.0	0.5	9.4	9.9
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.5	9.4	9.9
Approach LOS			A	A

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	18.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	69	45	35	32	17	57	269	32	40	295	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			5.0		4.2	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.96			0.97		1.00	0.98		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1765			1776		1770	3482		1770	3520	
Flt Permitted		0.92			0.86		0.95	1.00		0.55	1.00	
Satd. Flow (perm)		1643			1560		1770	3482		1032	3520	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	75	49	38	35	18	62	292	35	43	321	12
RTOR Reduction (vph)	0	20	0	0	11	0	0	10	0	0	2	0
Lane Group Flow (vph)	0	130	0	0	80	0	62	317	0	43	331	0
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)		7.3			6.9		2.3	20.7		14.2	14.2	
Effective Green, g (s)		7.3			6.9		2.3	20.7		14.2	14.2	
Actuated g/C Ratio		0.19			0.18		0.06	0.55		0.38	0.38	
Clearance Time (s)		4.6			5.0		4.2	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.5		2.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		319			286		108	1917		390	1329	
v/s Ratio Prot							c0.04	0.09			c0.09	
v/s Ratio Perm		c0.08			0.05					0.04		
v/c Ratio		0.41			0.28		0.57	0.17		0.11	0.25	
Uniform Delay, d1		13.3			13.2		17.2	4.2		7.6	8.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			0.6		4.5	0.0		0.1	0.1	
Delay (s)		14.1			13.9		21.7	4.2		7.7	8.1	
Level of Service		B			B		C	A		A	A	
Approach Delay (s)		14.1			13.9			7.0			8.1	
Approach LOS		B			B			A			A	

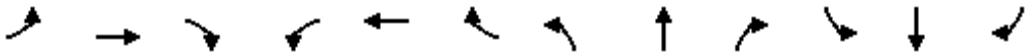
Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	37.6	Sum of lost time (s)	13.8
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	136	5	6	77	5	2	6	5	4	5	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	148	5	7	84	5	2	7	5	4	5	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		280										
pX, platoon unblocked												
vC, conflicting volume	89			153			273	266	151	272	266	86
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	89			153			273	266	151	272	266	86
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	99	99	99	99	99
cM capacity (veh/h)	1506			1427			665	634	896	667	634	972

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	160	96	14	17
Volume Left	7	7	2	4
Volume Right	5	5	5	8
cSH	1506	1427	720	759
Volume to Capacity	0.00	0.00	0.02	0.02
Queue Length 95th (ft)	0	0	1	2
Control Delay (s)	0.3	0.5	10.1	9.9
Lane LOS	A	A	B	A
Approach Delay (s)	0.3	0.5	10.1	9.9
Approach LOS			B	A

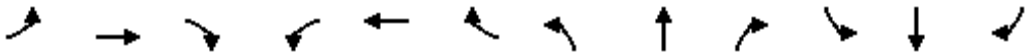
Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	19.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	152	5	3	93	1	4	8	7	5	4	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	165	5	3	101	1	4	9	8	5	4	3

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	173	105	21	13
Volume Left (vph)	2	3	4	5
Volume Right (vph)	5	1	8	3
Hadj (s)	0.02	0.03	-0.14	-0.03
Departure Headway (s)	4.1	4.2	4.4	4.5
Degree Utilization, x	0.20	0.12	0.03	0.02
Capacity (veh/h)	863	845	767	741
Control Delay (s)	8.1	7.8	7.5	7.6
Approach Delay (s)	8.1	7.8	7.5	7.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.9			
HCM Level of Service	A			
Intersection Capacity Utilization	19.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	173	4	21	79	12	4	33	88	93	6	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	188	4	23	86	13	4	36	96	101	7	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	198	122	136	113
Volume Left (vph)	5	23	4	101
Volume Right (vph)	4	13	96	5
Hadj (s)	0.03	0.01	-0.38	0.18
Departure Headway (s)	4.7	4.8	4.5	5.0
Degree Utilization, x	0.26	0.16	0.17	0.16
Capacity (veh/h)	719	702	747	660
Control Delay (s)	9.3	8.7	8.4	9.0
Approach Delay (s)	9.3	8.7	8.4	9.0
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.9		
HCM Level of Service	A		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

Existing Year 2013 No Project

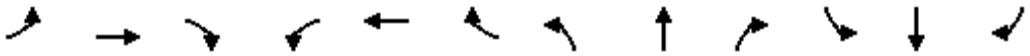
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #39 Broadway Street and Vista Way

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: A[9.2]

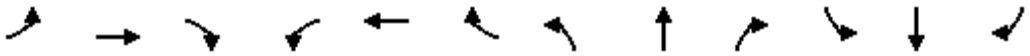
Street Name:	Broadway Street						Vista Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Yield Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	14	6	32	28	0	0	0	0	4	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	14	6	32	28	0	0	0	0	4	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	14	6	32	28	0	0	0	0	4	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	14	6	32	28	0	0	0	0	4	0	23
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	31	0	27	20	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	866	1091	989	878	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Move Cap.:	xxxx	864	1091	969	876	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Volume/Cap:	xxxx	0.02	0.01	0.03	0.03	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	921	924	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	9.0	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	A	*	*	*	*	*	*	*	*
ApproachDel:	9.0			9.2			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	81	26	218	33	185	19	163	104	157	230	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		4.9	4.2	4.2	5.0		4.2	5.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97		1.00	1.00	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.94		1.00	1.00	
Flt Protected	0.95	1.00	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1533		1785	1583	1770	3287		1770	3529	
Flt Permitted	0.95	1.00	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1533		1785	1583	1770	3287		1770	3529	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	88	28	237	36	201	21	177	113	171	250	4
RTOR Reduction (vph)	0	0	26	0	0	167	0	89	0	0	1	0
Lane Group Flow (vph)	11	88	2	0	273	34	21	201	0	171	253	0
Confl. Peds. (#/hr)	7		2	2		7			5			8
Confl. Bikes (#/hr)						2			4			8
Turn Type	Split		Perm	Split		Over	Prot			Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	5.2	5.2	5.2		15.0	10.8	1.6	13.8		10.8	23.0	
Effective Green, g (s)	5.2	5.2	5.2		15.0	10.8	1.6	13.8		10.8	23.0	
Actuated g/C Ratio	0.08	0.08	0.08		0.23	0.17	0.03	0.22		0.17	0.36	
Clearance Time (s)	5.0	5.0	5.0		4.9	4.2	4.2	5.0		4.2	5.0	
Vehicle Extension (s)	0.5	0.5	0.5		3.0	2.0	2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	144	152	125		419	268	44	710		299	1270	
v/s Ratio Prot	0.01	c0.05			c0.15	0.02	0.01	c0.06		c0.10	0.07	
v/s Ratio Perm			0.00									
v/c Ratio	0.08	0.58	0.02		0.65	0.13	0.48	0.28		0.57	0.20	
Uniform Delay, d1	27.1	28.3	27.0		22.1	22.5	30.7	20.9		24.4	14.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	3.3	0.0		3.6	0.1	3.0	0.2		1.6	0.1	
Delay (s)	27.2	31.6	27.0		25.7	22.6	33.7	21.1		26.1	14.2	
Level of Service	C	C	C		C	C	C	C		C	B	
Approach Delay (s)		30.2			24.4			22.0			19.0	
Approach LOS		C			C			C			B	

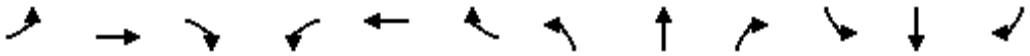
Intersection Summary			
HCM Average Control Delay	22.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	63.9	Sum of lost time (s)	19.1
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	300	1	3	447	18	0	0	5	10	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	326	1	3	486	20	0	0	5	11	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)		279										
pX, platoon unblocked				0.98			0.98	0.98	0.98	0.98	0.98	
vC, conflicting volume	505			327			847	845	327	841	836	496
vC1, stage 1 conf vol							333	333		502	502	
vC2, stage 2 conf vol							514	512		339	334	
vCu, unblocked vol	505			304			834	832	303	828	823	496
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	98	100	98
cM capacity (veh/h)	1059			1232			468	470	722	479	475	574

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	330	509	5	23
Volume Left	3	3	0	11
Volume Right	1	20	5	12
cSH	1059	1232	722	525
Volume to Capacity	0.00	0.00	0.01	0.04
Queue Length 95th (ft)	0	0	1	3
Control Delay (s)	0.1	0.1	10.0	12.2
Lane LOS	A	A	B	B
Approach Delay (s)	0.1	0.1	10.0	12.2
Approach LOS			B	B

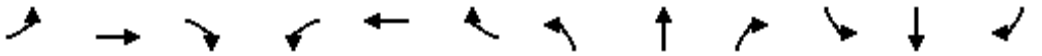
Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	41.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	315	2	6	496	10	2	1	13	12	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	342	2	7	539	11	2	1	14	13	1	7
Pedestrians		1						1				
Lane Width (ft)		12.0						12.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		687										
pX, platoon unblocked												
vC, conflicting volume	550			346			919	916	344	924	912	546
vC1, stage 1 conf vol							353	353		558	558	
vC2, stage 2 conf vol							566	563		367	354	
vCu, unblocked vol	550			346			919	916	344	924	912	546
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	98	97	100	99
cM capacity (veh/h)	1020			1212			438	444	698	441	447	537

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	349	557	17	21
Volume Left	4	7	2	13
Volume Right	2	11	14	7
cSH	1020	1212	629	468
Volume to Capacity	0.00	0.01	0.03	0.04
Queue Length 95th (ft)	0	0	2	3
Control Delay (s)	0.2	0.2	10.9	13.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.2	10.9	13.1
Approach LOS			B	B

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	40.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	386	1	6	498	66	0	0	5	1	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	420	1	7	541	72	0	0	5	1	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	613			421			1016	1077	420	1046	1041	577
vC1, stage 1 conf vol							451	451		590	590	
vC2, stage 2 conf vol							565	626		456	451	
vCu, unblocked vol	613			421			1016	1077	420	1046	1041	577
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			100	100	99	100	100	98
cM capacity (veh/h)	966			1138			406	394	633	405	411	516

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	436	7	613	5	12
Volume Left	15	7	0	0	1
Volume Right	1	0	72	5	11
cSH	966	1138	1700	633	504
Volume to Capacity	0.02	0.01	0.36	0.01	0.02
Queue Length 95th (ft)	1	0	0	1	2
Control Delay (s)	0.5	8.2	0.0	10.7	12.3
Lane LOS	A	A		B	B
Approach Delay (s)	0.5	0.1		10.7	12.3
Approach LOS				B	B

