CITY OF SANTA PAULA GENERAL PLAN UPDATE

Mobility Element Technical Report

December 2019

Prepared for:

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1.0 INTRODUCTION

1.1 Study Background and Purpose

The Mobility Element serves to identify the City of Santa Paula's future vision and implementation plan for transportation for the next two decades. The City's current General Plan was initially adopted by the City Council in 1998, with the most recent update to the Circulation Element adopted in 2013 through City Council Resolution 6821.

This *Mobility Technical Report* is intended to analyze and support the recommended Preferred Plan network in the Mobility Element. It provides an overview of pedestrian, bicycle, public transit, and roadway facilities and operations under both the base year (2016) and horizon year (2040) within Santa Paula. Potential traffic impacts associated with the Preferred Plan are also assessed. In addition, the No-Project (adopted General Plan land use and circulation network) scenario and a Reduced Development alternative, eliminating planned land uses in Adams and Fagan Canyons, adjacent to Santa Paula City limits, are also reviewed.

1.2 Setting

The City of Santa Paula is in central Ventura County, Southern California, located in the Santa Clara River Valley. It lies 13 miles east of the Pacific Ocean and the City of Ventura, and 30 miles west of Santa Clarita. It is approximately 50 miles northwest of Los Angeles, and 40 miles east of Santa Barbara. California State Route 126 provides a regional east-west connection, which leads to north-south connectivity by way of Interstate 5 to the east in Santa Clarita and US Highway 101 to the west in Ventura. The City of Santa Paula encompasses approximately 3,654 acres, while the sphere of influence includes an additional 335 acres adjacent to the City on the north and west.

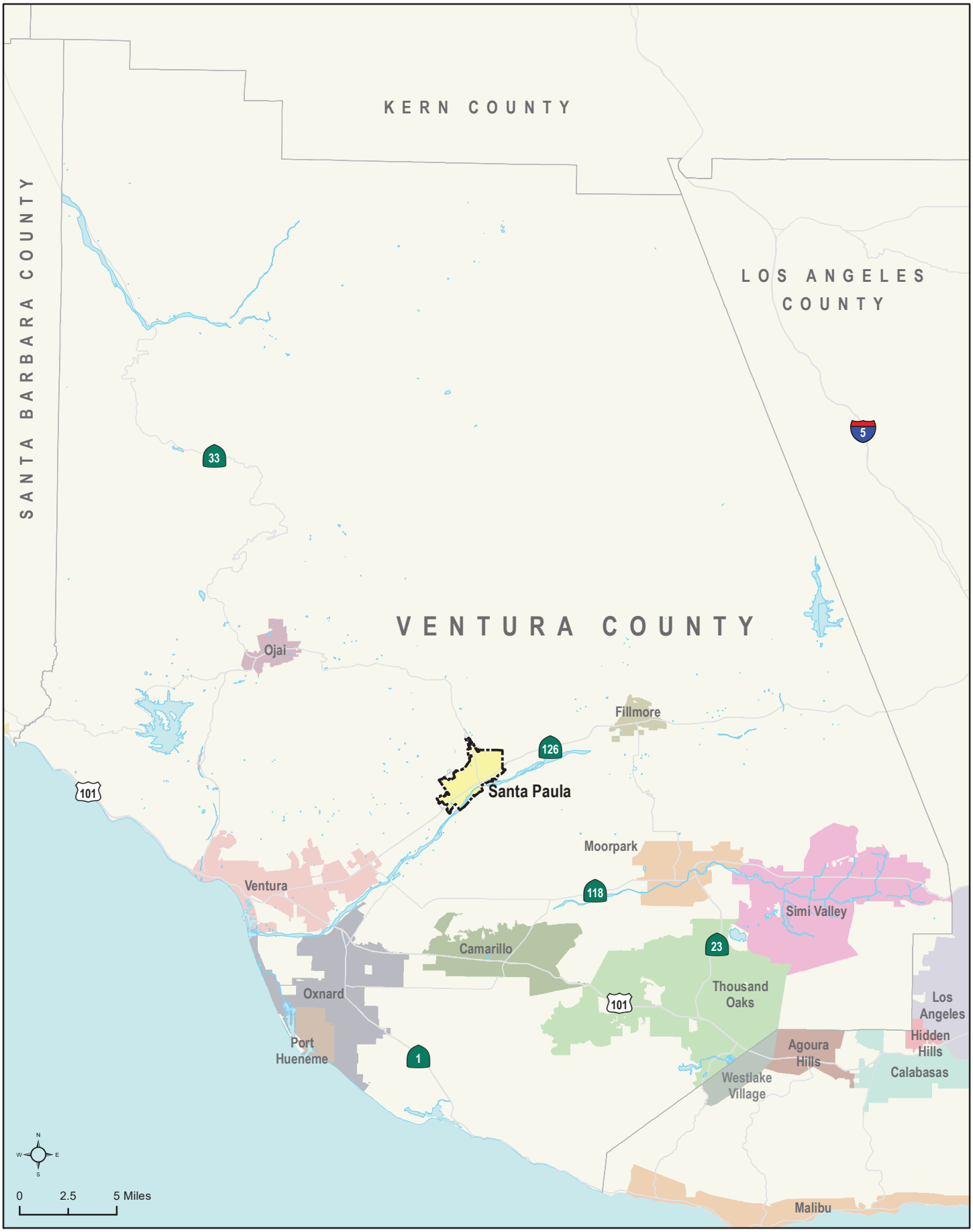
According to the United States Census, the 2010 population was 29,321, a 3% increase from the 2000 Census. The 2010 median age was 31.1 years old, 5 years younger than the Ventura County median age of 36.2 years[1]. Santa Paula is currently nicknamed the "Citrus Capital of the World" because of the abundant orchards that surround the city. The Santa Paula economy was initially driven by the petroleum industry, but is now primarily agriculturally based.

Figure 1-1 displays the City of Santa Paula within the Southern California region.

1.3 Supporting Information

Over the past decade, several key planning initiatives and legislative actions at the state and regional level have redefined the way local transportation planning is carried out. Examples include Assembly Bill 1358 – the Complete Streets Act, Senate Bill 375 – Sustainable Communities

[1] U.S. Census Bureau, 2010 Census.



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Figure 1-1
City of Santa Paula within the Region

and Climate Protection Act, Senate Bill 743 – Environmental Quality, and the Southern California Association of Governments (SCAG) Sustainability Program.

In September of 2008, the State of California approved AB 1358 – the Complete Streets Act. Effective January 1, 2011, AB 1358 requires city or county legislative bodies to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways. "All users" is defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

In 2008, SB 375 was adopted, requiring metropolitan planning organizations (MPOs) to formulate a "sustainable community strategy" (SCS) as part of their regional transportation plans (RTP). The SCS serves to specifically identify how the region will achieve targeted reductions in greenhouse gas emissions from automobiles and light trucks. In April 2016, SCAG's Regional Council adopted the 2016-2040 RTP/SCS, with a vision encompassing three principles identified as key to the region's future: mobility, economy, and sustainability. The RTP/SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands, with particular emphasis paid to designated High Quality Transit Areas (HQTAs). Although no current or planned HQTAs exist in Santa Paula or its Sphere of Influence, the RTP/SCS maintains relevance through its connection to land use patterns as prescribed by local jurisdictions, ensuring consistency between local planning documents such as the City of Santa Paula General Plan and regional plans, policies, and implementation strategies.

SB 743 was signed by Governor Brown in September 2013, making several changes to California Environmental Quality Act (CEQA) procedures for projects located in areas targeted for transit-oriented development. SB 743 would change transportation impact analysis as part of CEQA compliance by replacing automobile delay and level of service (LOS) with vehicle miles traveled (VMT) as the basis for determining significant impacts. Additionally, a project's aesthetic and parking impacts will no longer be considered significant impacts if the project is located on an infill site within a transit priority area. According to the legislative intent contained in SB 743, these changes to current practice will accomplish the following:

- Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through CEQA; and
- More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines for evaluating transportation impacts. As of August, 2017, it is anticipated that regulatory language changes to CEQA will be adopted in late 2017 by the Natural Resources Agency and that statewide implementation will occur in 2019.

1.4 Organization of the Plan

Following this introductory chapter, the remainder of this document is organized into the following sections:

- ***Chapter 2*** outlines the analysis methodologies employed throughout the Mobility Element Technical Report;
- ***Chapter 3*** summarizes the existing conditions of the transportation network;
- ***Chapter 4*** presents the travel demand model forecast process and documentation;
- ***Chapter 5*** describes the Preferred Plan network and presents an analysis of future roadway operations considering the Preferred Plan network and buildout of the planned land uses in the Land Use Element of the updated General Plan (2018);
- ***Chapter 6*** presents a roadway and freeway-level analysis of the No-Project Scenario, taking into account the currently adopted network classifications and land uses; as well as a Reduced Development Alternative, eliminating planned land uses in Adams and Fagan Canyons;
- ***Chapter 7*** concludes the Mobility Element Technical Report with a discussion of significant impacts and recommended mitigation measures, as necessary.

2.0 ANALYSIS METHODOLGY

This chapter describes the study area and the mobility network analysis methodologies employed throughout the existing conditions analysis.

2.1 Defining the Study Area

The primary study area is defined by the City of Santa Paula municipal boundary. The study area also extends just beyond Santa Paula's boundary in order to assess potential traffic impacts associated with this General Plan Update project to neighboring cities and the unincorporated Ventura County.