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	Err%	ICU Level of Service		H
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	33	5	0	5	14	222	4	7	502	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	5	0	5	15	241	4	8	546	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)											621	
pX, platoon unblocked	0.92	0.92	0.92	0.92	0.92		0.92					
vC, conflicting volume	720	840	548	871	840	123	551			246		
vC1, stage 1 conf vol	564	564		274	274							
vC2, stage 2 conf vol	157	276		597	566							
vCu, unblocked vol	656	786	471	819	786	123	474			246		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	93	99	100	99	98			99		
cM capacity (veh/h)	462	457	499	387	447	905	1003			1317		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	36	11	15	161	85	8	551
Volume Left	0	5	15	0	0	8	0
Volume Right	36	5	0	0	4	0	5
cSH	499	542	1003	1700	1700	1317	1700
Volume to Capacity	0.07	0.02	0.02	0.09	0.05	0.01	0.32
Queue Length 95th (ft)	6	2	1	0	0	0	0
Control Delay (s)	12.8	11.8	8.6	0.0	0.0	7.7	0.0
Lane LOS	B	B	A			A	
Approach Delay (s)	12.8	11.8	0.5			0.1	
Approach LOS	B	B					

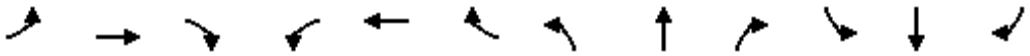
Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	43.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Volume (vph)	258	103	163	362	295	1429	160	74	209	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	5.6	2.0	2.0	2.0	5.6	5.6	5.6	5.6
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.89	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1770	1863	1583	1770	3030	1441	1770	1583	1770	1583
Flt Permitted	0.18	1.00	1.00	0.68	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	339	1863	1583	1276	3030	1441	1770	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	280	112	177	393	321	1553	174	80	227	148
RTOR Reduction (vph)	0	0	72	0	194	194	0	59	0	0
Lane Group Flow (vph)	280	112	105	393	904	582	174	21	227	148
Turn Type	Perm		Perm	Perm		Perm		Perm		Perm
Protected Phases		4			8		6!		2!	
Permitted Phases	4		4	8		8		6		2
Actuated Green, G (s)	47.4	47.4	47.4	51.0	51.0	51.0	21.4	21.4	21.4	21.4
Effective Green, g (s)	47.4	47.4	47.4	51.0	51.0	51.0	21.4	21.4	21.4	21.4
Actuated g/C Ratio	0.59	0.59	0.59	0.64	0.64	0.64	0.27	0.27	0.27	0.27
Clearance Time (s)	5.6	5.6	5.6	2.0	2.0	2.0	5.6	5.6	5.6	5.6
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Lane Grp Cap (vph)	201	1104	938	813	1932	919	473	423	473	423
v/s Ratio Prot		0.06			0.30		0.10		c0.13	
v/s Ratio Perm	c0.83		0.07	0.31		0.40		0.01		0.09
v/c Ratio	1.39	0.10	0.11	0.48	0.47	0.63	0.37	0.05	0.48	0.35
Uniform Delay, d1	16.3	7.1	7.1	7.6	7.5	8.8	23.8	21.8	24.6	23.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	204.3	0.0	0.0	0.2	0.1	1.1	2.2	0.2	3.5	2.3
Delay (s)	220.6	7.1	7.1	7.8	7.6	9.9	26.0	22.0	28.1	26.0
Level of Service	F	A	A	A	A	A	C	C	C	C
Approach Delay (s)		112.2			8.4		24.7		27.2	
Approach LOS		F			A		C		C	

Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

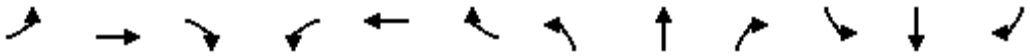
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	5	526	0	205	5	280	536	353	359	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.6	4.6	4.0		4.6	4.0		4.6	
Lane Util. Factor		1.00		0.95	0.95	1.00		0.95	1.00		0.95	
Frt		0.86		1.00	1.00	0.85		1.00	0.85		1.00	
Flt Protected		1.00		0.95	0.95	1.00		1.00	1.00		0.98	
Satd. Flow (prot)		1611		1681	1681	1583		3536	1583		3452	
Flt Permitted		1.00		0.95	0.95	1.00		1.00	1.00		0.98	
Satd. Flow (perm)		1611		1681	1681	1583		3536	1583		3452	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	5	572	0	223	5	304	583	384	390	2
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	286	286	223	0	309	583	0	776	0
Turn Type	Perm			Split		Free	Split		Free	Split		
Protected Phases		4		8	8		2	2		6	6	
Permitted Phases	4					Free			Free			
Actuated Green, G (s)		1.0		10.4	10.4	66.0		18.1	66.0		18.1	
Effective Green, g (s)		1.0		10.4	10.4	66.0		18.1	66.0		18.1	
Actuated g/C Ratio		0.02		0.16	0.16	1.00		0.27	1.00		0.27	
Clearance Time (s)		4.6		4.6	4.6			4.6			4.6	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		24		265	265	1583		970	1583		947	
v/s Ratio Prot		0.00		c0.17	0.17			0.09			c0.22	
v/s Ratio Perm						0.14			c0.37			
v/c Ratio		0.00		1.08	1.08	0.14		0.32	0.37		0.82	
Uniform Delay, d1		32.0		27.8	27.8	0.0		19.0	0.0		22.4	
Progression Factor		1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.1		78.0	78.0	0.2		0.9	0.7		7.9	
Delay (s)		32.1		105.8	105.8	0.2		19.9	0.7		30.3	
Level of Service		C		F	F	A		B	A		C	
Approach Delay (s)		32.1			76.2			7.3			30.3	
Approach LOS		C			E			A			C	

Intersection Summary			
HCM Average Control Delay	36.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	9.2
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
Description: SR-76 & Coast Hwy			

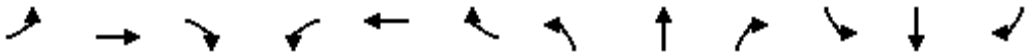
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	38	26	62	65	100	41	78	65	115	106	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	41	28	67	71	109	45	85	71	125	115	27

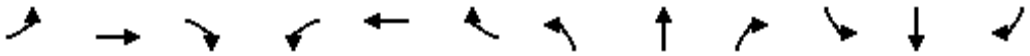
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	71	247	200	267
Volume Left (vph)	1	67	45	125
Volume Right (vph)	28	109	71	27
Hadj (s)	-0.20	-0.18	-0.13	0.07
Departure Headway (s)	5.3	5.0	5.0	5.1
Degree Utilization, x	0.10	0.35	0.28	0.38
Capacity (veh/h)	592	658	668	663
Control Delay (s)	8.9	10.7	9.9	11.2
Approach Delay (s)	8.9	10.7	9.9	11.2
Approach LOS	A	B	A	B

Intersection Summary				
Delay	10.5			
HCM Level of Service	B			
Intersection Capacity Utilization	52.2%	ICU Level of Service	A	
Analysis Period (min)	15			



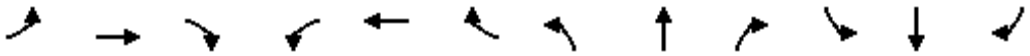
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	162	50	68	11	44	27	48	554	17	43	560	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		2.0		2.0	4.2		4.6	2.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.97	
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1794	1583		1769		1770	3524		1770	3448	
Flt Permitted		0.79	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1474	1583		1720		1770	3524		1770	3448	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	176	54	74	12	48	29	52	602	18	47	609	127
RTOR Reduction (vph)	0	0	51	0	20	0	0	3	0	0	18	0
Lane Group Flow (vph)	0	230	23	0	69	0	52	617	0	47	718	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		17.6	17.6		17.6		5.4	17.3		10.2	26.9	
Effective Green, g (s)		17.6	17.6		17.6		5.4	17.3		10.2	26.9	
Actuated g/C Ratio		0.31	0.31		0.31		0.10	0.31		0.18	0.48	
Clearance Time (s)		2.0	2.0		2.0		2.0	4.2		4.6	2.0	
Vehicle Extension (s)		7.0	7.0		7.0		3.0	3.0		3.0	7.0	
Lane Grp Cap (vph)		464	498		542		171	1091		323	1659	
v/s Ratio Prot							c0.03	c0.18		0.03	c0.21	
v/s Ratio Perm		c0.16	0.01		0.04							
v/c Ratio		0.50	0.05		0.13		0.30	0.57		0.15	0.43	
Uniform Delay, d1		15.5	13.3		13.7		23.5	16.2		19.2	9.5	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.9	0.1		0.4		1.0	0.7		0.2	0.6	
Delay (s)		18.5	13.5		14.0		24.5	16.8		19.4	10.1	
Level of Service		B	B		B		C	B		B	B	
Approach Delay (s)		17.3			14.0			17.4			10.7	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	55.9	Sum of lost time (s)	10.2
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



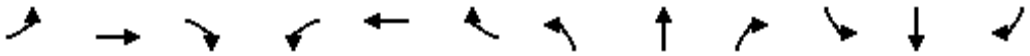
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	29	23	29	34	65	19	548	53	36	572	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		4.2	4.2			4.6			4.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frt	1.00	0.93		1.00	0.90			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1770	1740		1770	1679			3488			3511	
Flt Permitted	0.69	1.00		0.72	1.00			0.92			0.89	
Satd. Flow (perm)	1280	1740		1341	1679			3224			3123	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	32	25	32	37	71	21	596	58	39	622	24
RTOR Reduction (vph)	0	12	0	0	35	0	0	13	0	0	5	0
Lane Group Flow (vph)	28	45	0	32	73	0	0	662	0	0	680	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.9	25.9		25.9	25.9			16.8			16.8	
Effective Green, g (s)	25.9	25.9		25.9	25.9			16.8			16.8	
Actuated g/C Ratio	0.50	0.50		0.50	0.50			0.33			0.33	
Clearance Time (s)	4.2	4.2		4.2	4.2			4.6			4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			4.0			4.0	
Lane Grp Cap (vph)	644	875		674	844			1052			1019	
v/s Ratio Prot		0.03			c0.04							
v/s Ratio Perm	0.02			0.02				0.21			c0.22	
v/c Ratio	0.04	0.05		0.05	0.09			0.63			0.67	
Uniform Delay, d1	6.5	6.5		6.5	6.7			14.7			14.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	0.1		0.1	0.2			1.3			1.8	
Delay (s)	6.6	6.6		6.7	6.9			16.1			16.8	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		6.6			6.8			16.1			16.8	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	51.5	Sum of lost time (s)	8.8
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	30	42	18	30	51	32	531	42	23	531	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		5.0	5.0			5.0			4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98			1.00			1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.91		1.00	0.91			0.99			0.98	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1746	1678		1754	1659			3485			3457	
Flt Permitted	0.70	1.00		0.71	1.00			0.88			0.92	
Satd. Flow (perm)	1286	1678		1303	1659			3072			3174	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	33	46	20	33	55	35	577	46	25	577	78
RTOR Reduction (vph)	0	22	0	0	27	0	0	10	0	0	19	0
Lane Group Flow (vph)	41	57	0	20	61	0	0	648	0	0	661	0
Confl. Peds. (#/hr)	16		11	11		16	10		17	17		10
Confl. Bikes (#/hr)			2			2						1
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	27.9	27.9		27.1	27.1			16.0			16.5	
Effective Green, g (s)	27.9	27.9		27.1	27.1			16.0			16.5	
Actuated g/C Ratio	0.53	0.53		0.51	0.51			0.30			0.31	
Clearance Time (s)	4.2	4.2		5.0	5.0			5.0			4.5	
Vehicle Extension (s)	3.0	3.0		3.5	3.5			3.0			3.5	
Lane Grp Cap (vph)	676	882		665	847			926			986	
v/s Ratio Prot		0.03			c0.04							
v/s Ratio Perm	0.03			0.02				c0.21			0.21	
v/c Ratio	0.06	0.06		0.03	0.07			0.70			0.67	
Uniform Delay, d1	6.2	6.2		6.5	6.6			16.4			15.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.2	0.1		0.1	0.2			2.3			1.9	
Delay (s)	6.3	6.3		6.5	6.8			18.7			17.8	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		6.3			6.7			18.7			17.8	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	13	116	107	13	18	40	250	50	18	225	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	14	126	116	14	20	43	272	54	20	245	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								330				
pX, platoon unblocked												
vC, conflicting volume	702	702	250	808	680	299	255			326		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	702	702	250	808	680	299	255			326		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	96	84	50	96	97	97			98		
cM capacity (veh/h)	321	345	789	235	355	741	1310			1234		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	27	126	150	370	275
Volume Left	13	0	116	43	20
Volume Right	0	126	20	54	11
cSH	333	789	267	1310	1234
Volume to Capacity	0.08	0.16	0.56	0.03	0.02
Queue Length 95th (ft)	7	14	79	3	1
Control Delay (s)	16.8	10.4	34.5	1.2	0.7
Lane LOS	C	B	D	A	A
Approach Delay (s)	11.6		34.5	1.2	0.7
Approach LOS	B		D		

Intersection Summary				
Average Delay	8.0			
Intersection Capacity Utilization	49.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	181	81	106	126	59	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	197	88	115	137	64	135

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	197	88	252	199
Volume Left (vph)	197	0	0	64
Volume Right (vph)	0	88	137	0
Hadj (s)	0.53	-0.67	-0.29	0.10
Departure Headway (s)	6.1	4.9	4.7	5.1
Degree Utilization, x	0.34	0.12	0.33	0.28
Capacity (veh/h)	554	684	732	665
Control Delay (s)	11.0	7.4	9.9	10.1
Approach Delay (s)	9.9		9.9	10.1
Approach LOS	A		A	B

Intersection Summary			
Delay	10.0		
HCM Level of Service	A		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Existing Year 2013 No Project

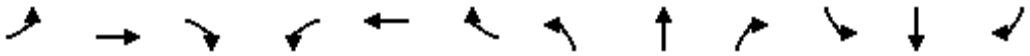
Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Cleveland Street and Mission Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	0	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

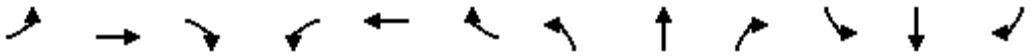
Street Name:	Cleveland Street						Mission Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 0 1!	0 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	43	38	58	72	29	59	28	224	33	93	204	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	38	58	72	29	59	28	224	33	93	204	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	38	58	72	29	59	28	224	33	93	204	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	38	58	72	29	59	28	224	33	93	204	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	38	58	72	29	59	28	224	33	93	204	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	0.45	0.18	0.37	1.00	1.74	0.26	1.00	1.53	0.47
Final Sat.:	268	237	584	247	99	202	504	961	144	519	872	279
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.10	0.29	0.29	0.29	0.06	0.23	0.23	0.18	0.23	0.23
Crit Moves:	****			****			****			****		
Delay/Veh:	10.6	10.6	9.0	11.6	11.6	11.6	9.9	10.7	10.5	10.7	10.5	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	9.0	11.6	11.6	11.6	9.9	10.7	10.5	10.7	10.5	10.1
LOS by Move:	B	B	A	B	B	B	A	B	B	B	B	B
ApproachDel:	9.9			11.6			10.6			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.9			11.6			10.6			10.5		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.2	0.2	0.1	0.4	0.4	0.4	0.1	0.3	0.3	0.2	0.3	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	257	65	82	283	87	53	492	191	81	426	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0			5.0			5.0	
Lane Util. Factor		0.95	1.00		0.95			0.95			0.95	
Frpb, ped/bikes		1.00	0.98		1.00			0.99			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.97			0.96			0.98	
Flt Protected		0.99	1.00		0.99			1.00			0.99	
Satd. Flow (prot)		3511	1544		3386			3367			3446	
Flt Permitted		0.84	1.00		0.82			0.86			0.67	
Satd. Flow (perm)		2982	1544		2816			2912			2333	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	279	71	89	308	95	58	535	208	88	463	66
RTOR Reduction (vph)	0	0	37	0	21	0	0	52	0	0	14	0
Lane Group Flow (vph)	0	326	34	0	471	0	0	749	0	0	603	0
Confl. Peds. (#/hr)	10		11	11		10			11			16
Confl. Bikes (#/hr)			1						2			2
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		32.3	32.3		32.3			25.8			25.8	
Effective Green, g (s)		32.3	32.3		32.3			25.8			25.8	
Actuated g/C Ratio		0.47	0.47		0.47			0.38			0.38	
Clearance Time (s)		5.0	5.0		5.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			4.0			4.0	
Lane Grp Cap (vph)		1414	732		1336			1103			884	
v/s Ratio Prot												
v/s Ratio Perm		0.11	0.02		c0.17			0.26			c0.26	
v/c Ratio		0.23	0.05		0.35			0.68			0.68	
Uniform Delay, d1		10.6	9.6		11.3			17.7			17.7	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.4	0.1		0.7			1.8			2.4	
Delay (s)		10.9	9.7		12.0			19.5			20.1	
Level of Service		B	A		B			B			C	
Approach Delay (s)		10.7			12.0			19.5			20.1	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	68.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



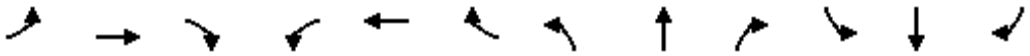
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	662	3	142	638	268	5	44	231	365	51	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		5.0	5.0	5.0		4.6	4.6	4.6	4.6	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	0.97	
Satd. Flow (prot)	1770	3537		1770	3539	1583		1854	1583	1681	1684	
Flt Permitted	0.36	1.00		0.34	1.00	1.00		0.97	1.00	0.72	0.77	
Satd. Flow (perm)	667	3537		628	3539	1583		1809	1583	1278	1338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	720	3	154	693	291	5	48	251	397	55	27
RTOR Reduction (vph)	0	1	0	0	0	152	0	0	127	0	4	0
Lane Group Flow (vph)	38	722	0	154	693	139	0	53	124	238	237	0
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	25.3	25.3		24.9	24.9	24.9		17.8	17.8	17.8	17.8	
Effective Green, g (s)	25.3	25.3		24.9	24.9	24.9		17.8	17.8	17.8	17.8	
Actuated g/C Ratio	0.48	0.48		0.48	0.48	0.48		0.34	0.34	0.34	0.34	
Clearance Time (s)	4.6	4.6		5.0	5.0	5.0		4.6	4.6	4.6	4.6	
Vehicle Extension (s)	4.0	4.0		3.5	3.5	3.5		4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	323	1711		299	1685	754		616	539	435	455	
v/s Ratio Prot		0.20			0.20							
v/s Ratio Perm	0.06			c0.25		0.09		0.03	0.08	c0.19	0.18	
v/c Ratio	0.12	0.42		0.52	0.41	0.18		0.09	0.23	0.55	0.52	
Uniform Delay, d1	7.4	8.8		9.5	8.9	7.9		11.7	12.3	14.0	13.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.2		1.7	0.2	0.1		0.1	0.3	1.8	1.4	
Delay (s)	7.6	9.0		11.2	9.1	8.0		11.8	12.6	15.7	15.2	
Level of Service	A	A		B	A	A		B	B	B	B	
Approach Delay (s)		8.9			9.1			12.5			15.5	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	52.3	Sum of lost time (s)	9.6
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	177	32	50	126	50	63
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	192	35	54	137	54	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				248		
pX, platoon unblocked						
vC, conflicting volume			227		455	210
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			227		455	210
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		90	92
cM capacity (veh/h)			1341		540	830

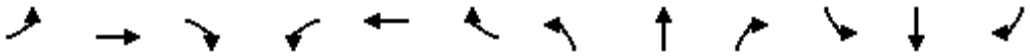
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	227	191	123
Volume Left	0	54	54
Volume Right	35	0	68
cSH	1700	1341	671
Volume to Capacity	0.13	0.04	0.18
Queue Length 95th (ft)	0	3	17
Control Delay (s)	0.0	2.5	11.6
Lane LOS		A	B
Approach Delay (s)	0.0	2.5	11.6
Approach LOS			B

Intersection Summary			
Average Delay		3.5	
Intersection Capacity Utilization		37.3%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	108	67	39	57	28	58	636	54	32	479	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2			4.2	4.2	4.2	4.6		4.2	4.6	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98			1.00	0.97	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.94			1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1729			1826	1535	1770	3487		1770	3459	
Flt Permitted	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1729			1826	1535	1770	3487		1770	3459	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	117	73	42	62	30	63	691	59	35	521	67
RTOR Reduction (vph)	0	30	0	0	0	23	0	8	0	0	13	0
Lane Group Flow (vph)	76	160	0	0	104	7	63	742	0	35	575	0
Confl. Peds. (#/hr)	13		22	22		13			6			13
Confl. Bikes (#/hr)			1			3			3			2
Turn Type	Split			Split		Perm	Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	18.0	18.0			18.0	18.0	4.0	17.2		3.8	17.0	
Effective Green, g (s)	18.0	18.0			18.0	18.0	4.0	17.2		3.8	17.0	
Actuated g/C Ratio	0.24	0.24			0.24	0.24	0.05	0.23		0.05	0.23	
Clearance Time (s)	4.2	4.2			4.2	4.2	4.2	4.6		4.2	4.6	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	429	419			443	372	95	808		91	792	
v/s Ratio Prot	0.04	c0.09			c0.06		c0.04	c0.21		0.02	0.17	
v/s Ratio Perm						0.00						
v/c Ratio	0.18	0.38			0.23	0.02	0.66	0.92		0.38	0.73	
Uniform Delay, d1	22.2	23.5			22.6	21.4	34.4	27.8		34.1	26.4	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	2.6			1.2	0.1	31.0	15.4		11.9	3.6	
Delay (s)	23.1	26.1			23.8	21.5	65.4	43.2		45.9	30.0	
Level of Service	C	C			C	C	E	D		D	C	
Approach Delay (s)		25.3			23.3			44.9			30.9	
Approach LOS		C			C			D			C	

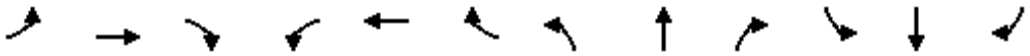
Intersection Summary			
HCM Average Control Delay	35.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	12.6
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	148	14	19	96	5	12	8	11	3	18	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	161	15	21	104	5	13	9	12	3	20	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		255										
pX, platoon unblocked												
vC, conflicting volume	110			176			401	352	168	366	357	107
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	110			176			401	352	168	366	357	107
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			97	98	99	99	96	96
cM capacity (veh/h)	1480			1400			511	558	876	564	554	947