2.1.1 Roadway Segments

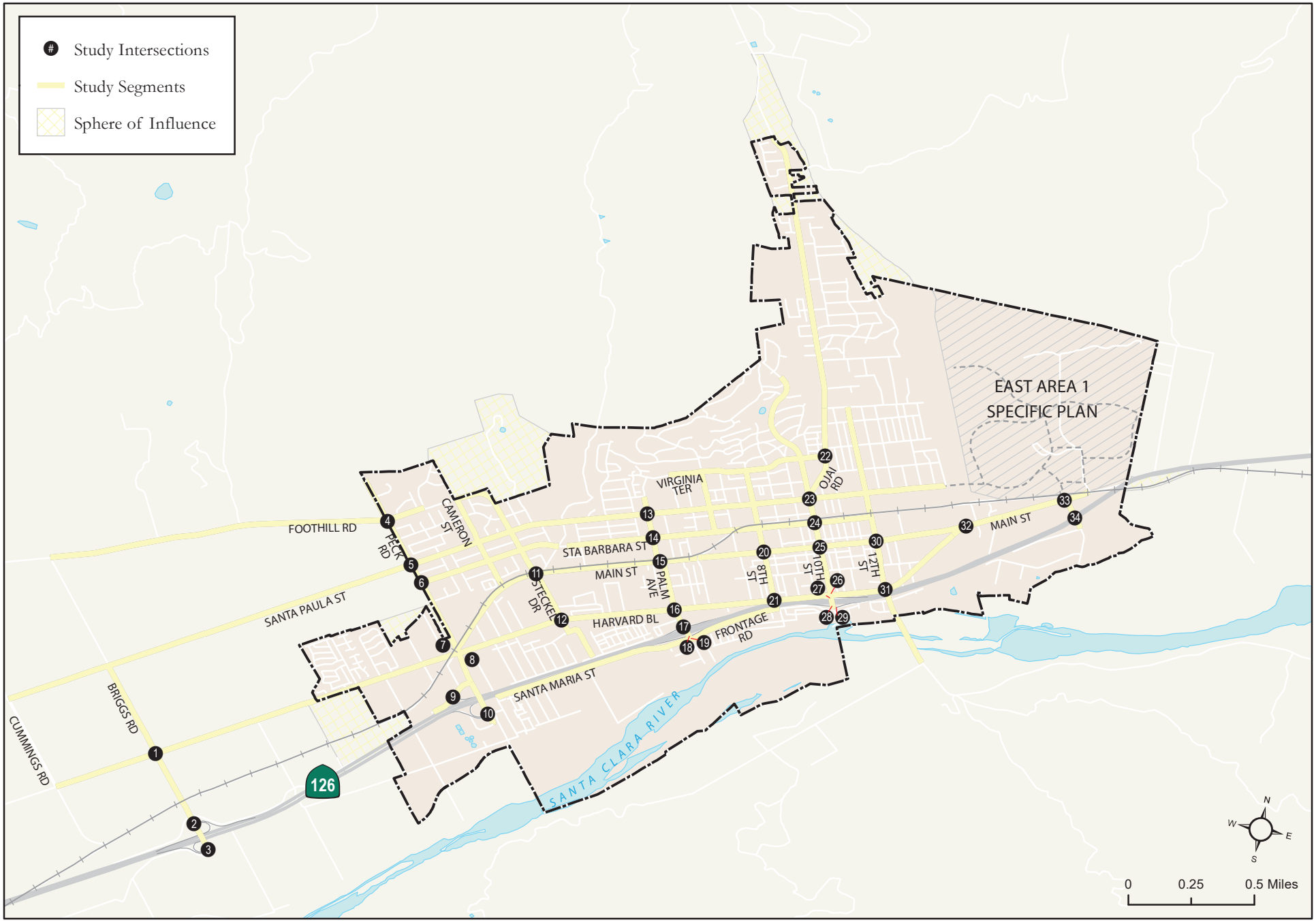
Study area roadway segments are defined as arterial roadways included in the current City of Santa Paula Circulation Element, as well as high-profile collector streets that lead to arterial roadways. Arterial roadway segments extending just beyond the Santa Paula municipal boundaries into unincorporated Ventura County were also included to evaluate potential effects of this GPU to the near-by transportation facilities.

2.1.2 Study Intersections

A total of thirty-four (34) intersections were studied in this existing condition analysis. Three (3) of the study intersections are located outside of the Santa Paula municipal boundary, with an additional five (5) intersections on the border between Santa Paula and adjacent communities. The following criteria were considered while selecting study intersections:

- Intersections of Circulation Element arterial roadways with other Circulation Element arterial or collector roadways;
- Freeway ramp intersections; and
- Nearby intersections outside of municipal boundary.

Figure 2-1 displays the Mobility Element roadway segments and intersections studied in the Existing Conditions Report.



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Figure 2-1
Project Study Area

2.2 Vehicular Analysis

Vehicular LOS is a quantitative measure describing how well a transportation facility operates from a driver's perspective. These conditions are generally described in terms of speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents optimum operating conditions from a driver's perspective, while LOS F represents the worst.

Table 2-1 describes generalized definitions of vehicular LOS A through F, as described in the 2010 Highway Capacity Manual[2].

Table 2-1
Auto Level of Service Definitions

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: Highway Capacity Manual 2010.

The specific level of service standards and thresholds for roadway segments, intersections and freeways are described in the following subsections.

2.2.1 Roadway Segment Level of Service Standards and Thresholds

Roadway segment level of service standards and thresholds provide the basis for analysis of arterial roadway segment and intersections performance. The analysis of roadway segment level

[2] A newer version of the Highway Capacity Manual was released in October, 2016. Based upon our review, the generalized definitions of vehicular LOS A through F presented in Table 2-1 in this report remain unchanged when comparing to HCM 2010.

of service is based on the Existing Configuration of the roadway, maximum capacity, roadway geometrics, and existing or forecasted average daily traffic (ADT) volumes.

Methodologies for ascertaining roadway level of service vary by jurisdiction. The City of Santa Paula level of service standard was developed by referencing the existing design capacities contained in the Circulation Element. The thresholds for each facility type are presented in **Table 2-2**. Note that this table is only utilized for analysis under existing conditions, as a new set of classifications is proposed for future conditions. Updated classifications and level of service thresholds in Chapter 4.1.

Table 2-2
Roadway Segment Daily Capacity and Level of Service Thresholds

Facility Type	Lane Configuration	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
Arterial	2 Lanes	12,000	14,000	16,000	18,000	20,000	> 20,000
Arterial	4 Lanes	23,900	27,900	31,900	35,900	39,900	> 39,900
Major	2 Lanes	9,600	11,200	12,800	14,400	16,000	> 16,000
Major	4 Lanes	19,200	22,300	25,500	28,700	31,900	> 31,900
Collector	2 Lanes	7,100	8,200	9,400	10,600	11,800	> 11,800

Source: City of Santa Paula General Plan Circulation Element, 2013

Note:
LOS thresholds have been adapted for clarity from the ranges previously used in the 2013 City of Santa Paula General Plan Circulation Element.

2.2.2 Caltrans Urban Street Level of Service Standards and Thresholds

Urban roadway segment level of service standards and thresholds provide the basis for analysis of arterial roadway segment performance along streets that are under Caltrans' jurisdiction. The Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) utilized speeds as the measure of effectiveness for roadways under Caltrans' jurisdiction. The arterial speed analysis was conducted using the Synchro 9 analysis software, which takes into account roadway and intersection geometrics, posted speed limit, and signal timing. Thresholds for urban roadways under Caltrans' jurisdiction by street classification and free flow speeds (FFS) are presented in **Table 2-3**.

For the purposes of this analysis, LOS D was deemed the minimum acceptable LOS to maintain compatibility with the minimum acceptable LOS used to analyze Santa Paula City streets as presented in **Chapter 2.2.5**, since a minimum acceptable LOS is not set by Caltrans for this roadway typology. A minimum LOS of D also maintains compatibility with the LOS thresholds set forth by the VCCMP.

Table 2-3 Caltrans Urban Street Level of Service Standards and Thresholds				
Range of FFS	**55 to 45 mi/hr**	**45 to 35 mi/hr**	**35 to 30 mi/hr**	**35 to 25 mi/hr**
Typical FFS	**50 mi/hr**	**40 mi/hr**	**35 mi/hr**	**30 mi/hr**
LOS	**Average Travel Speed (mi/hr)**			
A	> 42	> 35	> 30	> 25
B	> 34-42	> 28-35	> 24-30	> 19-25
C	> 27-34	> 22-28	> 18-24	> 13-19
D	> 21-27	> 17-22	> 14-18	> 9-13
E	> 16-21	> 13-17	> 10-14	> 7-9
F	16	13	10	7

Source: Caltrans Guide for the Preparation of Traffic Impact Studies (2002)

2.2.3 Peak Hour Intersection Level of Service Standards and Thresholds

This section presents the methodologies used to perform peak hour intersection capacity analysis, for both signalized and unsignalized intersections. This analysis supports the development of auto LOS associated with intersections during the AM and PM peak travel periods. The following assumptions were made related to intersection level of service analysis inputs:

- *Heavy Vehicle Factor:* A 2% heavy vehicle factor was assumed for all intersections within the study area;
- *Peak Hour Factor:* Based on existing peak hour counts; and
- *Signal Timing:* Based on existing signal timing plans (as of May 2016).

Signalized Intersection Analysis

The signalized intersection analysis utilized in this study conforms to the operational analysis methodology outlined in Chapter 18 of the *HCM 2010*[3], which defines intersection level of service as a function of intersection control delay in terms of seconds per vehicle (sec/veh).

The *HCM 2010* methodology sets 1,900 passenger-cars per hour per lane (pcphpl) as the ideal saturation flow rate at signalized intersections based upon the minimum headway that can be sustained between departing vehicles at a signalized intersection. The service saturation flow rate, which reflects the saturation flow rate specific to the study facility, is determined by adjusting the ideal saturation flow rate for lane width, on-street parking, bus stops, pedestrian volume, traffic composition (or percentage of heavy vehicles), and shared lane movements (e.g. through and right-turn movements sharing the same lane).

[3] A newer version of the Highway Capacity Manual was released in October, 2016. Based upon our review, while some of the equations have minor modifications, we don't anticipate significant changes in the analysis results for the intersection types analyzed in this report.

Table 2-4 displays the level of service criteria used for signalized intersections. The computerized analysis of intersection operations was performed utilizing the *Synchro 8.0 Build 805* traffic analysis software (by Trafficware, 2014).

Table 2-4
Signalized Intersection Level of Service Highway Capacity Manual Operational Analysis Method

Average Stopped Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
≤10.0	*LOS A* occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
10.1 – 20.0	*LOS B* occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
20.1 – 35.0	*LOS C* occurs when progression is favorable or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	*LOS D* occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
55.1 – 80.0	*LOS E* occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	*LOS F* occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual 2010, Chapter 18.

Unsignalized Intersection Analysis

Unsignalized intersections, including two-way and all-way stop controlled intersections, were analyzed using the Chapters 19 and 20 methodologies of the *HCM 2010*. The level of service for a two-way stop controlled (TWSC) intersection is determined by the computed or measured control delay at each minor-street movement. LOS F would occur when the volume-to-capacity ratio exceeds 1.0, regardless of the control delay.

Table 2-5 summarizes the level of service criteria for unsignalized intersections.

Table 2-5
Level of Service Criteria for Stop Controlled Unsignalized Intersections

Average Control Delay (sec/veh)	Level of Service (LOS)
≤10.0	A
10.1 – 15.0	B
15.1 – 25.0	C
25.1 – 35.0	D
35.1 – 50.0	E
>50.0	F

Source: Highway Capacity Manual 2010, Chapters 19 & 20.

2.2.4 Freeway/State Highway Level of Service Standards and Thresholds

Freeway/State Highway LOS analysis is based upon procedures developed by Highway Capacity Manual 2010. The procedure for calculating freeway/state highway LOS involves estimating the vehicle speed (mi/h) and density/flow (pc/mi/ln).

HCS 2010 software, developed by McTrans, was used to calculate both the vehicle speed and density/flow along the study area freeway/state highway segments. The HCS 2010 software required the following inputs to complete the speed and density/flow calculations:

- AADT – Caltrans Traffic Census 2016 AADT Volumes Report
- K – Caltrans Traffic Census 2016 AADT Volumes Report
- D – Caltrans Traffic Census 2016 AADT Volumes Report
- $AADT_{adj}$ – Calculated using AADT and D values provided by Caltrans using the following equation:
  - $AADT_{adj} = (\frac{D}{1-D})AADT$
  - Represents the direction in the opposite direction of the Peak Direction
- PHF – Assumed to be a typical value of 0.95
- PT (% Trucks and Busses) – Caltrans Traffic Census 2016 AADT Truck Volumes Report
- PR (% RVs) – Assumed to be 0, HCM 2010 recommends grouping RV volumes with Trucks in Buses as the value is assumed less than a 5:1 ratio
- General Terrain – Assumed to be less than 2% grade and therefore Level Terrain (HCM 2010 11-16,17)
- f_p – Driver population factor assumed zero as traffic is largely commuter traffic
- E_T – Value of 1.5 as terrain is Level (HCM 2010 11-15)
- E_R – Value of 1.2 as terrain is Level (HCM 2010 11-15)
- Lane Width – Assumed 12’ maximum value by Google Earth survey
- Rt-Side Lat. Clearance – Assumed 6’ maximum value by Google Earth survey

The above methodology applies to freeway segments of SR-126, which are located from SR-118 to Hallock Drive.