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	192	130	34	64
Volume Left	16	21	13	3
Volume Right	15	5	12	41
cSH	1480	1400	615	757
Volume to Capacity	0.01	0.01	0.05	0.08
Queue Length 95th (ft)	1	1	4	7
Control Delay (s)	0.7	1.3	11.2	10.2
Lane LOS	A	A	B	B
Approach Delay (s)	0.7	1.3	11.2	10.2
Approach LOS			B	B

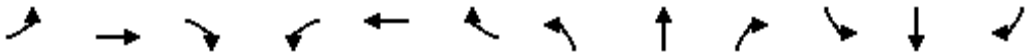
Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	24.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	26	120	16	22	99	17	2	20	13	11	42	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	130	17	24	108	18	2	22	14	12	46	28

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	176	150	38	86
Volume Left (vph)	28	24	2	12
Volume Right (vph)	17	18	14	28
Hadj (s)	0.01	-0.01	-0.18	-0.14
Departure Headway (s)	4.4	4.4	4.6	4.6
Degree Utilization, x	0.21	0.18	0.05	0.11
Capacity (veh/h)	795	783	724	729
Control Delay (s)	8.6	8.4	7.8	8.1
Approach Delay (s)	8.6	8.4	7.8	8.1
Approach LOS	A	A	A	A

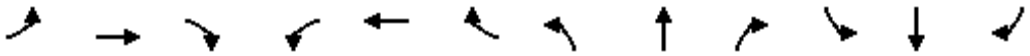
Intersection Summary				
Delay	8.3			
HCM Level of Service	A			
Intersection Capacity Utilization	26.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	159	4	6	54	4	0	7	7	12	24	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	173	4	7	59	4	0	8	8	13	26	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	63			177			300	268	175	278	268	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	63			177			300	268	175	278	268	61
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	99	99	98	96	98
cM capacity (veh/h)	1540			1399			614	631	868	657	631	1004

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	186	70	15	60
Volume Left	9	7	0	13
Volume Right	4	4	8	21
cSH	1540	1399	731	731
Volume to Capacity	0.01	0.00	0.02	0.08
Queue Length 95th (ft)	0	0	2	7
Control Delay (s)	0.4	0.7	10.0	10.4
Lane LOS	A	A	B	B
Approach Delay (s)	0.4	0.7	10.0	10.4
Approach LOS			B	B

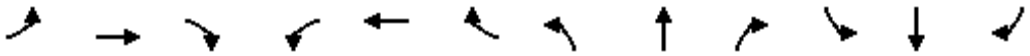
Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	26.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	2	37	11	5	11	16	644	16	8	589	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	2	40	12	5	12	17	700	17	9	640	18
Pedestrians		7			7						1	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1261				
pX, platoon unblocked												
vC, conflicting volume	1074	1433	336	1129	1434	367	666			724		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1074	1433	336	1129	1434	367	666			724		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	98	94	92	96	98	98			99		
cM capacity (veh/h)	159	128	656	142	127	626	914			869		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	54	29	367	367	329	339
Volume Left	12	12	17	0	9	0
Volume Right	40	12	0	17	0	18
cSH	354	201	914	1700	869	1700
Volume to Capacity	0.15	0.15	0.02	0.22	0.01	0.20
Queue Length 95th (ft)	13	13	1	0	1	0
Control Delay (s)	17.0	26.0	0.6	0.0	0.4	0.0
Lane LOS	C	D	A		A	
Approach Delay (s)	17.0	26.0	0.3		0.2	
Approach LOS	C	D				

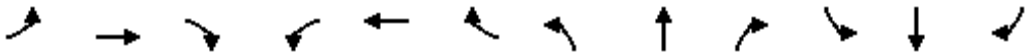
Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	40.2%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	20	10	0	9	13	665	14	18	604	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	22	11	0	10	14	723	15	20	657	18
Pedestrians		11			7						12	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								831				
pX, platoon unblocked												
vC, conflicting volume	1127	1489	348	1155	1491	388	686			745		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1127	1489	348	1155	1491	388	686			745		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	97	92	100	98	98			98		
cM capacity (veh/h)	147	116	642	140	116	601	895			854		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	26	21	376	377	348	347
Volume Left	4	11	14	0	20	0
Volume Right	22	10	0	15	0	18
cSH	412	220	895	1700	854	1700
Volume to Capacity	0.06	0.09	0.02	0.22	0.02	0.20
Queue Length 95th (ft)	5	8	1	0	2	0
Control Delay (s)	14.3	23.1	0.5	0.0	0.8	0.0
Lane LOS	B	C	A		A	
Approach Delay (s)	14.3	23.1	0.3		0.4	
Approach LOS	B	C				

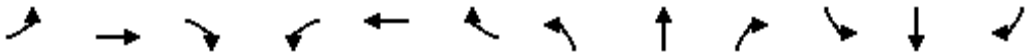
Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	43.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	57	85	49	45	7	58	7	130	36	69	80	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	92	53	49	8	63	8	141	39	75	87	3

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	208	120	188	165
Volume Left (vph)	62	49	8	75
Volume Right (vph)	53	63	39	3
Hadj (s)	-0.06	-0.20	-0.08	0.11
Departure Headway (s)	4.9	4.9	4.9	5.1
Degree Utilization, x	0.28	0.16	0.26	0.23
Capacity (veh/h)	679	666	684	651
Control Delay (s)	9.8	8.9	9.5	9.7
Approach Delay (s)	9.8	8.9	9.5	9.7
Approach LOS	A	A	A	A

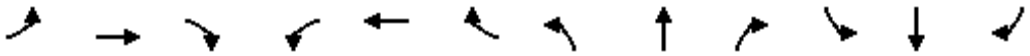
Intersection Summary			
Delay	9.5		
HCM Level of Service	A		
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	207	20	9	144	24	19	33	31	19	44	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	225	22	10	157	26	21	36	34	21	48	10
Pedestrians		1						7			14	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					265							
pX, platoon unblocked												
vC, conflicting volume	197			254			484	476	243	508	474	185
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	197			254			484	476	243	508	474	185
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			95	92	96	95	90	99
cM capacity (veh/h)	1360			1304			436	472	791	414	474	847

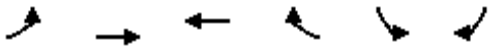
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	255	192	90	78
Volume Left	9	10	21	21
Volume Right	22	26	34	10
cSH	1360	1304	544	482
Volume to Capacity	0.01	0.01	0.17	0.16
Queue Length 95th (ft)	0	1	15	14
Control Delay (s)	0.3	0.5	12.9	13.9
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.5	12.9	13.9
Approach LOS			B	B

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	27.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	61	123	57	49	10	108	582	62	11	582	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2			4.2		4.2	4.6		4.2	4.6	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.90			0.99		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1676			1797		1770	3488		1770	3510	
Flt Permitted	0.75	1.00			0.75		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1398	1676			1377		1770	3488		1770	3510	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	66	134	62	53	11	117	633	67	12	633	37
RTOR Reduction (vph)	0	81	0	0	4	0	0	8	0	0	4	0
Lane Group Flow (vph)	75	119	0	0	122	0	117	692	0	12	666	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	10.4	10.4			10.4		7.2	25.5		0.8	19.1	
Effective Green, g (s)	10.4	10.4			10.4		7.2	25.5		0.8	19.1	
Actuated g/C Ratio	0.21	0.21			0.21		0.14	0.51		0.02	0.38	
Clearance Time (s)	4.2	4.2			4.2		4.2	4.6		4.2	4.6	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	293	351			288		256	1790		28	1349	
v/s Ratio Prot		0.07					c0.07	0.20		0.01	c0.19	
v/s Ratio Perm	0.05				c0.09							
v/c Ratio	0.26	0.34			0.42		0.46	0.39		0.43	0.49	
Uniform Delay, d1	16.4	16.7			17.1		19.5	7.3		24.2	11.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.6			1.0		1.3	0.2		10.2	0.4	
Delay (s)	16.9	17.3			18.1		20.8	7.5		34.4	12.0	
Level of Service	B	B			B		C	A		C	B	
Approach Delay (s)		17.2			18.1			9.4			12.4	
Approach LOS		B			B			A			B	

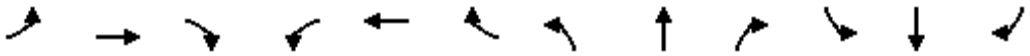
Intersection Summary			
HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	13.0
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	125	93	14	21	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	136	101	15	23	24
Pedestrians		1	1		8	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		266				
pX, platoon unblocked						
vC, conflicting volume	124				264	118
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124				264	118
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	97
cM capacity (veh/h)	1453				716	927

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	141	116	47
Volume Left	5	0	23
Volume Right	0	15	24
cSH	1453	1700	811
Volume to Capacity	0.00	0.07	0.06
Queue Length 95th (ft)	0	0	5
Control Delay (s)	0.3	0.0	9.7
Lane LOS	A		A
Approach Delay (s)	0.3	0.0	9.7
Approach LOS			A

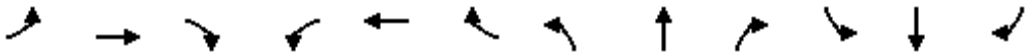
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	129	2	1	86	18	1	1	2	27	0	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	140	2	1	93	20	1	1	2	29	0	21
Pedestrians		2									2	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		526										
pX, platoon unblocked												
vC, conflicting volume	115			142			300	289	141	282	280	107
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115			142			300	289	141	282	280	107
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	96	100	98
cM capacity (veh/h)	1471			1440			631	613	907	660	620	944

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	158	114	4	50
Volume Left	15	1	1	29
Volume Right	2	20	2	21
cSH	1471	1440	738	754
Volume to Capacity	0.01	0.00	0.01	0.07
Queue Length 95th (ft)	1	0	0	5
Control Delay (s)	0.8	0.1	9.9	10.1
Lane LOS	A	A	A	B
Approach Delay (s)	0.8	0.1	9.9	10.1
Approach LOS			A	B

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	79	79	23	57	1	47	1	32	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	86	86	25	62	1	51	1	35	0	1	0

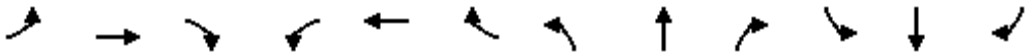
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	173	88	87	1
Volume Left (vph)	1	25	51	0
Volume Right (vph)	86	1	35	0
Hadj (s)	-0.26	0.08	-0.09	0.03
Departure Headway (s)	3.9	4.4	4.4	4.6
Degree Utilization, x	0.19	0.11	0.11	0.00
Capacity (veh/h)	890	802	775	723
Control Delay (s)	7.9	7.9	7.9	7.6
Approach Delay (s)	7.9	7.9	7.9	7.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.9			
HCM Level of Service	A			
Intersection Capacity Utilization	37.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	43	90	111	63	65	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	98	121	68	71	117