2.2.5 Multi-Lane Highway Level of Service Standards and Thresholds

Freeway LOS analysis is based upon procedures developed by Highway Capacity Manual 2010. The procedure for calculating multi-lane highway LOS is very similar to freeway/state highway analysis, with the exception of following exceptions:

- PHV – Caltrans Traffic Census 2016 AADT Volumes Report
  - Calculated using AADT K and D values

- PHV_{adj} – Calculated using AADT and D values provided by Caltrans using the following equation:
  - $_{PHVadj} = (\frac{D}{1-D})PHV$
  - represents the direction in the opposite direction of the Peak Direction
- Divided Median Type – CLTL operates effectively as a divided roadway
- 2 Lanes in each direction – determined via Google Earth survey

The above methodology applies to multi-lane highway segments of SR-126, which are located from Hallock Drive to the Sespe Ranch undercrossing.

2.2.6 Level of Service Requirements

City and County level of service requirements were examined to determine appropriate thresholds for minimum acceptable LOS scores to apply to the analyses.

The 1998 Santa Paula Circulation Element contains the following policy to define the minimum acceptable standard of LOS C within the City:

"1.a.a The City should adopt level of service (LOS) "C" as the minimum acceptable LOS for City streets and intersections (weekday P.M. peak period)."

In addition, the Ventura County General Plan Goals, Policies, and Programs Element adopted policy "4.2.2 (3)" to guide acceptable level of service on County roads, which reads as follows:

"The minimum acceptable Level of Service (LOS) for road segments and intersections within the Regional Road Network and Local Road Network shall be as follows:

a) LOS D for all County thoroughfares and Federal highways and State highways in the unincorporated area of the County, except as otherwise provided in subparagraph (b);

b) LOS E for State Route 33 between the northerly end of the Ojai Freeway and the City of Ojai;

c) LOS C for all County-maintained local roads; and

d) The LOS prescribed by the applicable city for all Federal highways, State highways, city thoroughfares and city-maintained local roads located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County (similar to Policies 4.2.2-3 through 4.2.2-6) respecting development in the city that would individually or cumulatively affect the LOS of Federal highways, State highways, County thoroughfares and County-maintained local roads in the unincorporated area of the County.

At any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the lower LOS of the two shall be the minimum acceptable LOS for that intersection."

In summary, for facilities in the City of Santa Paula, this report will follow the City's adopted standard of LOS C as the minimum acceptable LOS score for the purposes of analyzing existing

conditions. Analysis of all future conditions, as presented in Chapter 4.0, reflect the 2040 Circulation and Mobility Element, which establishes LOS D as the minimum acceptable LOS for City streets and intersections.

For County facilities and Caltrans' Urban Streets, LOS D or better are considered acceptable. The minimum desirable level of service on the analyzed freeway/state highway segments is LOS E, as described in the VCCMP.

2.2.7 Criteria for Determination of Significant Traffic Impacts

As adopted in the City of Santa Paula General Plan Circulation Element (1998, updated 2008), the minimum acceptable level of service at intersections in the City is LOS C. This report recommends an acceptable level of service at intersections in the City to be LOS D.

A City intersection projected to operate at LOS E or worse after the addition of project traffic is considered significantly impacted by the project. Additionally, the contribution of project traffic to an intersection operating at LOS E or worse under no-project conditions is also considered a significant impact.

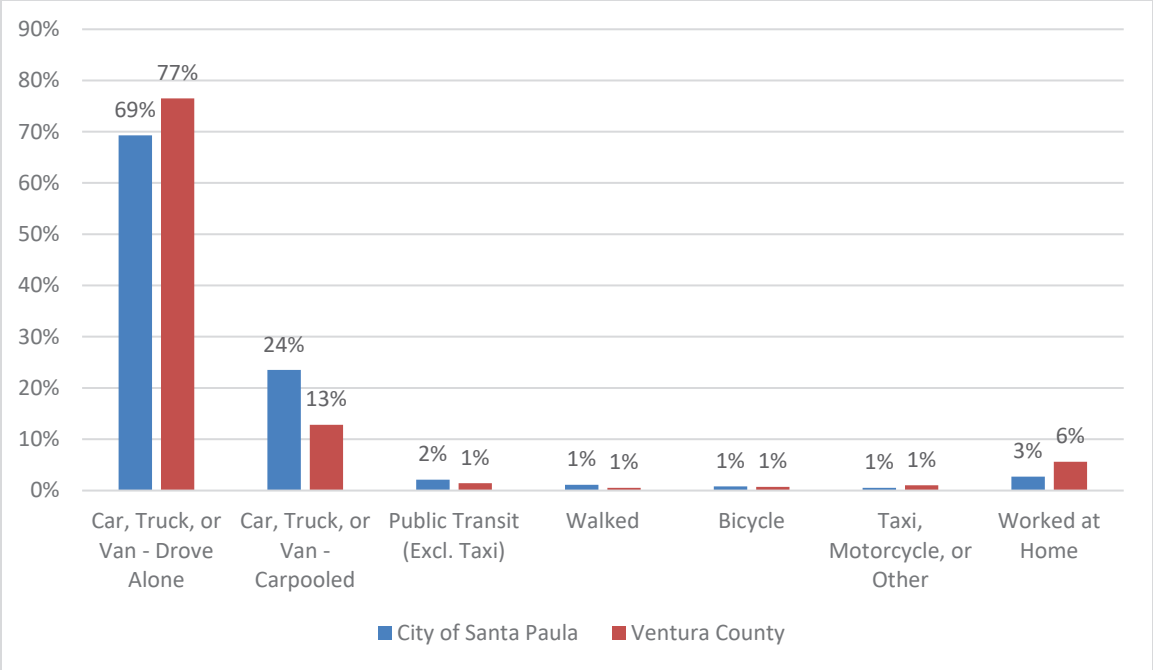
As mentioned in the previous section, the minimum desirable level of service on the analyzed freeway/state highway segments is LOS E, as described in the VCCMP. If the addition of project traffic were to cause or significantly worsen LOS F, it would be considered a significant impact. Although VCTC has adopted LOS E as a minimum system-wide level of service on all VCCMP roadways, it does not provide specific criteria regarding when an individual project's impact may be deemed significant. Therefore, for the purpose of this report, the significance threshold from the Los Angeles Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority, 2010) was used. The Los Angeles County CMP states that a project impact would be considered significant if the facility were projected to operate at LOS F after the addition project traffic and if the project causes a net increase in traffic demand of 2% of capacity or more (i.e., V/C ratio increase greater than or equal to 0.02).

3.0 EXISTING CONDITIONS

This chapter describes levels of activity and level of service or coverage/connectivity for all modes of travel in the City of Santa Paula and its Sphere of Influence, including pedestrian, bicycle, transit, and vehicular modes. The chapter also summarizes services associated with airports, goods movement, intelligent transportation systems (ITS), and travel demand management (TDM).

Figure 3-1 below provides an overview of travel mode share for work trips within the City of Santa Paula and Ventura County as a whole. As shown, in both the City and the County, commuting by private automobile is by far the dominant mode share, accounting for 69.3% and 76.5%, respectively. Bicycling was found to be the least common commute mode, accounting for 0.8% of commuters in Santa Paula and 0.7% in Ventura County.

Figure 3-1 City of Santa Paula Commute Share by Mode (2014)



Source: American Community Survey 2014 Estimates; Chen Ryan Associates, 2018

According to the 2014 US Census Longitudinal Employer-Household Dynamics (LEHD), the size of the Santa Paula workforce is approximately 14,347 with 1,733 jobs employed from within the City of Santa Paula. This reveals about 12% of Santa Paula residents live within biking or walking distance from their place of employment, given the small geographical size of the City.

3.1 Roadway and Freeway Systems

This section describes the key study roadways, intersections, and freeways that support Santa Paula mobility, including an assessment of physical characteristics, level of service conditions, and collisions.

Relevant goals and policies are found at the regional and countywide level from agencies including SCAG and VCTC. The SCAG 2016-2040 RTP/SCS, which provides the regional planning framework for the six-county SCAG region, highlights the following regional goals and policies as they pertain to the roadway environment, thus framing the regional transportation setting:

Goals

- RTP/SCS Goal 2 – *Maximize mobility and accessibility for all people and goods in the region.*
- RTP/SCS Goal 3 – *Ensure travel safety and reliability for all people and goods in the region.*
- RTP/SCS Goal 5 – *Maximize the productivity of our transportation system.*

Policies

- RTP/SCS Policy 6 – *The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single-occupancy vehicle use, by leveraging advanced technologies.*
- RTP/SCS Policy 7 – *The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system, and sustainable outcomes in the long run.*

The Ventura County Comprehensive Transportation Plan (2013) serves as a regional-local bridge between SCAG and City policies, and supports these documents at the countywide level. As Ventura County's transportation commission, VCTC identifies the following particular actionable items that will facilitate Plan implementation in Santa Paula and neighboring jurisdictions, as they pertain to the roadway environment:

- Outcome 1: Status Quo, Action 4 - *Reevaluate VCTC's Highway Project Priority List and project funding process to ensure those projects with the greatest value to the County, on needs-based criteria, receive funding.*
- Outcome 2: Community Connections, Action 1 – *Conduct corridor studies on Ventura County's major transportation routes (US 101, SR 118, SR 126) to determine the best return on investments in improved connectivity.*
- Outcome 2: Community Connections, Action 3 - *Continue collaborating with local jurisdictions, interest groups, agencies, and transit operators and provide the needed regional planning, funding, and policy support for implementing improved connectivity among all modes, including customer service objectives contained in the Regional Transit Study.*

The Ventura County Congestion Management Plan (2009), in creating a framework for countywide strategies related to automotive congestion, identifies the following policies and objectives particularly aligned with aiding jurisdictions such as Santa Paula in maintaining a robust, well-performing roadway network:

Policies

- Policy B– *Transportation Planning and analysis should be consistent throughout the County.*
- Policy F – *The California Department of Transportation (Caltrans) should assist local governments in managing congestion on the state highway system.*
- Policy K – *When feasible, Ventura County residents should have access to all modes of travel.*

Objectives

- Objective 2 – *Improve jurisdictional coordination to ensure consistent consideration, analysis and mitigation of the impacts of the local development on the regional transportation system.*
- Objective 8 – *Minimize traffic congestion in Ventura County.*
- Objective 9 – *Minimize use of the existing roadway network through demand management strategies*
- Objective 16 – *Improve traffic management through the use of technology and regional cooperation.*

Additionally, the currently adopted City of Santa Paula General Plan identifies the following goals, objectives, and policies related to the roadway system:

Goals

- Streets and Highways Goal 1.1 – *Provide for the long-range development of Santa Paula's roadway system consistent with adopted land use patterns.*
- Streets and Highways Goal 1.2 – *Ensure the safe and efficient movement of people and goods.*
- Streets and Highways Goal 1.3 – *Provide for a high level of service and safety and an adequate, efficient circulation pattern on the City's street system.*
- Streets and Highways Goal 1.4 – *Implement funding strategies for construction, improvement, and maintenance of existing and new roadways.*

Objectives

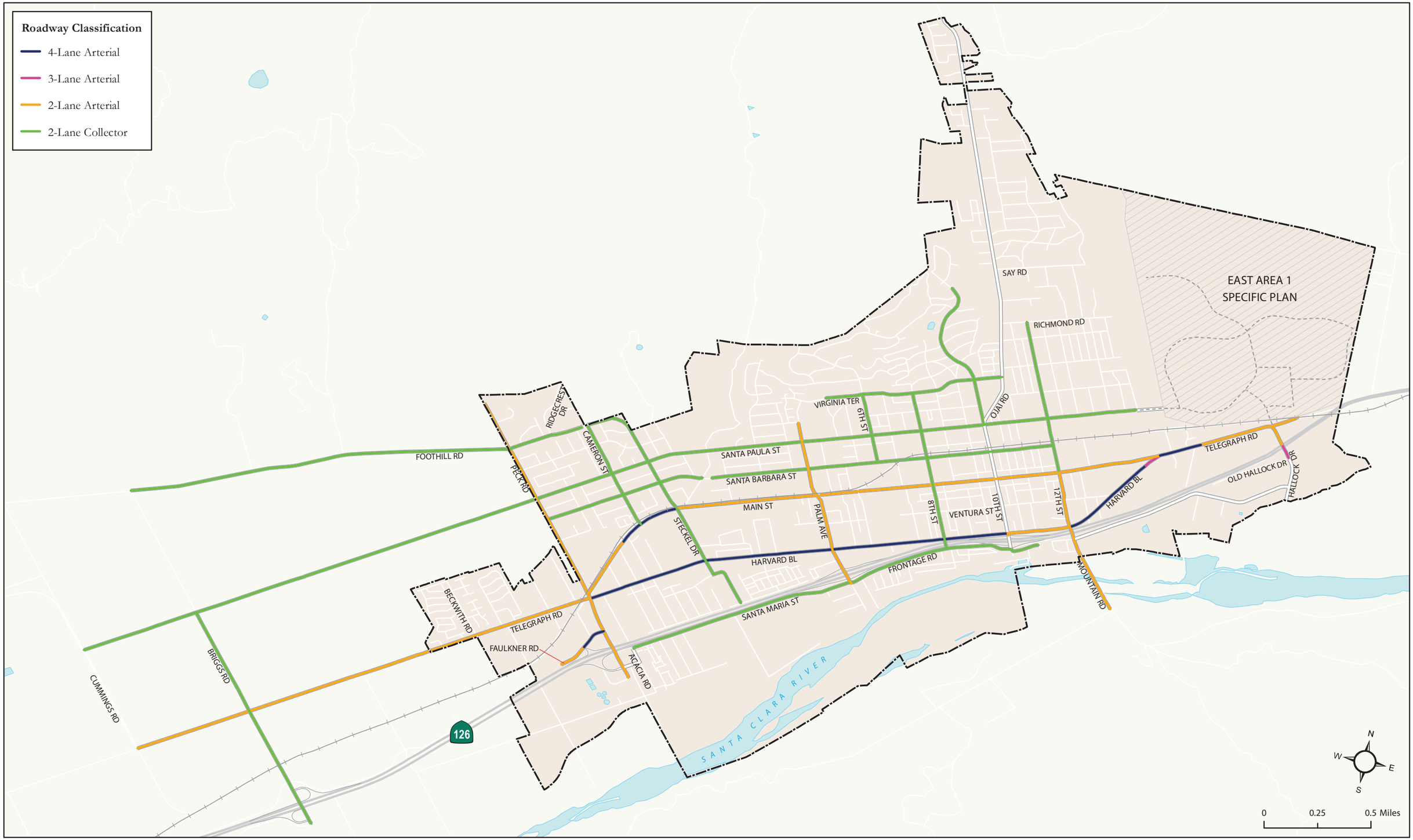
- Streets and Highways Objective 1(a) – *The City should maintain acceptable operations of the City streets and intersections during the peak weekday commute periods.*
- Streets and Highways Objective 1(b) – *The City should require the preparation of traffic impact analyses to identify impacts and mitigation measures for projects, which may result in significant traffic impacts. Deficiency correction plans should be required for streets and intersections where the predicted operation is less than LOS "C".*
- Streets and Highways Objective 1(c) - *A high priority should be placed on the elimination of gaps in the system of arterial and collector streets.*
- Streets and Highways Objective 1(d) – *The City should identify critical street connections to major new land development areas and require their construction as part of the land development projects. The City should also promote the efficient movement of goods and people within new growth areas and between growth areas and other major destinations in the Santa Paula region.*

Policies

- Streets and Highways Policy 1.a.a – *The City should adopt level of service (LOS) "C" as the minimum acceptable LOS for City streets and intersections (weekday P.M. peak period).*
- Streets and Highways Policy 1.b.b – *Sufficient funding should be obtained to properly maintain, operate, and improve the public street system.*
- Streets and Highways Policy 1.c.c – *The public cost of maintaining and operating the existing street system should be reduced through appropriate cost sharing measures.*
- Streets and Highways Policy 1.d.d – *The City should place a high priority on safety and the identification and elimination of high accident locations.*

Chapter 3 documents the selection of study area roadway segments and intersections, as well as the analysis methodologies. **Figure 3-2** displays the existing configurations and physical conditions for study area roadways, as identified in the current Circulation Element, as amended in 2013.

Table 3-1 summarizes the existing physical characteristics of the study roadways as collected via field and aerial reviews, including the number of lanes, existing configuration, type of median, posted speed, presence of bicycle facility, on-street parking restrictions, and sidewalk presence. A description of each of the study area roadways is presented following the table.



City of Santa Paula General Plan Update Mobility Technical Report

Figure 3-2
Existing Roadway Network and Functional Classifications

CHEN RYAN

Table 3-1
Existing Roadway Characteristics

Roadway	From	To	# of Lanes	Existing Configuration	Median	Posted Speed (mph)	Bicycle Facilities	On-Street Parking	Sidewalks
North-South Roadways									
Briggs Road	Santa Paula Street	Telegraph Road	2	2-Lane Collector	Undivided	Not Posted	None	None	None
	Telegraph Road	SR-126 WB Ramps	2	2-Lane Collector	Undivided	Not Posted	None	None	None
	SR-126 WB Ramps	SR-126 EB Ramps	2	2-Lane Collector	Undivided	Not Posted	None	None	None
	SR-126 EB Ramps	Pinkerton Road	2	2-Lane Collector	Undivided	Not Posted	None	None	None
Peck Road	End	Foothill Road	2	2-Lane Arterial	Undivided	35	None	Parallel (East side only)	Yes (Sidewalks intermittent on west side)
	Foothill Road	Santa Paula Street	2	2-Lane Arterial	Undivided	35	None	Parallel (East side only)	Yes (Sidewalks intermittent on west side)
	Santa Paula Street	Santa Barbara Street	2	2-Lane Arterial	Undivided	35	None	Parallel (East side only)	Yes (Sidewalks intermittent on west side)
	Santa Barbara Street	Main Street	2	2-Lane Arterial	Undivided	35	None	Parallel (East side only)	Yes (Sidewalks intermittent on west side)

Table 3-1
Existing Roadway Characteristics

Roadway	From	To	# of Lanes	Existing Configuration	Median	Posted Speed (mph)	Bicycle Facilities	On-Street Parking	Sidewalks
Peck Road	Main Street	Telegraph Road	2	2-Lane Arterial	Undivided	40	None	None	Yes (Asphalt on east side)
	Telegraph Road	Faulkner Road	2	2-Lane Arterial	Undivided	40	None	None	Yes (Asphalt on east side)
	Faulkner Road	SR-126 EB Ramps	2	2-Lane Arterial	Undivided	40	None	None	Yes (Asphalt on east side)
	SR-126 EB Ramps	End	2	2-Lane Arterial	Undivided	40	None	None	Yes (Asphalt on east side)
Cameron Street	Foothill Road	Main Street	2	2-Lane Collector	Undivided	Not Posted	None	Parallel	Yes
Steckel Drive	Foothill Road	Main Street	2	2-Lane Collector	Undivided	25	None	Parallel	Yes
	Main Street	Harvard Boulevard	2	2-Lane Collector	Undivided	25	Yes (Shared with parking on east side)	Parallel (East side only in sections)	Yes
	Harvard Boulevard	End	2	2-Lane Collector	Undivided	25	None	Parallel	Yes
Palm Avenue	End	Santa Paula Street	2	2-Lane Arterial	Undivided	30	None	Parallel	Yes (Intermittent on east side)
	Santa Paula Street	Santa Barbara Street	2	2-Lane Arterial	Undivided	30	Yes (Shared with parking)	Parallel	Yes
Palm Avenue	Santa Barbara Street	Main Street	2	2-Lane Arterial	Undivided	30	Yes (Shared with parking)	Parallel	Yes
	Main Street	Harvard Boulevard	2	2-Lane Arterial	Undivided	30	Yes (Shared with parking)	Parallel	Yes

Table 3-1
Existing Roadway Characteristics

Roadway	From	To	# of Lanes	Existing Configuration	Median	Posted Speed (mph)	Bicycle Facilities	On-Street Parking	Sidewalks
Palm Avenue	Harvard Boulevard	SR-126 WB Ramps	2	2-Lane Arterial	Undivided	Not Posted	Yes	None	Yes (East side only)
	SR-126 WB Ramps	SR-126 EB Ramps	2	2-Lane Arterial	Undivided	Not Posted	Yes	None	Yes (Asphalt)
	SR-126 EB Ramps	End	2	2-Lane Arterial	Undivided	Not Posted	None	Parallel	None
6th Street	Virginia Terrace	Santa Barbara Street	2	2-Lane Collector	Undivided	Not Posted	None	Parallel	Yes
8th Street	Virginia Terrace	Main Street	2	2-Lane Collector	Undivided	30	None	Parallel	Yes
	Main Street	Harvard Boulevard	2	2-Lane Collector	Undivided	30	None	Parallel	Yes
	Harvard Boulevard	Santa Maria Street	2	2-Lane Collector	Undivided	30	None	Parallel	Yes
10th Street	End	Santa Paula Street	2	2-Lane Collector	Undivided	25	None	Parallel (Intermittent on west side north of Virginia Terrace)	Yes (Intermittent on west side north of Virginia Terrace)
10th Street/SR-150	Santa Paula Street	Santa Barbara Street	2	Caltrans Urban Street	Undivided	25	Yes (Shared with parking)	Parallel	Yes
	Santa Barbara Street	Main Street	2	Caltrans Urban Street	CLTL	25	Yes (Shared with parking)	Parallel	Yes

Table 3-1
Existing Roadway Characteristics

Roadway	From	To	# of Lanes	Existing Configuration	Median	Posted Speed (mph)	Bicycle Facilities	On-Street Parking	Sidewalks
10th Street/SR-150	Main Street	E Ventura Street	2	Caltrans Urban Street	CLTL	25	Yes (Shared with parking)	Parallel	Yes
	E Ventura Street	Harvard Boulevard	2	Caltrans Urban Street	Undivided	25	Yes (Shared with parking)	Parallel	Yes
	Harvard Boulevard	SR-126 WB Ramps	2	Caltrans Urban Street	Undivided	Not Posted	None	None	Yes
	SR-126 WB Ramps	SR-126 EB Ramps/Santa Maria Street	2	Caltrans Urban Street	Undivided	Not Posted	None	None	Yes
Ojai Road/SR-150	Richmond Road	Virginia Terrace	2	Caltrans Urban Street	Undivided	25-40 SB 35-40 NB	None	Parallel (In Sections)	Yes (Sidewalks intermittent west side)
	Virginia Terrace	Santa Paula Street	2	Caltrans Urban Street	Undivided	25 SB 35 NB	None	Parallel (In Sections)	Yes (Sidewalks intermittent west side)
12th Street	Richmond Road	Main Street	2	2-Lane Collector	Undivided	30	None	Parallel	Yes
	Main Street	Harvard Boulevard	2	2-Lane Arterial	Undivided	30	None	Parallel	Yes
S. Mountain Road	Harvard Boulevard	City Limits	2	2-Lane Arterial	Undivided	Not Posted	None	None	Yes (Under SR-126 overpass only)
Hallock Drive	Telegraph Road	SR-126	4	4-Lane Arterial	Striped Median	Not Posted	None	Parallel (East side only)	East side only