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	145	189	188
Volume Left (vph)	47	0	71
Volume Right (vph)	98	68	0
Hadj (s)	-0.31	-0.18	0.11
Departure Headway (s)	4.4	4.3	4.6
Degree Utilization, x	0.18	0.22	0.24
Capacity (veh/h)	747	806	753
Control Delay (s)	8.4	8.5	9.0
Approach Delay (s)	8.4	8.5	9.0
Approach LOS	A	A	A

Intersection Summary			
Delay	8.7		
HCM Level of Service	A		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		



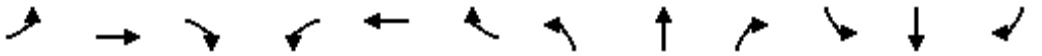
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	201	18	19	166	42	25	31	37	46	19	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	218	20	21	180	46	27	34	40	50	21	13
Pedestrians		4			8			11			3	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					253							
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	229			249			529	527	247	558	514	210
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	106			249			434	433	247	467	418	85
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			94	93	95	87	96	99
cM capacity (veh/h)	1351			1305			444	455	779	399	463	883

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	247	247	101	84
Volume Left	9	21	27	50
Volume Right	20	46	40	13
cSH	1351	1305	541	453
Volume to Capacity	0.01	0.02	0.19	0.18
Queue Length 95th (ft)	0	1	17	17
Control Delay (s)	0.3	0.8	13.2	14.7
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.8	13.2	14.7
Approach LOS			B	B

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	35.5%	ICU Level of Service	A	
Analysis Period (min)	15			

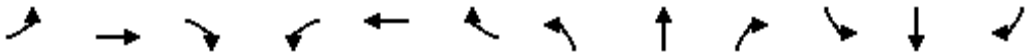
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	160	60	263	155	235	63	618	169	242	525	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	5.0	5.0	5.0	4.2	5.0		4.2	5.0	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.97	1.00	1.00	0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected		0.99	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1844	1529	1681	1746	1516	1770	3412		1770	3509	
Flt Permitted		0.99	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1844	1529	1681	1746	1516	1770	3412		1770	3509	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	174	65	286	168	255	68	672	184	263	571	23
RTOR Reduction (vph)	0	0	25	0	0	213	0	24	0	0	3	0
Lane Group Flow (vph)	0	217	40	223	231	42	68	832	0	263	591	0
Confl. Peds. (#/hr)	14		10	10		14			3			15
Confl. Bikes (#/hr)			4			5			3			3
Turn Type	Split		Perm	Split		Perm	Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)		15.1	15.1	16.6	16.6	16.6	6.5	32.6		16.9	43.0	
Effective Green, g (s)		15.1	15.1	16.6	16.6	16.6	6.5	32.6		16.9	43.0	
Actuated g/C Ratio		0.15	0.15	0.17	0.17	0.17	0.06	0.33		0.17	0.43	
Clearance Time (s)		4.6	4.6	5.0	5.0	5.0	4.2	5.0		4.2	5.0	
Vehicle Extension (s)		2.0	2.0	3.5	3.5	3.5	2.0	3.5		2.0	3.5	
Lane Grp Cap (vph)		278	231	279	290	252	115	1112		299	1509	
v/s Ratio Prot		c0.12		c0.13	0.13		0.04	c0.24		c0.15	0.17	
v/s Ratio Perm			0.03			0.03						
v/c Ratio		0.78	0.17	0.80	0.80	0.17	0.59	0.75		0.88	0.39	
Uniform Delay, d1		40.9	37.0	40.1	40.1	35.8	45.5	30.0		40.6	19.5	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.3	0.1	15.1	14.4	0.4	5.3	4.6		23.5	0.8	
Delay (s)		53.1	37.1	55.2	54.5	36.1	50.8	34.7		64.1	20.3	
Level of Service		D	D	E	D	D	D	C		E	C	
Approach Delay (s)		49.5			48.1			35.9			33.7	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM Average Control Delay	39.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



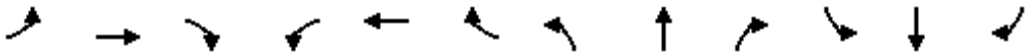
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	513	6	22	570	63	9	10	57	118	8	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			5.0			5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.99			0.89			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.96	1.00
Satd. Flow (prot)	1770	3531		1764	3482			3091			1779	1542
Flt Permitted	0.39	1.00		0.44	1.00			0.91			0.68	1.00
Satd. Flow (perm)	727	3531		817	3482			2835			1261	1542
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	558	7	24	620	68	10	11	62	128	9	33
RTOR Reduction (vph)	0	1	0	0	9	0	0	46	0	0	0	24
Lane Group Flow (vph)	16	564	0	24	679	0	0	37	0	0	137	9
Confl. Peds. (#/hr)			11	11			30		1	1		30
Confl. Bikes (#/hr)			4			4						1
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	13.5	13.5		13.5	13.5			8.1			8.1	8.1
Effective Green, g (s)	13.5	13.5		13.5	13.5			8.1			8.1	8.1
Actuated g/C Ratio	0.43	0.43		0.43	0.43			0.26			0.26	0.26
Clearance Time (s)	4.5	4.5		4.5	4.5			5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			4.0			4.0	4.0
Lane Grp Cap (vph)	316	1533		355	1511			738			328	402
v/s Ratio Prot		0.16			c0.19							
v/s Ratio Perm	0.02			0.03				0.01			c0.11	0.01
v/c Ratio	0.05	0.37		0.07	0.45			0.05			0.42	0.02
Uniform Delay, d1	5.1	5.9		5.1	6.2			8.6			9.5	8.6
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	0.2		0.1	0.2			0.0			1.2	0.0
Delay (s)	5.2	6.1		5.2	6.4			8.7			10.7	8.6
Level of Service	A	A		A	A			A			B	A
Approach Delay (s)		6.1			6.4			8.7			10.3	
Approach LOS		A			A			A			B	

Intersection Summary			
HCM Average Control Delay	6.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	31.1	Sum of lost time (s)	9.5
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	10	12	24	10	80	16	653	44	102	680	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6	4.6	4.2	4.9		4.2	4.9	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.97			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1743			1797	1555	1770	3500		1770	3526	
Flt Permitted		0.79			0.75	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1427			1401	1555	1770	3500		1770	3526	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	11	13	26	11	87	17	710	48	111	739	16
RTOR Reduction (vph)	0	11	0	0	0	76	0	5	0	0	1	0
Lane Group Flow (vph)	0	49	0	0	37	11	17	753	0	111	754	0
Confl. Peds. (#/hr)	10		4	4		10			3			4
Confl. Bikes (#/hr)			1						2			3
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		5.6			5.6	5.6	0.9	19.4		6.9	25.4	
Effective Green, g (s)		5.6			5.6	5.6	0.9	19.4		6.9	25.4	
Actuated g/C Ratio		0.12			0.12	0.12	0.02	0.43		0.15	0.56	
Clearance Time (s)		4.6			4.6	4.6	4.2	4.9		4.2	4.9	
Vehicle Extension (s)		2.0			2.0	2.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		175			172	191	35	1489		268	1964	
v/s Ratio Prot							0.01	c0.22		c0.06	0.21	
v/s Ratio Perm		c0.03			0.03	0.01						
v/c Ratio		0.28			0.22	0.06	0.49	0.51		0.41	0.38	
Uniform Delay, d1		18.2			18.0	17.7	22.1	9.6		17.5	5.7	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.2	0.0	10.2	0.3		1.0	0.1	
Delay (s)		18.5			18.2	17.7	32.4	9.9		18.6	5.8	
Level of Service		B			B	B	C	A		B	A	
Approach Delay (s)		18.5			17.9			10.4			7.4	
Approach LOS		B			B			B			A	

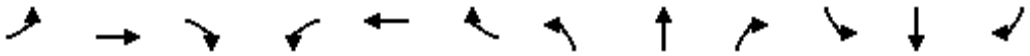
Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	45.6	Sum of lost time (s)	13.7
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	135	10	11	82	0	22	0	19	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	147	11	12	89	0	24	0	21	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		252										
pX, platoon unblocked												
vC, conflicting volume	89			158			270	270	152	290	275	89
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	89			158			270	270	152	290	275	89
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			96	100	98	100	100	100
cM capacity (veh/h)	1506			1422			678	630	894	642	626	969

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	160	101	45	0
Volume Left	2	12	24	0
Volume Right	11	0	21	0
cSH	1506	1422	763	1700
Volume to Capacity	0.00	0.01	0.06	0.00
Queue Length 95th (ft)	0	1	5	0
Control Delay (s)	0.1	1.0	10.0	0.0
Lane LOS	A	A	B	A
Approach Delay (s)	0.1	1.0	10.0	0.0
Approach LOS			B	A

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	21.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	75	16	0	29	0	16	1	5	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	82	17	0	32	0	17	1	5	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		643										
pX, platoon unblocked												
vC, conflicting volume	32			99			122	122	90	128	130	32
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	32			99			122	122	90	128	130	32
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	99	100	100	100
cM capacity (veh/h)	1581			1494			853	769	968	840	760	1042

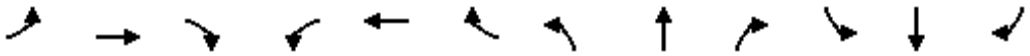
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	99	32	24	0
Volume Left	0	0	17	0
Volume Right	17	0	5	0
cSH	1581	1494	872	1700
Volume to Capacity	0.00	0.00	0.03	0.00
Queue Length 95th (ft)	0	0	2	0
Control Delay (s)	0.0	0.0	9.2	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	9.2	0.0
Approach LOS			A	A

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	14.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	37	154	11	21	184	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	167	12	23	200	12

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	208	35	212
Volume Left (vph)	40	0	200
Volume Right (vph)	167	23	0
Hadj (s)	-0.41	-0.36	0.22
Departure Headway (s)	4.1	4.3	4.6
Degree Utilization, x	0.24	0.04	0.27
Capacity (veh/h)	830	790	742
Control Delay (s)	8.3	7.4	9.3
Approach Delay (s)	8.3	7.4	9.3
Approach LOS	A	A	A

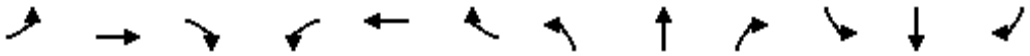
Intersection Summary			
Delay	8.7		
HCM Level of Service	A		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	203	61	9	159	10	83	11	12	3	8	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	221	66	10	173	11	90	12	13	3	9	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					576							
pX, platoon unblocked												
vC, conflicting volume	184			287			485	470	254	484	498	178
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	184			287			485	470	254	484	498	178
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			81	98	98	99	98	98
cM capacity (veh/h)	1391			1275			472	485	785	472	468	865

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	293	193	115	28
Volume Left	7	10	90	3
Volume Right	66	11	13	16
cSH	1391	1275	495	637
Volume to Capacity	0.00	0.01	0.23	0.04
Queue Length 95th (ft)	0	1	22	3
Control Delay (s)	0.2	0.5	14.5	10.9
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.5	14.5	10.9
Approach LOS			B	B