Table 3-1
Existing Roadway Characteristics

Roadway	From	To	# of Lanes	Existing Configuration	Median	Posted Speed (mph)	Bicycle Facilities	On-Street Parking	Sidewalks
Hallock Drive	SR-126	Old Hallock Drive	2 SB 1 NB	3-Lane Arterial	Undivided	Not Posted	None	Parallel	West side only
East-West Roadways									
Foothill Road	Briggs Road	Peck Road	2	2-Lane Collector	Undivided	55	None	None	None
	Peck Road	Ridgecrest Drive	2	2-Lane Collector	Undivided	25	None	Parallel	North side only
Virginia Terrace	End	Ojai Road	2	2-Lane Collector	Undivided	25	None	Parallel	Yes
Santa Paula Street	Cummings Road	Peck Road	2	2-Lane Collector	Undivided	Not Posted	None	None	None
	Peck Road	Palm Avenue	2	2-Lane Collector	Undivided	35	Yes (Shared with parking)	Parallel	Yes
	Palm Avenue	10th Street	2	2-Lane Collector	Undivided	25	Yes (Shared with parking)	Parallel	Yes
	10th Street	End	2	2-Lane Collector	Undivided	25	None	Parallel	Yes (Sidewalks Intermittent)
Santa Barbara Street	Peck Road	Dead End	2	2-Lane Collector	Undivided	25	None	Parallel	Yes
	Dead End	Palm Avenue	2	2-Lane Collector	Undivided	25	None	Parallel	Yes
	Palm Avenue	10th Street	2	2-Lane Collector	Undivided	25	None	Parallel	Yes (Section Missing on south side)

Table 3-1
Existing Roadway Characteristics

Roadway	From	To	# of Lanes	Existing Configuration	Median	Posted Speed (mph)	Bicycle Facilities	On-Street Parking	Sidewalks
Santa Barbara Street	10th Street	12th Street	2	2-Lane Collector	Undivided	25	None	Parallel	Yes (Section Missing on north side)
Telegraph Road	Cummings Road	Briggs Road	2	2-Lane Arterial	Undivided	40	None	None	None
	Briggs Road	950 ft W of Beckwith Road	2	2-Lane Arterial	Undivided	40	None	None	None
	950 ft W of Beckwith Road	Peck Road	2	2-Lane Arterial	CLTL	40	None	Parallel (Intermittent on north side)	Yes (Sidewalks intermittent)
	Main Street	850 ft E of Main Street	4	4-Lane Arterial	Raised Median	30	None	Parallel (Along dirt shoulder)	Yes (Along overpass only)
	850 ft E of Main Street	Hallock Drive	2	2-Lane Arterial	Undivided	45	None	Parallel (Along dirt shoulder)	None
	Hallock Drive	End	2	2-Lane Arterial	Undivided	Not Posted	None	South side only	South side only
Main Street	Peck Road	1500 ft W of Steckel Drive	2	2-Lane Arterial	CLTL	Not Posted	None	Parallel (South side only)	Rail trail north side
	1500 ft W of Steckel Drive	Steckel Drive	4	4-Lane Arterial	CLTL	Not Posted	None	None	Intermittent south side, rail trail north side
	Steckel Drive	Palm Avenue	2	2-Lane Arterial	Undivided	Not Posted	None	Parallel (South side only)	South side only (Rail trail along north side)

Table 3-1
Existing Roadway Characteristics

Roadway	From	To	# of Lanes	Existing Configuration	Median	Posted Speed (mph)	Bicycle Facilities	On-Street Parking	Sidewalks
Main Street	Palm Avenue	8th Street	2	2-Lane Arterial	Undivided	25	None	Yes (Parallel north side, parallel/angled south side)	Yes (Rail trail west of 4th Street)
	8th Street	10th Street	2	2-Lane Arterial	Undivided	25	None	Angled	Yes
	10th Street	12th Street	2	2-Lane Arterial	Undivided	25	None	Yes (Parallel north side, parallel/angled south side)	Yes
	12th Street	Telegraph Road	2	2-Lane Arterial	Undivided	35	None	Parallel	Yes (Sidewalks intermittent)
Harvard Boulevard	Peck Road	Steckel Drive	4	4-Lane Arterial	CLTL	35	None	Parallel	Yes
	Steckel Drive	Palm Avenue	4	4-Lane Arterial	CLTL	35	None	Parallel	Yes
	Palm Avenue	8th Street	4	4-Lane Arterial	CLTL	30	None	Parallel	Yes
	8th Street	10th Street	4	4-Lane Arterial	CLTL	30	None	Parallel (North side only)	North side only (sidewalk intermittent)
	10th Street	12th Street	2	2-Lane Arterial	CLTL	30	None	Parallel (North side only)	Yes (Asphalt on south side)
	12th Street	440 ft W of Main Street / Telegraph Road	4	2-Lane Arterial	CLTL	30	Yes (Shared with parking)	Parallel	Yes (Asphalt on south side)

Table 3-1
Existing Roadway Characteristics

Roadway	From	To	# of Lanes	Existing Configuration	Median	Posted Speed (mph)	Bicycle Facilities	On-Street Parking	Sidewalks
Harvard Boulevard	440 ft W of Main Street / Telegraph Road	Main Street / Telegraph Road	1 WB 2 EB	3-Lane Arterial	CLTL	30	Yes (Shared with parking)	Parallel	South side only
Faulkner Road	End	SR-126 WB Ramps	2	2-Lane Arterial	Striped Median	Not Posted	None	Parallel	North side only
	SR-126 WB Ramps	Peck Road	4	4-Lane Arterial	Undivided	Not Posted	None	None	North side only
Santa Maria Street	Acacia Road	Palm Avenue	2	2-Lane Collector	Undivided	40	None	Parallel (South side only)	Yes (Asphalt) (Sidewalk intermittent south side)
	Palm Avenue	Dead End (parking lot)	2	2-Lane Collector	Undivided	40	None	Parallel (South side only)	Yes (Asphalt) (Sidewalk intermittent south side)
E Santa Maria Street	Dead End	10th Street	2	2-Lane Collector	Undivided	Not Posted	None	Parallel (South side only)	Yes (Asphalt) (Sidewalk intermittent south side)
	10th Street	End	2	2-Lane Collector	Undivided	Not Posted	None	Parallel (South side only)	Yes (Asphalt)

Source: Chen Ryan Associates, 2018

North-South Roadways

Briggs Road

Briggs Road is located to the west of the City of Santa Paula, extending from Foothill Road to its southern terminus at the SR-126 eastbound ramps. Briggs Road is a 2-lane undivided collector roadway with no posted speed limit. Bicycle facilities, on-street parking, and sidewalks are not present.

Peck Road

Peck Road is located on the western side of the City of Santa Paula, extending from approximately 1,000 feet north of Foothill Road to its southern terminus approximately 1,800 feet south of the SR-126 ramps. Peck Road is a 2-lane undivided arterial roadway with a posted speed limit of 35 mph north of Main Street and 40 mph south of Main Street. Parallel parking is permitted north of Main Street along the east side of the roadway. Sidewalks are generally present along the east side of the roadway, and are intermittent along the west side of the roadway. South of Main Street, sidewalks along the east side of the roadway are paved with asphalt. No bicycle facilities are present along Peck Road.

Cameron Street

Cameron Street runs from Foothill Road to its southern terminus at Main Street. Cameron Street is a 2-lane undivided collector roadway with no posted speed limit. Parallel parking is permitted along both sides of the roadway. Sidewalks are also present along both sides of the roadway. No bicycle facilities are present along Cameron Street.

Steckel Drive

Steckel Drive is a 2-lane undivided collector roadway that runs from Foothill Road to its southern terminus at SR-126. The posted speed limit is 25 mph along the roadway. Parallel parking is permitted along both sides of the roadway between Foothill Road and Main Street, along the east side of the roadway between Main Street and Moultrie Place, and along both sides of the roadway again south of Harvard Boulevard. Sidewalks are present along both sides of the roadway. Between Main Street and Harvard Boulevard, a Class II bicycle lane is available along the west side of the roadway, as well as a shared bicycle and/or parking lane along the east side of the roadway.

Palm Avenue

Palm Avenue is a 2-lane undivided arterial roadway that runs between approximately 1,000 feet north of Santa Paula Street and its southern terminus approximately 400 feet south of the SR-126 eastbound ramps. The posted speed limit is 30 mph along the roadway. Parallel parking is permitted between the northern terminus of the roadway and Harvard Boulevard, as well as south of the SR-126 eastbound ramps near the southern terminus of the roadway. Bicycle facilities consist of lanes shared with on-street parking between Santa Paula Street and Harvard Boulevard. Dedicated bike lanes run between Harvard Boulevard and the SR-126 eastbound ramps. Sidewalks are generally present, although sections are missing along the east side of the roadway between the northern terminus and Santa Paula Street, as well as south of the SR-126

eastbound ramps. Additionally, sidewalks are paved with asphalt under the SR-126 freeway, between the westbound and eastbound ramps.

6th Street

6th Street runs between approximately 1,700 feet north of Virginia Terrace and its southern terminus at Santa Barbara Street as a 2-lane undivided collector roadway. There is currently no posted speed limit along 6th Street. Parallel parking is available along both sides of the roadway. Sidewalks are also present along both sides of the roadway. There are no bicycle facilities present along 6th Street.

8th Street

8th Street runs between approximately 150 feet north of Virginia Terrace and its southern terminus at Santa Maria Street south of the SR-126 freeway. 8th Street is a 2-lane undivided collector roadway with a posted speed limit of 30 mph. Parallel parking is available along both sides of the roadway. Sidewalks are also present along both sides of the roadway. There are no bicycle facilities present along 8th Street.

10th Street/SR-150

10th Street runs between approximately 2,000 feet north of Virginia Terrace, near the Santa Paula Hospital, to its southern terminus at East Santa Maria Street. South of Santa Paula Street, 10th Street carries the SR-150 designation, which is a state highway that runs from the City of Santa Paula to the Ventura/Santa Barbara County line. 10th Street is generally a 2-lane undivided roadway with a posted speed limit of 25 mph, although a center left-turn lane is present between East Santa Barbara Street and East Ventura Street, and speed limits are not posted south of Harvard Boulevard. Parallel parking is intermittently permitted between the northern terminus of the roadway and Santa Paula Street, and is generally permitted along both sides of the roadway north of Harvard Boulevard. Sidewalks are generally present along both sides of the roadway, although are intermittent along the west side of the roadway north of Virginia Terrace. Class II bicycle lanes are present between Santa Paula Street and Harvard Boulevard, though sections share with on-street parking.

Ojai Road/SR-150

Ojai Road/SR-150 is a 2-lane undivided state highway that runs from the City of Santa Paula to the Ventura/Santa Barbara County line. SR-150 is signed as Ojai Road between the northern City Limits and the southern terminus of Ojai Road at 10th Street, where SR-150 continues along 10th Street. Posted speed limits reduce as motorists approach the Santa Paula central business district. The posted speed limit for southbound travel reduces from 40 mph to 30 mph near Bedford Road. Southbound posted speed limits reduce further to 25 mph south of Virginia Terrace. Similarly, northbound posted speed limits departing the Santa Paula area increase from 25 mph to 35 mph near Virginia Terrace, and increase further to 40 mph near Bedford Street. Parallel parking is permitted intermittently along the roadway where shoulder width permits. Sidewalks are generally present along the roadway within Santa Paula City limits, although

sections are intermittent along the west side of the roadway. There are no bicycle facilities along Ojai Road/SR-150.

12th Street

12th Street is a 2-lane undivided roadway that runs between Richmond Road and its southern terminus at Harvard Boulevard, where the roadway becomes South Mountain Road. North of Main Street, 12th Street is designated as a collector roadway, transitioning to an arterial roadway south of Main Street. Posted speed limits along 12th Street are 30 mph. Parallel parking is permitted along both sides of the roadway. Sidewalks are also present along both sides of the roadway. There are no bicycle facilities along 12th Street.

South Mountain Road

South Mountain Road is a 2-lane undivided arterial roadway that runs between Harvard Boulevard and the Santa Paula City Limits, where the roadway continues east toward the unincorporated community of Bardsdale. Speed limits are not posted along the roadway. On-street parking is not permitted. Sidewalks are available along both sides of the roadway under the SR-126 freeway overpass, but terminate at the intersection with E. Santa Maria Street, although an informal walking path is present along the west side of the road south of E. Santa Maria Street and sidewalks are present along the bridge over the Santa Clara River. There are no bicycle facilities along South Mountain Road.

Hallock Drive

Hallock Drive runs from Telegraph Road to its southern terminus approximately 1,400 feet south of SR-126. The roadway has an at-grade intersection with SR-126, prior to SR-126 becoming a freeway to the west. North of SR-126, Hallock Drive is a 4-lane arterial roadway with a striped median. On-street parallel parking and sidewalks are available along the east side of the roadway in this segment. South of SR-126, Hallock Drive becomes a 3-lane undivided arterial roadway with 1 northbound lane and 2 southbound lanes in the segment between SR-126 and Old Hallock Drive. Parallel parking is permitted along this segment of the roadway, and a sidewalk is available along the west side of the roadway. There is no posted speed limit along the roadway. Bicycle facilities are not present along Hallock Drive.

East-West Roadways

Foothill Road

Foothill Road runs in the northwestern portion of the City, originating in the City of Ventura to the west, and terminating approximately 950 feet east of Peck Road. Foothill Road is a 2-lane undivided collector roadway with a posted speed limit of 55 mph west of Peck Road, which reduces to 25 mph east of Peck Road. East of Peck Road, on-street parallel parking is permitted. Sidewalks are present along the north side of the roadway east of Peck Road. There are no bicycle facilities along Foothill Road.

Virginia Terrace
Virginia Terrace is a 2-lane undivided collector roadway that runs from approximately 400 feet west of Palm Avenue to its terminus at Ojai Road/SR-150. The posted speed limit is 25 mph. On-street parallel parking is permitted along both sides of the roadway. Sidewalks are also available along both sides of the roadway, with discontinuous sections west of 7th Street. There are no bicycle facilities along Virginia Terrace.

Santa Paula Street
Santa Paula Street is a 2-lane undivided collector roadway that runs from Cummings Road west of the Santa Paula City limits to its eastern terminus at Grant Line Street. West of the Santa Paula City limits, there is no posted speed limit. Between Peck Road and Palm Avenue, the posted speed limit is 35 mph. East of Palm Avenue, the posted speed limit is 25 mph. On-Street parallel parking is permitted east of Peck Road. Sidewalks are also available east of Peck Road, though sections are discontinuous east of 10th Street. A shared bicycle/parking lane exists between Peck Road and 10th Street.

Santa Barbara Street
Santa Barbara Street is a 2-lane undivided collector roadway with two discontinuous segments. The first segment runs between Peck Road and a dead-end approximately 900 feet east of Steckel Drive. The second segment runs between approximately 2,100 feet west of Palm Avenue and its terminus at 12th Street. In both segments, posted speed limits are 25 mph. On-street parallel parking is permitted along both sides of the roadway, with spot designators between Davis Street and Oak Street. Sidewalks are also present along both sides of the roadway except a small network gap along the north side of the roadway near 8th Street and discontinuity along the south side of the street between Ojai Street and 11th Street. Generally, there are no bicycle facilities along Santa Barbara Street, except for a Class I shared bicycle/pedestrian path that runs in close proximity to the roadway between 8th Street and 10th Street and runs approximately 1,000 feet along the north side of the roadway between 10th Street and 12th Street.

Telegraph Road
Telegraph Road provides east-west connectivity through the Santa Clara River Valley between the City of Ventura and Interstate 5 in Castaic Junction. As freeway improvements have prioritized the SR-126 corridor for east-west connectivity, freeway segments bifurcate Telegraph Road in some locations, such as near the eastern Santa Paula City limits. In the City of Santa Paula, Telegraph Road occupies two discontinuous segments.

The first segment is located in the western portion of Santa Paula, running from the City of Ventura to Peck Road. This western segment of Telegraph Road is a 2-lane undivided arterial roadway, which transitions to a 2-lane arterial roadway with a center-left-turn-lane approximately 950 feet west of Beckwith Road. The posted speed limit is 40 mph. On-street parallel parking is available intermittently along the north side of the roadway between approximately 950 feet west of Beckwith Road and Peck Road. Sidewalks are intermittently

present along the roadway. There are no bicycle facilities along the western segment of Telegraph Road.

The second segment is located in the Eastern portion of Santa Paula, running for approximately 3000 feet from the intersection with Main Street to Padre Lane near SR-126. This eastern segment of Telegraph Road is a 4-lane arterial roadway with a raised median between Main Street and approximately 850 feet east of Main Street, and transitions to a 2-lane undivided arterial roadway to the eastern terminus. The posted speed limit is 30 mph between Main Street and approximately 850 feet east of Main Street, and increases to 45 mph towards its eastern terminus. On-street parallel parking is permitted along the dirt shoulder along both sides of the roadway between Main Street and Hallock Drive, as well as along the south side of the roadway east of Hallock Drive. Sidewalks are available intermittently, such as on the overpass above the Santa Paula Creek, and the south side of the roadway between Hallock Drive and the eastern terminus of Telegraph Road. There are no bicycle facilities along the eastern segment of Telegraph Road.

Main Street

Main Street runs from Peck Road in the west to its eastern terminus at the junction of Harvard Boulevard and Telegraph Road. Main Street provides connectivity to Santa Paula's business district. Main Street is a 2-lane undivided arterial roadway between Peck Road and Lucada Street, and transitions over the course of approximately 350 feet to become a 4-lane arterial roadway, and reducing again to 2 lanes east of Steckel Drive. Where posted, speed limits are 25 mph. Parallel on-street parking is permitted along the south side of the roadway between Peck Street and Laurie Lane, between Steckel Drive and Palm Avenue, and along both sides of the roadway between Palm Avenue and 7th Street. Between 7th Street and 8th Street, parallel parking is available along the north side of the roadway and angled parking is available on the south side. Angled parking is found along both sides of the roadway between 8th Street and 10th Street, again reverting to parallel parking along the north side of the roadway and angled parking along the south side of the roadway between 10th Street and 11th Street. East of 11th Street, parallel parking is permitted along both sides of the roadway where space allows. Sidewalks are generally available along both sides of the roadway, with the exception of between Peck Road and 4th Street, where pedestrian connectivity is primarily provided by a rail trail along the north side of the roadway supplemented by sidewalks along the south side of the roadway east of Lucada Street. Between 12th Street and Telegraph Road/Harvard Boulevard, sidewalk coverage is also intermittent. There are no bicycle facilities on Main Street, although the rail trail runs parallel to the street between Peck Road and 4th Street near Downtown.

Harvard Boulevard

Harvard Boulevard runs between Peck Road in the west to its eastern terminus at the junction of Main Street and Telegraph Road. From Peck Road to 10th Street, Harvard Boulevard is a 4-lane arterial roadway with a center-left-turn-lane. East of 10th Street, Harvard Boulevard narrows to a 2-lane arterial roadway with a center-left-turn-lane, and widens to a 4-lane arterial roadway with center left-turn lane east of 12th Street, before narrowing to 3 lanes for approximately 440

feet as the roadway approaches Main Street/Telegraph Road. The posted speed limit is 35 mph between Peck Road and Palm Avenue, which reduces to 30 mph between Palm Avenue and the eastern terminus of the roadway. On-street parallel parking is generally permitted along the roadway, but is only allowed along the north side of the roadway between 8th Street and 12th Street. Sidewalks are generally present along both sides of the roadway, but are along the north side only between 8th Street and 10th Street, and along the south side only between approximately 440 feet west of Main Street/Telegraph Road and Main Street/Telegraph Road. Between 10th Street and 440 feet west of Main Street/Telegraph Road, sidewalks are paved with asphalt along the south side of the roadway. A short segment of Class II bicycle lanes shared with parking exists between 12th Street and Main Street.

Faulkner Road

Faulkner Road primarily provides connectivity to SR-126 westbound ramps. The roadway is designated as an arterial. Faulkner Road is a 2-lane roadway with a striped median between its western terminus and the SR-126 westbound ramps. Between the SR-126 westbound ramps and Peck Road, the roadway widens to 4 lanes. Speed limits are not posted along the roadway. On-street parallel parking is permitted west of the SR-126 Ramps. Sidewalks are present along the north side of the roadway. There are no bicycle facilities along Faulkner Road.