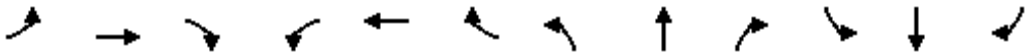
Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	35.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	208	5	15	173	26	3	7	14	12	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	226	5	16	188	28	3	8	15	13	3	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					249							
pX, platoon unblocked												
vC, conflicting volume	216			232			475	484	229	489	473	202
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	216			232			475	484	229	489	473	202
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	98	98	97	99	100
cM capacity (veh/h)	1353			1336			490	475	810	469	483	839

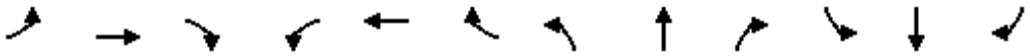
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	235	233	26	20
Volume Left	3	16	3	13
Volume Right	5	28	15	3
cSH	1353	1336	630	509
Volume to Capacity	0.00	0.01	0.04	0.04
Queue Length 95th (ft)	0	1	3	3
Control Delay (s)	0.1	0.6	11.0	12.4
Lane LOS	A	A	B	B
Approach Delay (s)	0.1	0.6	11.0	12.4
Approach LOS			B	B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	30.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	118	106	51	68	23	117	696	74	92	552	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			5.0		4.2	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			0.98		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1750			1790		1770	3488		1770	3502	
Flt Permitted		0.91			0.80		0.95	1.00		0.34	1.00	
Satd. Flow (perm)		1610			1450		1770	3488		627	3502	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	128	115	55	74	25	127	757	80	100	600	45
RTOR Reduction (vph)	0	23	0	0	7	0	0	9	0	0	6	0
Lane Group Flow (vph)	0	278	0	0	147	0	127	828	0	100	639	0
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)		16.5			16.1		7.5	30.2		18.5	18.5	
Effective Green, g (s)		16.5			16.1		7.5	30.2		18.5	18.5	
Actuated g/C Ratio		0.29			0.29		0.13	0.54		0.33	0.33	
Clearance Time (s)		4.6			5.0		4.2	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.5		2.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		472			415		236	1871		206	1151	
v/s Ratio Prot							0.07	c0.24			c0.18	
v/s Ratio Perm		c0.17			0.10					0.16		
v/c Ratio		0.59			0.35		0.54	0.44		0.49	0.56	
Uniform Delay, d1		17.0			16.0		22.8	7.9		15.1	15.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.9			0.6		1.2	0.2		1.8	0.6	
Delay (s)		18.9			16.6		24.0	8.1		16.9	16.1	
Level of Service		B			B		C	A		B	B	
Approach Delay (s)		18.9			16.6			10.2			16.2	
Approach LOS		B			B			B			B	

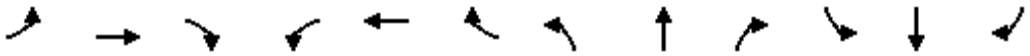
Intersection Summary			
HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	56.3	Sum of lost time (s)	14.6
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	260	13	13	117	5	15	18	6	8	7	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	283	14	14	127	5	16	20	7	9	8	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		280										
pX, platoon unblocked												
vC, conflicting volume	133			297			481	470	290	484	474	130
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	133			297			481	470	290	484	474	130
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			97	96	99	98	98	99
cM capacity (veh/h)	1452			1265			478	483	749	468	480	920

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	307	147	42	26
Volume Left	10	14	16	9
Volume Right	14	5	7	10
cSH	1452	1265	508	579
Volume to Capacity	0.01	0.01	0.08	0.05
Queue Length 95th (ft)	1	1	7	4
Control Delay (s)	0.3	0.8	12.7	11.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.8	12.7	11.5
Approach LOS			B	B

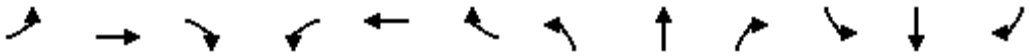
Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	26.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	251	9	11	119	3	12	23	11	4	10	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	273	10	12	129	3	13	25	12	4	11	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	292	145	50	22
Volume Left (vph)	10	12	13	4
Volume Right (vph)	10	3	12	7
Hadj (s)	0.02	0.04	-0.06	-0.11
Departure Headway (s)	4.3	4.4	4.8	4.8
Degree Utilization, x	0.35	0.18	0.07	0.03
Capacity (veh/h)	828	782	677	668
Control Delay (s)	9.5	8.4	8.2	8.0
Approach Delay (s)	9.5	8.4	8.2	8.0
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.0			
HCM Level of Service	A			
Intersection Capacity Utilization	26.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	17	267	16	68	115	33	16	80	154	63	17	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	290	17	74	125	36	17	87	167	68	18	4

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	326	235	272	91
Volume Left (vph)	18	74	17	68
Volume Right (vph)	17	36	167	4
Hadj (s)	0.01	0.01	-0.32	0.16
Departure Headway (s)	5.3	5.5	5.3	6.1
Degree Utilization, x	0.48	0.36	0.40	0.15
Capacity (veh/h)	633	608	621	509
Control Delay (s)	13.2	11.5	11.7	10.2
Approach Delay (s)	13.2	11.5	11.7	10.2
Approach LOS	B	B	B	B

Intersection Summary				
Delay		12.1		
HCM Level of Service		B		
Intersection Capacity Utilization		60.3%	ICU Level of Service	B
Analysis Period (min)		15		

Existing Year 2013 No Project

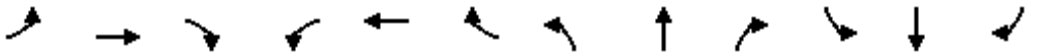
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #39 Broadway Street and Vista Way

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: A[9.6]

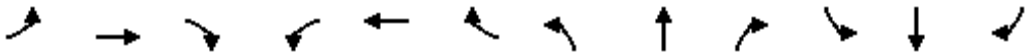
Street Name:	Broadway Street						Vista Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Yield Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	58	4	41	22	0	0	0	0	5	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	58	4	41	22	0	0	0	0	5	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	58	4	41	22	0	0	0	0	5	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	58	4	41	22	0	0	0	0	5	0	57
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	67	0	68	39	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	828	1091	930	858	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Move Cap.:	xxxx	825	1091	875	855	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Volume/Cap:	xxxx	0.07	0.00	0.05	0.03	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	838	868	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	9.6	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	A	*	*	*	*	*	*	*	*
ApproachDel:	9.6			9.5			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	103	33	203	82	350	37	569	269	293	478	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		4.9	4.2	4.2	5.0		4.2	5.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97		1.00	1.00	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1532		1799	1583	1770	3330		1770	3514	
Flt Permitted	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1532		1799	1583	1770	3330		1770	3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	112	36	221	89	380	40	618	292	318	520	20
RTOR Reduction (vph)	0	0	29	0	0	305	0	53	0	0	2	0
Lane Group Flow (vph)	16	112	7	0	310	75	40	857	0	318	538	0
Confl. Peds. (#/hr)	7		2	2		7			5			8
Confl. Bikes (#/hr)						2			4			8
Turn Type	Split		Perm	Split		Over	Prot			Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	7.2	7.2	7.2		18.8	18.0	3.3	27.5		18.0	42.2	
Effective Green, g (s)	7.2	7.2	7.2		18.8	18.0	3.3	27.5		18.0	42.2	
Actuated g/C Ratio	0.08	0.08	0.08		0.21	0.20	0.04	0.30		0.20	0.47	
Clearance Time (s)	5.0	5.0	5.0		4.9	4.2	4.2	5.0		4.2	5.0	
Vehicle Extension (s)	0.5	0.5	0.5		3.0	2.0	2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	141	148	122		373	315	64	1011		352	1637	
v/s Ratio Prot	0.01	c0.06			c0.17	0.05	0.02	c0.26		c0.18	0.15	
v/s Ratio Perm			0.00									
v/c Ratio	0.11	0.76	0.06		0.83	0.24	0.62	0.85		0.90	0.33	
Uniform Delay, d1	38.7	40.8	38.6		34.4	30.5	43.0	29.6		35.5	15.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	17.6	0.1		14.5	0.1	12.9	6.7		24.9	0.1	
Delay (s)	38.9	58.4	38.7		48.9	30.7	55.9	36.3		60.4	15.4	
Level of Service	D	E	D		D	C	E	D		E	B	
Approach Delay (s)		52.2			38.9			37.1			32.1	
Approach LOS		D			D			D			C	

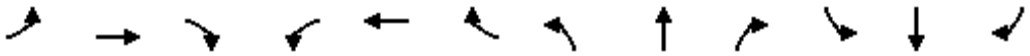
Intersection Summary			
HCM Average Control Delay	36.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	19.1
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	618	6	8	594	28	4	0	8	13	3	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	672	7	9	646	30	4	0	9	14	3	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)		279										
pX, platoon unblocked				0.95			0.95	0.95	0.95	0.95	0.95	
vC, conflicting volume	676			678			1398	1379	675	1373	1367	661
vC1, stage 1 conf vol							686	686		678	678	
vC2, stage 2 conf vol							712	693		695	689	
vCu, unblocked vol	676			634			1393	1373	631	1366	1360	661
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	98	96	99	93
cM capacity (veh/h)	915			901			297	330	457	314	331	462

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	684	685	13	50
Volume Left	5	9	4	14
Volume Right	7	30	9	33
cSH	915	901	387	399
Volume to Capacity	0.01	0.01	0.03	0.13
Queue Length 95th (ft)	0	1	3	11
Control Delay (s)	0.2	0.3	14.6	15.3
Lane LOS	A	A	B	C
Approach Delay (s)	0.2	0.3	14.6	15.3
Approach LOS			B	C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	730	5	12	718	33	1	1	19	13	1	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	793	5	13	780	36	1	1	21	14	1	9
Pedestrians		1						1				
Lane Width (ft)		12.0						12.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		687										
pX, platoon unblocked				0.98			0.98	0.98	0.98	0.98	0.98	
vC, conflicting volume	816			800			1643	1650	797	1653	1635	799
vC1, stage 1 conf vol							808	808		824	824	
vC2, stage 2 conf vol							835	842		828	811	
vCu, unblocked vol	816			786			1646	1654	783	1656	1638	799
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			100	100	95	94	100	98
cM capacity (veh/h)	811			816			255	277	386	247	277	385

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	804	829	23	24
Volume Left	5	13	1	14
Volume Right	5	36	21	9
cSH	811	816	370	285
Volume to Capacity	0.01	0.02	0.06	0.08
Queue Length 95th (ft)	1	1	5	7
Control Delay (s)	0.2	0.4	15.4	18.8
Lane LOS	A	A	C	C
Approach Delay (s)	0.2	0.4	15.4	18.8
Approach LOS			C	C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	722	0	9	743	205	0	0	5	3	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	785	0	10	808	223	0	0	5	3	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1030			785			1641	1852	785	1746	1741	919
vC1, stage 1 conf vol							802	802		939	939	
vC2, stage 2 conf vol							839	1050		808	802	
vCu, unblocked vol	1030			785			1641	1852	785	1746	1741	919
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	99	99	100	96
cM capacity (veh/h)	674			834			253	238	393	237	261	329