Santa Maria Street

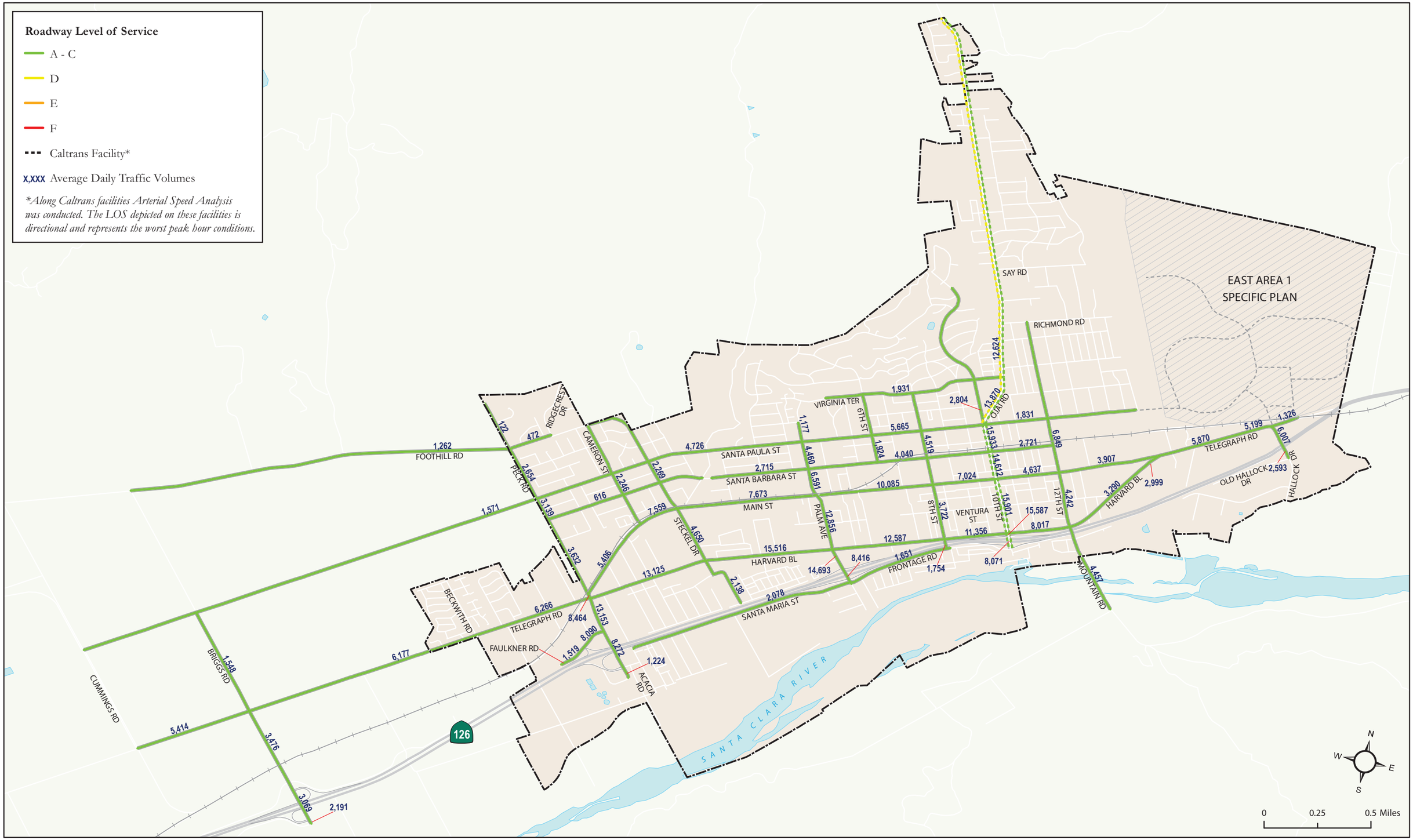
Santa Maria Street runs between Acacia Road and its terminus at the Santa Paula Airport parking lot entrance east of 8th Street. The roadway is a 2-lane undivided facility, with a posted speed limit of 40 mph. On-street parallel parking is permitted along the south side of the roadway. Asphalt-paved sidewalks are present along both sides of the roadway, although connectivity is intermittent along the south side. There are no bicycle facilities along Santa Maria Street.

East Santa Maria Street

East Santa Maria Street runs between the Santa Paula Airport parking lot and its eastern terminus approximately 550 feet east of 10th Street. Posted speed limits are not posted. On-street parallel parking is permitted along the south side of the roadway. Asphalt-paved sidewalks are present along both sides of the roadway, although connectivity is intermittent along the south side. There are no bicycle facilities along East Santa Maria Street.

3.1.1 Roadway Segment Level of Service

Figure 3-3 displays the existing (2016) average daily traffic volumes for study roadway segments and the current level of service. Additionally, **Table 3-2** documents the existing study roadway segment level of service for all roadways that do not fall under Caltrans' jurisdiction, while **Table 3-3** presents existing study roadway level of service for 10th Street/Ojai Road/SR-150, since it falls under the Caltrans Urban Street classification. **Appendix A** contains the average daily traffic counts (collected in February, 2016) utilized in this report.



City of Santa Paula General Plan Update Mobility Technical Report

Figure 3-3
Existing Roadway Traffic Volumes and Level of Service (2016)

Table 3-2
Existing Roadway Segment Level of Service

Roadway	Segment	Count Date	Count Source	Existing Configuration	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Briggs Road	From Santa Paula Street to Telegraph Road	2/4/2016	Counts Unlimited	2-Lane Collector	1,548	11,800	0.131	A	Ventura County
	From Telegraph Road to SR-126 WB Ramps	2/4/2016	Counts Unlimited	2-Lane Collector	3,476	11,800	0.295	A	Ventura County
	From SR-126 WB Ramps to SR-126 EB Ramps	2/4/2016	Counts Unlimited	2-Lane Collector	3,069	11,800	0.260	A	Ventura County
	From SR-126 EB Ramps to Pinkerton Road	2/4/2016	Counts Unlimited	2-Lane Collector	2,191	11,800	0.186	A	Santa Paula
Peck Road	From northern terminus to Foothill Road	2/4/2016	Counts Unlimited	2-Lane Arterial	122	20,000	0.006	A	Santa Paula
	From Foothill Road to Santa Paula Street	2/4/2016	Counts Unlimited	2-Lane Arterial	2,654	20,000	0.133	A	Santa Paula
	From Santa Paula Street to Santa Barbara Street	2/4/2016	Counts Unlimited	2-Lane Arterial	3,139	20,000	0.157	A	Santa Paula
	From Santa Barbara Street to Main Street	2/4/2016	Counts Unlimited	2-Lane Arterial	3,632	20,000	0.182	A	Santa Paula
	From Main Street to Telegraph Road	2/4/2016	Counts Unlimited	2-Lane Arterial	8,464	20,000	0.423	A	Santa Paula
	From Telegraph Road to Faulkner Road	2/4/2016	Counts Unlimited	2-Lane Arterial	13,153	20,000	0.658	B	Santa Paula
	From Faulkner Road to SR-126 EB Ramps	2/4/2016	Counts Unlimited	2-Lane Arterial	8,272	20,000	0.414	A	Santa Paula
	From SR-126 EB Ramps to southern terminus	2/4/2016	Counts Unlimited	2-Lane Arterial	1,224	20,000	0.061	A	Santa Paula
Cameron Street	From Foothill Road to Main Street	2/4/2016	Counts Unlimited	2-Lane Collector	2,246	11,800	0.190	A	Santa Paula
Steckel Drive	From Foothill Road to Main Street	2/4/2016	Counts Unlimited	2-Lane Collector	2,269	11,800	0.192	A	Santa Paula
	From Main Street to Harvard Boulevard	2/4/2016	Counts Unlimited	2-Lane Collector	4,650	11,800	0.394	A	Santa Paula
	From Harvard Boulevard to southern terminus	2/4/2016	Counts Unlimited	2-Lane Collector	2,138	11,800	0.181	A	Santa Paula

Table 3-2
Existing Roadway Segment Level of Service

Roadway	Segment	Count Date	Count Source	Existing Configuration	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Palm Avenue	From northern terminus to Santa Paula Street	4/2/2016	Counts Unlimited	2-Lane Arterial	1,177	20,000	0.059	A	Santa Paula
	From Santa Paula Street to Santa Barbara Street	4/2/2016	Counts Unlimited	2-Lane Arterial	4,460	20,000	0.223	A	Santa Paula
	From Santa Barbara Street to Main Street	4/2/2016	Counts Unlimited	2-Lane Arterial	6,591	20,000	0.330	A	Santa Paula
	From Main Street to Harvard Boulevard	4/2/2016	Counts Unlimited	2-Lane Arterial	12,856	20,000	0.643	B	Santa Paula
	From Harvard Boulevard to SR-126 WB Ramps	4/2/2016	Counts Unlimited	2-Lane Arterial	14,693	20,000	0.735	C	Santa Paula
	From SR-126 WB Ramps to SR-126 EB Ramps	4/2/2016	Counts Unlimited	2-Lane Arterial	8,416	20,000	0.421	A	Santa Paula
	From SR-126 EB Ramps to Santa Maria Street	4/2/2016	Counts Unlimited	2-Lane Arterial	474	20,000	0.024	A	Santa Paula
	From SR-126 EB Ramps to southern terminus	4/2/2016	Counts Unlimited	2-Lane Arterial	474	11,800	0.024	A	Santa Paula
6th Street	From Virginia Terrace to Santa Barbara Street	4/2/2016	Counts Unlimited	2-Lane Collector	1,924	11,800	0.163	A	Santa Paula
8th Street	From Virginia Terrace to Main Street	2/2/2016	Counts Unlimited	2-Lane Collector	4,519	11,800	0.383	A	Santa Paula
	From Main Street to Harvard Boulevard	2/2/2016	Counts Unlimited	2-Lane Collector	3,722	11,800	0.315	A	Santa Paula
	From Harvard Boulevard to Santa Maria Street	2/2/2016	Counts Unlimited	2-Lane Collector	1,754	11,800	0.149	A	Santa Paula
10th Street	From northern terminus to Santa Paula Street	2/2/2016	Counts Unlimited	2-Lane Collector	2,804	11,800	0.238	A	Santa Paula
10th Street / SR-150	From Santa Paula Street to Santa Barbara Street	2/2/2016	Counts Unlimited	2-Lane Caltrans Urban Street	15,933	*See Table 3-3*			Caltrans
	From Santa Barbara Street to Main Street	2/2/2016	Counts Unlimited	2-Lane Caltrans Urban Street	14,612	*See Table 3-3*			Caltrans
	From Main Street to East Ventura Street	2/2/2016	Counts Unlimited	2-Lane Caltrans Urban Street	15,901	*See Table 3-3*			Caltrans

Table 3-2
Existing Roadway Segment Level of Service

Roadway	Segment	Count Date	Count Source	Existing Configuration	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
10th Street / SR-150	From East Ventura Street to Harvard Boulevard	2/2/2016	Counts Unlimited	2-Lane Caltrans Urban Street	15,901	*See Table 3-3*			Caltrans
	From Harvard Boulevard to SR-126 WB Ramps	2/2/2016	Counts Unlimited	2-Lane Caltrans Urban Street	15,587	*See Table 3-3*			Caltrans
	From SR-126 WB Ramps to SR-126 EB Ramps	2/2/2016	Counts Unlimited	2-Lane Caltrans Urban Street	8,071	*See Table 3-3*			Caltrans
	From SR-126 EB Ramps to Santa Maria Street	2/2/2016	Counts Unlimited	2-Lane Caltrans Urban Street	8,071	*See Table 3-3*			Caltrans
Ojai Road / SR-150	From Northern City Limits Road to Virginia Terrace	2/2/2016	Counts Unlimited	2-Lane Caltrans Urban Street	12,624	*See Table 3-3*			Caltrans
	From Virginia Terrace to Santa Paula Street	2/2/2016	Counts Unlimited	2-Lane Caltrans Urban Street	13,870	*See Table 3-3*			Caltrans
12th Street	From Richmond Road to Main Street	2/2/2016	Counts Unlimited	2-Lane Collector	6,849	11,800	0.580	A	Santa Paula
	From Main Street to Harvard Boulevard	2/2/2016	Counts Unlimited	2-Lane Arterial	4,242	20,000	0.212	A	Santa Paula
S. Mountain Road	From Harvard Boulevard to southern terminus	2/4/2016	Counts Unlimited	2-Lane Arterial	4,457	20,000	0.223	A	Santa Paula
Hallock Drive	From Telegraph Road to SR-126	2/2/2016	Counts Unlimited	2-Lane Arterial	6,007	20,000	0.300	A	Santa Paula
	From SR-126 to Old Hallock Drive	2/2/2016	Counts Unlimited	3-Lane Arterial (2SB 1 NB)*	2,593	29,925	0.087	A	Santa Paula
Foothill Road	From Briggs Road to Peck Road	2/4/2016	Counts Unlimited	2-Lane Collector	1,262	11,800	0.107	A	Ventura County
	From Peck Road to Ridgecrest Drive	2/4/2016	Counts Unlimited	2-Lane Collector	472	11,800	0.040	A	Santa Paula
Virginia Terrace	From western terminus to Ojai Road	2/4/2016	Counts Unlimited	2-Lane Collector	1,931	11,800	0.164	A	Santa Paula
Santa Paula Street	From Cummings Road to Peck Road	2/4/2016	Counts Unlimited	2-Lane Collector	1,571	11,800	0.133	A	Ventura County
	From Peck Road to Palm Avenue	2/4/2016	Counts Unlimited	2-Lane Collector	4,726	11,800	0.401	A	Santa Paula