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	793	7	1034	5	15
Volume Left	9	7	3	0	3
Volume Right	0	0	223	5	12
cSH	674	834	834	393	304
Volume to Capacity	0.01	0.01	0.01	0.01	0.05
Queue Length 95th (ft)	1	1	1	1	4
Control Delay (s)	0.4	9.4	0.3	14.3	17.5
Lane LOS	A	A	A	B	C
Approach Delay (s)	0.4	0.4		14.3	17.5
Approach LOS				B	C

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	Err%	ICU Level of Service		H
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	41	5	0	13	43	721	4	18	578	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	45	5	0	14	47	784	4	20	628	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)											621	
pX, platoon unblocked	0.87	0.87	0.87	0.87	0.87		0.87					
vC, conflicting volume	1169	1551	630	1591	1551	394	633			788		
vC1, stage 1 conf vol	670	670		879	879							
vC2, stage 2 conf vol	499	882		712	672							
vCu, unblocked vol	1118	1559	496	1605	1559	394	499			788		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	90	97	100	98	95			98		
cM capacity (veh/h)	327	268	450	211	267	605	920			827		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	45	20	47	522	266	13	639
Volume Left	0	5	47	0	0	13	7
Volume Right	45	14	0	0	4	0	4
cSH	450	398	920	1700	1700	827	827
Volume to Capacity	0.10	0.05	0.05	0.31	0.16	0.02	0.02
Queue Length 95th (ft)	8	4	4	0	0	2	2
Control Delay (s)	13.9	14.5	9.1	0.0	0.0	9.5	0.4
Lane LOS	B	B	A			A	A
Approach Delay (s)	13.9	14.5	0.5			0.6	
Approach LOS	B	B					

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	45.7%	ICU Level of Service		A
Analysis Period (min)	15			

Appendix D

Existing Conditions MMLOS Calculation Sheets (ARTPLAN Analysis Sheets for PM Peak Hour)

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	John Lieswyn	**Arterial Name**	Coast Highway	**Study Period**	**Dir Hr Demand Vol**
Date Prepared	4/6/2014 9:28:21 AM	**From**	Hwy 76 ramps	**Modal Analysis**	Multimodal
Agency	City of Oceanside	**To**	Morse St	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	\\psf\Home\Documents\Projects\13-180 Oceanside Coast Highway\Oceanside base_v3.xap
User Notes	Base Condition

Arterial Data

K	0.09	**PHF**	1	**Control Type**	Pretimed
D	0.565	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Surfrider	100	0.5	3	4	6	16	Yes	Protected	1	110	0.15	No
Civic Center	100	0.5	3	4	6	4	No	None	N/A	N/A	N/A	No
Pier View	100	0.5	3	4	4	12	No	None	N/A	N/A	N/A	No
Mission Ave	100	0.5	3	4	14	11	No	None	N/A	N/A	N/A	No
Seagaze Dr	100	0.5	3	4	6	11	Yes	Protected	1	94	0.15	No
Michigan Ave	100	0.5	3	4	1	3	No	None	N/A	N/A	N/A	No
Wisconsin Ave	100	0.5	3	4	2	5	Yes	Protected	1	94	0.15	No
Oceanside Blvd	100	0.5	3	4	3	3	Yes	Protected	1	94	0.15	No
Morse St	100	0.5	3	4	2	6	Yes	Protected	1	50	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Surfrider)	815	7252	890	4	25	30	None	No	N/A
2 (to Civic Center)	680	7252	560	4	25	30	None	Yes	Low
3 (to Pier View)	380	7252	639	4	25	30	None	Yes	Medium
4 (to Mission Ave)	380	8442	591	4	25	30	None	Yes	Medium
5 (to Seagaze Dr)	380	8442	573	4	25	30	None	Yes	Medium
6 (to Michigan Ave)	906	7910	585	4	25	30	None	Yes	Medium
7 (to Wisconsin Ave)	1840	7910	637	4	25	30	None	Yes	Medium
8 (to Oceanside									

Blvd)	2114	9206	762	4	35	40	None	Yes	Low
9 (to Morse St)	2257	9429	848	4	35	40	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Surfrider)	837	5500	0.304	15.02	B	0.33	16.08	D
2 (to Civic Center)	560	4568	0.245	14.49	B	0.00	14.77	D
3 (to Pier View)	639	4550	0.281	14.84	B	0.00	10.14	E
4 (to Mission Ave)	591	4549	0.260	14.64	B	0.00	10.21	E
5 (to Seagaze Dr)	539	5680	0.190	13.95	B	0.24	10.46	E
6 (to Michigan Ave)	585	4574	0.256	14.60	B	0.00	16.69	D
7 (to Wisconsin Ave)	624	5714	0.219	14.21	B	0.09	21.67	C
8 (to Oceanside Blvd)	739	5908	0.250	14.49	B	0.16	27.84	B
9 (to Morse St)	831	5704	0.291	14.89	B	0.22	28.40	A

Arterial Length	1.9492	Weighted g/C	0.50	FFS Delay	170.22	Threshold Delay	0.00	Auto Speed	19.12	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Surfrider)	Narrow	Typical	No	No	N/A	Yes	Adjacent	No	2	0.6	Fair	Typical
2 (to Civic Center)	11	Typical	No	No	N/A	Yes	Adjacent	No	2	0.6	Poor	None
3 (to Pier View)	11	Typical	No	No	N/A	Yes	Adjacent	No	2	0.6	Poor	Typical
4 (to Mission Ave)	11	Typical	No	No	N/A	Yes	Adjacent	No	2	0.6	Poor	Typical
5 (to Seagaze Dr)	11	Typical	No	No	N/A	Yes	Adjacent	No	2	0.6	Poor	None
6 (to Michigan Ave)	11	Typical	No	No	N/A	Yes	Adjacent	No	2	0.6	Poor	Typical
7 (to Wisconsin Ave)	11	Typical	No	No	N/A	Yes	Adjacent	No	2	0.6	Poor	Typical
8 (to Oceanside Blvd)	11	Typical	No	No	N/A	Yes	Adjacent	No	2	0.6	Good	Typical
9 (to Morse St)	Narrow	Typical	Yes	No	N/A	Yes	Adjacent	No	2	0.6	Poor	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Surfrider)	100			Yes			Adjacent			No		
2 (to Civic Center)	100			Yes			Adjacent			No		
3 (to Pier View)	100			Yes			Adjacent			No		
4 (to Mission Ave)	100			Yes			Adjacent			No		
5 (to Seagaze Dr)	100			Yes			Adjacent			No		
6 (to Michigan Ave)	100			Yes			Adjacent			No		
7 (to Wisconsin Ave)	100			Yes			Adjacent			No		
8 (to Oceanside Blvd)	100			Yes			Adjacent			No		
9 (to Morse St)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**
1 (to Surfrider)	3.57	D	N/A	N/A				2.41	B	1.98	E
2 (to Civic Center)	2.62	B	N/A	N/A				1.77	A	2.07	D
3 (to Pier View)	2.98	C	N/A	N/A				1.41	A	1.45	E
4 (to Mission Ave)	2.94	C	N/A	N/A				1.38	A	1.45	E
5 (to Seagaze Dr)	2.92	C	N/A	N/A				1.37	A	1.45	E
6 (to Michigan Ave)	3.39	C	N/A	N/A				1.49	A	1.86	E
7 (to Wisconsin Ave)	3.51	D	N/A	N/A				1.57	A	2.07	D
8 (to Oceanside Blvd)	3.09	C	N/A	N/A				2.21	B	2.20	D
9 (to Morse St)	2.29	B	N/A	N/A				2.47	B	1.98	E

Bicycle LOS	**3.07**	**C**	**Pedestrian LOS**	**2.06**	**B**	**Bus LOS**	**1.97**	**E**

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Hourly Volume In Both Directions**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A
Lanes	**Annual Average Daily Traffic**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Hourly Volume In Both Directions**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A
Lanes	**Annual Average Daily Traffic**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Appendix E

Existing Conditions Collision Data

Collision Data along Coast Highway between Monterey Drive and Eaton Street (October 2009 ~ September 2013)

NO.	LOCATION	MONTH	YEAR	TYPE	INVOLVED	PCF	INJ	FATAL
1	Coast Highway & Cassidy Street	April	2010	Side Swipe	Fixed Object	Driving on Sidewalk	0	0
2	Coast Highway & Cassidy Street	July	2012	Head On	Bicycle	Operating Bicycle on Wrong Side of Road	1	0
3	Coast Highway & Civic Center Drive	September	2010	Vehicle/ Pedestrian	Pedestrian	Driver Yield to Pedestrian in Crosswalk	1	0
4	Coast Highway & Civic Center Drive	July	2012	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
5	Coast Highway & Civic Center Drive	June	2013	Rear End	Parked Motor Vehicle	DUI: Alcohol / Drugs	1	0
6	Coast Highway & Civic Center Drive	August	2013	Side Swipe	Other Motor Vehicle	Unsafe Lane Change	0	0
7	Coast Highway & Costa Pacifica Way	December	2012	Rear End	Parked Motor Vehicle	DUI: Alcohol / Drugs	0	0
8	Coast Highway & Eaton Street	December	2011	Broadside	Bicycle	Unsafe Turn and/or No Turn Signal	1	0
9	Coast Highway & Eaton Street	August	2013	Head On	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	1	0
10	Coast Highway & Eucalyptus Street	May	2010	Hit Object	Fixed Object	DUI: Alcohol / Drugs	0	0
11	Coast Highway & Godfrey Street	June	2010	Vehicle/ Pedestrian	Pedestrian	Ped not in Crosswalk Yield to Vehicles	1	0
12	Coast Highway & Godfrey Street	September	2010	Broadside	Bicycle	Unsafe Turn and/or No Turn Signal	1	0
13	Coast Highway & Godfrey Street	November	2010	Broadside	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	0	0
14	Coast Highway & Godfrey Street	September	2011	Rear End	Parked Motor Vehicle	Unsafe Start on Highway	0	0
15	Coast Highway & Godfrey Street	August	2012	Broadside	Bicycle	Operating Bicyle on Wrong Side of Road	1	0
16	Coast Highway & Kelly Street	November	2009	Broadside	Other Motor Vehicle	Right-of-way : From Stop Intersection	2	0
17	Coast Highway & Kelly Street	November	2010	Hit Object	Fixed Object	Unsafe Speed	0	0
18	Coast Highway & Kelly Street	February	2011	Hit Object	Fixed Object	Right-of-Way: Entering Highway	1	0
19	Coast Highway & Kelly Street	May	2012	Hit Object	Fixed Object	Unsafe Speed	0	0
20	Coast Highway & Leonard Avenue	December	2009	Broadside	Bicycle	Operating Bicyle on Wrong Side of Road	0	0
21	Coast Highway & Michigan Avenue	May	2010	Broadside	Other Motor Vehicle	DUI: Alcohol / Drugs	1	0
22	Coast Highway & Michigan Avenue	January	2012	Other	Fixed Object	N/A	0	0
23	Coast Highway & Michigan Avenue	March	2012	Hit Object	Fixed Object	DUI: Alcohol / Drugs	1	0
24	Coast Highway & Michigan Avenue	January	2013	Broadside	Other Motor Vehicle	DUI: Alcohol / Drugs	0	0

NO.	LOCATION	MONTH	YEAR	TYPE	INVOLVED	PCF	INJ	FATAL
25	Coast Highway & Minnesota Avenue	April	2010	Side Swipe	Other Motor Vehicle	Unsafe Lane Change	0	0
26	Coast Highway & Mission Avenue	December	2009	Broadside	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	1	0
27	Coast Highway & Mission Avenue	July	2010	Rear End	Other Motor Vehicle	N/A	0	0
28	Coast Highway & Mission Avenue	March	2010	Side Swipe	Other Motor Vehicle	N/A	0	0
29	Coast Highway & Mission Avenue	September	2010	Head On	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	0	0
30	Coast Highway & Mission Avenue	September	2010	Vehicle/ Pedestrian	Pedestrian	Driver Yield to Pedestrian in Crosswalk	0	0
31	Coast Highway & Mission Avenue	March	2010	Side Swipe	Parked Motor Vehicle	Unsafe Opening of Vehicle Door	0	0
32	Coast Highway & Mission Avenue	May	2011	Broadside	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	1	0
33	Coast Highway & Mission Avenue	December	2011	Broadside	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	1	0
34	Coast Highway & Mission Avenue	May	2011	Vehicle/ Pedestrian	Pedestrian	Ped in Crosswalk: Stop/Delay Vehicles or Suddenly Leave Place of Safety	0	0
35	Coast Highway & Mission Avenue	March	2011	Broadside	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	0	0
36	Coast Highway & Mission Avenue	May	2011	Head On	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	0	0
37	Coast Highway & Mission Avenue	August	2011	Broadside	Bicycle	Signal Lights: Circular Red	0	0
38	Coast Highway & Mission Avenue	January	2011	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
39	Coast Highway & Mission Avenue	September	2011	Rear End	Other Motor Vehicle	Unsafe Start on Highway	0	0
40	Coast Highway & Mission Avenue	March	2012	Head On	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	1	0
41	Coast Highway & Mission Avenue	January	2012	Broadside	Other Motor Vehicle	Signal Lights: Circular Red	1	0
42	Coast Highway & Mission Avenue	July	2012	Head On	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	0	0
43	Coast Highway & Mission Avenue	August	2012	Side Swipe	Other Motor Vehicle	Right-Of-Way: Intersection- Left Driver Yield	0	0
44	Coast Highway & Mission Avenue	April	2012	Side Swipe	Other Motor Vehicle	Unsafe Turn and/or No Turn Signal	0	0
45	Coast Highway & Mission Avenue	April	2012	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
46	Coast Highway & Mission Avenue	March	2013	Broadside	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	1	0
47	Coast Highway & Mission Avenue	March	2013	Broadside	Other Motor Vehicle	DUI: Alcohol / Drugs	0	0
48	Coast Highway & Mission Avenue	August	2013	Rear End	Other Motor Vehicle	Following Too Closely	0	0

NO.	LOCATION	MONTH	YEAR	TYPE	INVOLVED	PCF	INJ	FATAL
49	Coast Highway & Mission Avenue	July	2013	Side Swipe	Other Motor Vehicle	N/A	0	0
50	Coast Highway & Mission Avenue	March	2013	Vehicle/ Pedestrian	Pedestrian	Driver Yield to Pedestrian in Crosswalk	0	0
51	Coast Highway & Missouri Avenue	February	2012	Broadside	Other Motor Vehicle	Vehicle Cross Double Solid Line	0	0
52	Coast Highway & Monterey Drive	February	2013	Hit Object	Fixed Object	Unsafe Turn and/or No Turn Signal	0	0
53	Coast Highway & Monterey Drive	February	2013	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
54	Coast Highway & Morse Street	October	2010	Broadside	Other Motor Vehicle	DUI: Alcohol / Drugs	1	0
55	Coast Highway & Morse Street	August	2010	Side Swipe	Parked Motor Vehicle	N/A	0	0
56	Coast Highway & Morse Street	January	2010	Head On	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	0	0
57	Coast Highway & Morse Street	February	2010	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
58	Coast Highway & Morse Street	August	2011	Broadside	Bicycle	Operating Bicyle on Wrong Side of Road	1	0
59	Coast Highway & Morse Street	November	2012	Rear End	Other Motor Vehicle	DUI: Alcohol / Drugs	0	0
60	Coast Highway & Morse Street	August	2013	Vehicle/ Pedestrian	Pedestrian	Signal Lights: Circular Red	0	0
61	Coast Highway & Neptune Way	December	2010	Side Swipe	Other Motor Vehicle	Vehicle Cross Double Solid Line	0	0
62	Coast Highway & Oceanside Boulevard	February	2010	Broadside	Bicycle	Operating Bicyle on Wrong Side of Road	0	0
63	Coast Highway & Oceanside Boulevard	May	2010	Other	Parked Motor Vehicle	N/A	0	0
64	Coast Highway & Oceanside Boulevard	January	2010	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
65	Coast Highway & Pierview Way	April	2010	Vehicle/ Pedestrian	Pedestrian	Driver Yield to Pedestrian in Crosswalk	1	0
66	Coast Highway & Pierview Way	August	2011	Vehicle/ Pedestrian	Pedestrian	Driver Yield to Pedestrian in Crosswalk	0	0
67	Coast Highway & Pierview Way	August	2013	Head On	Other Motor Vehicle	Unsafe Turn and/or No Turn Signal	1	0
68	Coast Highway & Pierview Way	June	2013	Rear End	Other Motor Vehicle	Following Too Closely	0	0
69	Coast Highway & Pierview Way	April	2013	Head On	Bicycle	N/A	0	0
70	Coast Highway & Seagaze Drive	April	2010	Rear End	Other Motor Vehicle	N/A	0	1
71	Coast Highway & Seagaze Drive	June	2011	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
72	Coast Highway &	June	2011	Rear End	Other Motor	Unsafe Speed	0	0

NO.	LOCATION	MONTH	YEAR	TYPE	INVOLVED	PCF	INJ	FATAL
	Seagaze Drive				Vehicle			
73	Coast Highway & Seagaze Drive	March	2012	Rear End	Other Motor Vehicle	Following Too Closely	0	0
74	Coast Highway & Seagaze Drive	January	2013	Vehicle/ Pedestrian	Pedestrian	Pedestrian Cross Against No Walk Sign/Signal	1	0
75	Coast Highway & SR-76	December	2009	Broadside	Other Motor Vehicle	DUI: Alcohol / Drugs	0	0
76	Coast Highway & SR-76	March	2010	Hit Object	Fixed Object	Unsafe Turn and/or No Turn Signal	0	0
77	Coast Highway & SR-76	August	2010	Side Swipe	Other Motor Vehicle	Unsafe Turn and/or No Turn Signal	0	0
78	Coast Highway & SR-76	January	2011	Broadside	Other Motor Vehicle	N/A	1	0
79	Coast Highway & SR-76	September	2011	Broadside	Other Motor Vehicle	Unsafe Speed	0	0
80	Coast Highway & SR-76	August	2011	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
81	Coast Highway & SR-76	September	2012	Hit Object	Fixed Object	Unsafe Lane Change	1	0
82	Coast Highway & Surfirder Way	December	2010	Rear End	Other Motor Vehicle	DUI: Alcohol / Drugs	0	0
83	Coast Highway & Surfirder Way	February	2010	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
84	Coast Highway & Surfirder Way	January	2011	Vehicle/ Pedestrian	Pedestrian	N/A	0	0
85	Coast Highway & Surfirder Way	June	2012	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
86	Coast Highway & Surfirder Way	September	2013	Rear End	Parked Motor Vehicle	N/A	0	0
87	Coast Highway & Surfirder Way	April	2013	Hit Object	Fixed Object	Unsafe Speed	0	0
88	Coast Highway & Vista Way	December	2009	Other	Non-Collision	Following Too Closely	0	0
89	Coast Highway & Vista Way	November	2010	Vehicle/ Pedestrian	Pedestrian	N/A	0	0
90	Coast Highway & Vista Way	October	2010	Rear End	Other Motor Vehicle	Unsafe Speed	0	0
91	Coast Highway & Vista Way	April	2011	Broadside	Other Motor Vehicle	Signal Lights: Circular Red	1	0
92	Coast Highway & Vista Way	March	2012	Head On	Fixed Object	DUI: Alcohol / Drugs	1	0
93	Coast Highway & Vista Way	September	2012	Broadside	Other Motor Vehicle	DUI: Alcohol / Drugs	0	0
94	Coast Highway & Vista Way	May	2012	Rear End	Other Motor Vehicle	DUI: Alcohol / Drugs	0	0
95	Coast Highway & Vista Way	December	2012	Broadside	Other Motor Vehicle	Right-of-Way: Entering Highway	0	0
96	Coast Highway & Vista Way	January	2012	Hit Object	Fixed Object	Unsafe Turn and/or No Turn Signal	0	0
97	Coast Highway & Vista Way	October	2012	Side Swipe	Other Motor Vehicle	Unsafe Turn and/or No Turn Signal	0	0

NO.	LOCATION	MONTH	YEAR	TYPE	INVOLVED	PCF	INJ	FATAL
98	Coast Highway & Vista Way	July	2013	Broadside	Other Motor Vehicle	N/A	1	0
99	Coast Highway & Vista Way	April	2013	Broadside	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	1	0
100	Coast Highway & Vista Way	June	2013	Hit Object	Fixed Object	DUI: Alcohol / Drugs	0	0
101	Coast Highway & Vista Way	February	2013	Rear End	Other Motor Vehicle	N/A	0	0
102	Coast Highway & Washington Street	January	2010	Head On	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	0	0
103	Coast Highway & Whaley Street	December	2011	Head On	Parked Motor Vehicle	DUI: Alcohol / Drugs	0	0
104	Coast Highway & Whaley Street	October	2011	Side Swipe	Bicycle	Unsafe Turn and/or No Turn Signal	0	0
105	Coast Highway & Whaley Street	February	2013	Rear End	Parked Motor Vehicle	DUI: Alcohol / Drugs	0	0
106	Coast Highway & Windward Way	May	2010	Side Swipe	Other Motor Vehicle	DUI: Alcohol / Drugs	0	0
107	Coast Highway & Windward Way	May	2012	Rear End	Other Motor Vehicle	Following Too Closely	0	0
108	Coast Highway & Wisconsin Street	September	2010	Side Swipe	Parked Motor Vehicle	Unsafe Speed	0	0
109	Coast Highway & Wisconsin Street	August	2013	Rear End	Other Motor Vehicle	Following Too Closely	0	0
110	Coast Highway & Wisconsin Street	March	2013	Head On	Other Motor Vehicle	Right-of-way : Making Left Or U-Turn	0	0
111	Coast Highway & Wisconsin Street	March	2013	Overturned	Other Motor Vehicle	Signal Lights: Circular Red	0	0