Table 3-2
Existing Roadway Segment Level of Service

Roadway	Segment	Count Date	Count Source	Existing Configuration	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Santa Paula Street	From Palm Avenue to 10th Street	2/2/2016	Counts Unlimited	2-Lane Collector	5,665	11,800	0.480	A	Santa Paula
	From 10th Street to eastern terminus	2/2/2016	Counts Unlimited	2-Lane Collector	1,831	11,800	0.155	A	Santa Paula
Santa Barbara Street	From Peck Road to dead end	2/4/2016	Counts Unlimited	2-Lane Collector	616	11,800	0.052	A	Santa Paula
	From end to Palm Avenue	2/4/2016	Counts Unlimited	2-Lane Collector	2,715	11,800	0.230	A	Santa Paula
	From Palm Avenue to 10th Street	2/2/2016	Counts Unlimited	2-Lane Collector	4,040	11,800	0.342	A	Santa Paula
	From 10th Street to 12th Street	2/2/2016	Counts Unlimited	2-Lane Collector	2,721	11,800	0.231	A	Santa Paula
Telegraph Road	From Cummings Road to Briggs Road	2/4/2016	Counts Unlimited	2-Lane Arterial	5,414	20,000	0.271	A	Ventura County
	From Briggs Road to 950 ft. west of Beckwith Street	2/4/2016	Counts Unlimited	2-Lane Arterial	6,177	20,000	0.309	A	Ventura County
	From 950 ft. west of Beckwith Street to Peck Road	2/4/2016	Counts Unlimited	2-Lane Arterial	6,266	20,000	0.313	A	Santa Paula
	From Main Street to 850 ft. east of Main Street	2/2/2016	Counts Unlimited	4-Lane Arterial	5,870	39,900	0.147	A	Santa Paula
	From 850 ft. east of Main Street to Hallock Drive	2/2/2016	Counts Unlimited	2-Lane Arterial	5,199	20,000	0.260	A	Santa Paula
	From Hallock Drive to eastern terminus	2/2/2016	Counts Unlimited	2-Lane Arterial	1,326	20,000	0.066	A	Santa Paula
Main Street	From Peck Road to 1,500 ft. west of Steckel Drive	2/4/2016	Counts Unlimited	2-Lane Arterial	5,406	20,000	0.270	A	Santa Paula
	From 1,500 ft. west of Steckel Drive to Steckel Drive	2/4/2016	Counts Unlimited	4-Lane Arterial	7,559	39,900	0.189	A	Santa Paula
	From Steckel Drive to Palm Avenue	2/4/2016	Counts Unlimited	2-Lane Arterial	7,673	20,000	0.384	A	Santa Paula
	From Palm Avenue to 8th Street	2/2/2016	Counts Unlimited	2-Lane Arterial	10,085	20,000	0.504	A	Santa Paula
	From 8th Street to 10th Street	2/2/2016	Counts Unlimited	2-Lane Arterial	7,024	20,000	0.351	A	Santa Paula

Table 3-2
Existing Roadway Segment Level of Service

Roadway	Segment	Count Date	Count Source	Existing Configuration	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Main Street	From 10th Street to 12th Street	2/2/2016	Counts Unlimited	2-Lane Arterial	4,637	20,000	0.232	A	Santa Paula
	From 12th Street to Harvard Boulevard	2/2/2016	Counts Unlimited	2-Lane Arterial	3,907	20,000	0.195	A	Santa Paula
Harvard Boulevard	From Peck Road to Steckel Drive	2/4/2016	Counts Unlimited	4-Lane Arterial	13,125	39,900	0.329	A	Santa Paula
	From Steckel Drive to Palm Avenue	2/4/2016	Counts Unlimited	4-Lane Arterial	15,516	39,900	0.389	A	Santa Paula
	From Palm Avenue to 8th Street	2/4/2016	Counts Unlimited	4-Lane Arterial	12,587	39,900	0.315	A	Santa Paula
	From 8th Street to 10th Street	2/2/2016	Counts Unlimited	4-Lane Arterial	11,356	39,900	0.285	A	Santa Paula
	From 10th Street to 12th Street	2/2/2016	Counts Unlimited	2-Lane Arterial	8,017	20,000	0.401	A	Santa Paula
	From 12th Street to 440 ft. west of Main Street	2/2/2016	Counts Unlimited	4-Lane Arterial	3,290	39,900	0.082	A	Santa Paula
	From 440 ft. west of Main Street to Main Street	2/2/2016	Counts Unlimited	3-Lane Arterial (1WB 2 EB)*	2,999	29,925	0.100	A	Santa Paula
Faulkner Road	From end to SR-126 WB Ramps	2/4/2016	Counts Unlimited	2-Lane Arterial	1,519	20,000	0.076	A	Santa Paula
	From SR-126 WB Ramps to Peck Road	2/4/2016	Counts Unlimited	4-Lane Arterial	8,090	39,900	0.203	A	Santa Paula
Santa Maria Street	From Acacia Road to Palm Avenue	2/2/2016	Counts Unlimited	2-Lane Collector	2,078	11,800	0.176	A	Santa Paula
	From Palm Avenue to dead end	2/2/2016	Counts Unlimited	2-Lane Collector	1,651	11,800	0.140	A	Santa Paula

Source: Chen Ryan Associates, 2018

Notes:
*3-lane roadway capacity is calculated at 75% of 4-lane capacity, based on existing configuration.

Table 3-3 Caltrans Urban Street Arterial LOS – Existing Conditions							
Roadway 10th Street/Ojai Road/SR-150	**Direction**	**AM Peak Hour**			**PM Peak Hour**		
		Posted Speed Limit (mph)	**Arterial Speed (mph)**	**LOS**	**Posted Speed Limit (mph)**	**Arterial Speed (mph)**	**LOS**
Northern City Limit to Santa Paula Street	NB	25-40	37.0	A	25-40	36.9	A
	SB	25-40	12.3	D	25-40	14.7	C
Santa Paula Street to Santa Maria Street	NB	25	14.3	C	25	14.3	C
	SB	25	13.9	C	25	15.8	C

Source: Chen Ryan Associates, 2018

As described in Chapter 2, LOS C is considered acceptable under the current Circulation Element for City roadways, whereas LOS D is considered acceptable under for County roadways and Caltrans Urban Streets.

As shown in Table 3-2, all roadways currently operate at or above LOS C.

As shown in Table 3-3, Caltrans Urban Street, 10th Street/Ojai Road/SR-150 is currently operating at LOS D or better.

3.1.2 Intersection Geometry and Level of Service

As described in Chapter 2, a total of 34 study intersections were analyzed under the existing conditions assessment. **Figure 3-4** displays the existing intersection geometry, while **Figure 3-5** shows existing peak period turning movement counts for both AM and PM peak periods. Arterial LOS worksheets are provided in **Appendix B**, while the study area intersection traffic counts (collected in February, 2016) utilized in this report are provided in **Appendix C**.

Table 3-4 summarizes the level of service analysis results for the 34 key study area intersections, conducted using the methodologies outlined in Chapter 2. Intersection level of service worksheets are provided in **Appendix D**. **Figure 3-6** displays the existing intersection LOS analysis results.

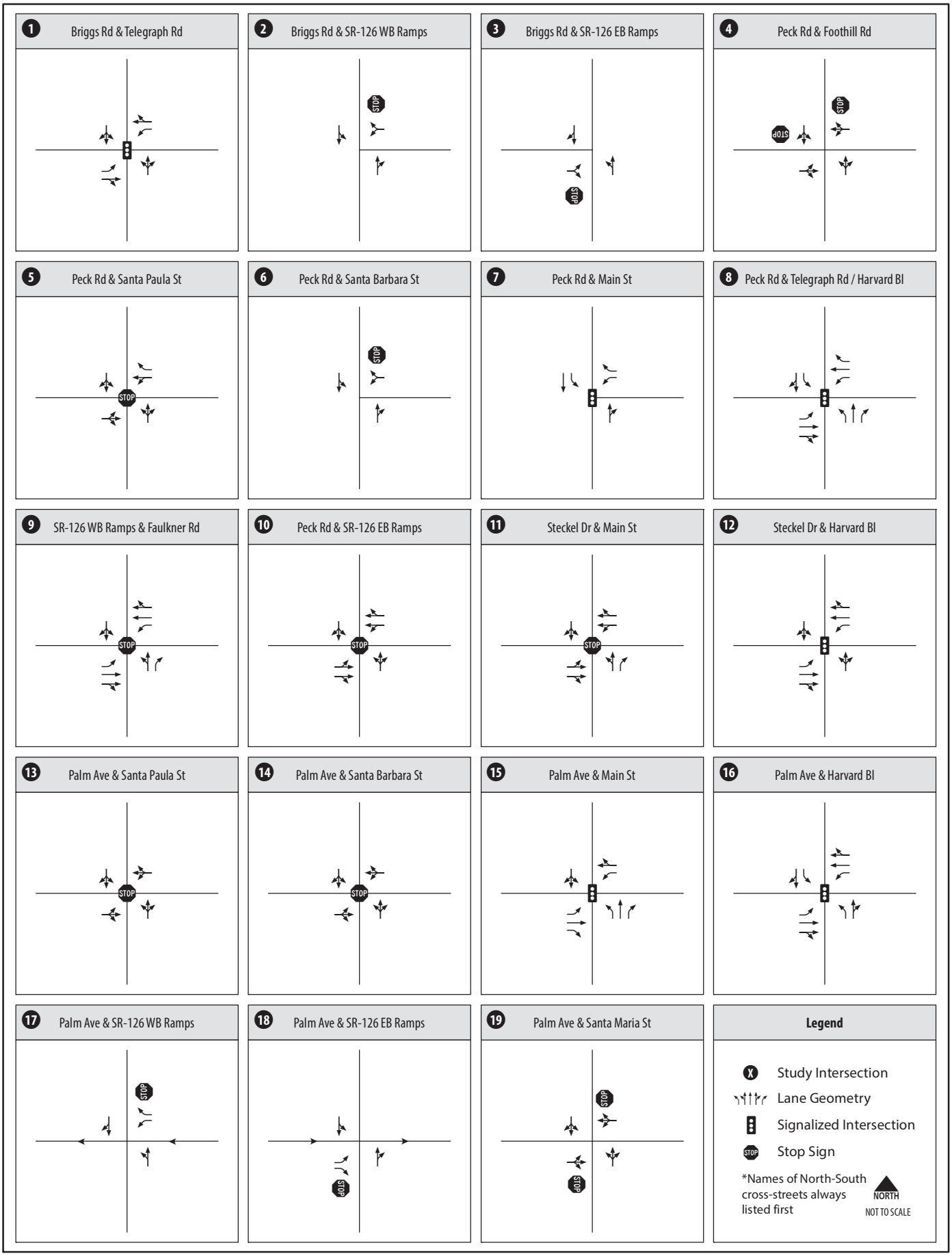


Figure 3-4
Existing Intersection Geometrics (Intersections 1-19)

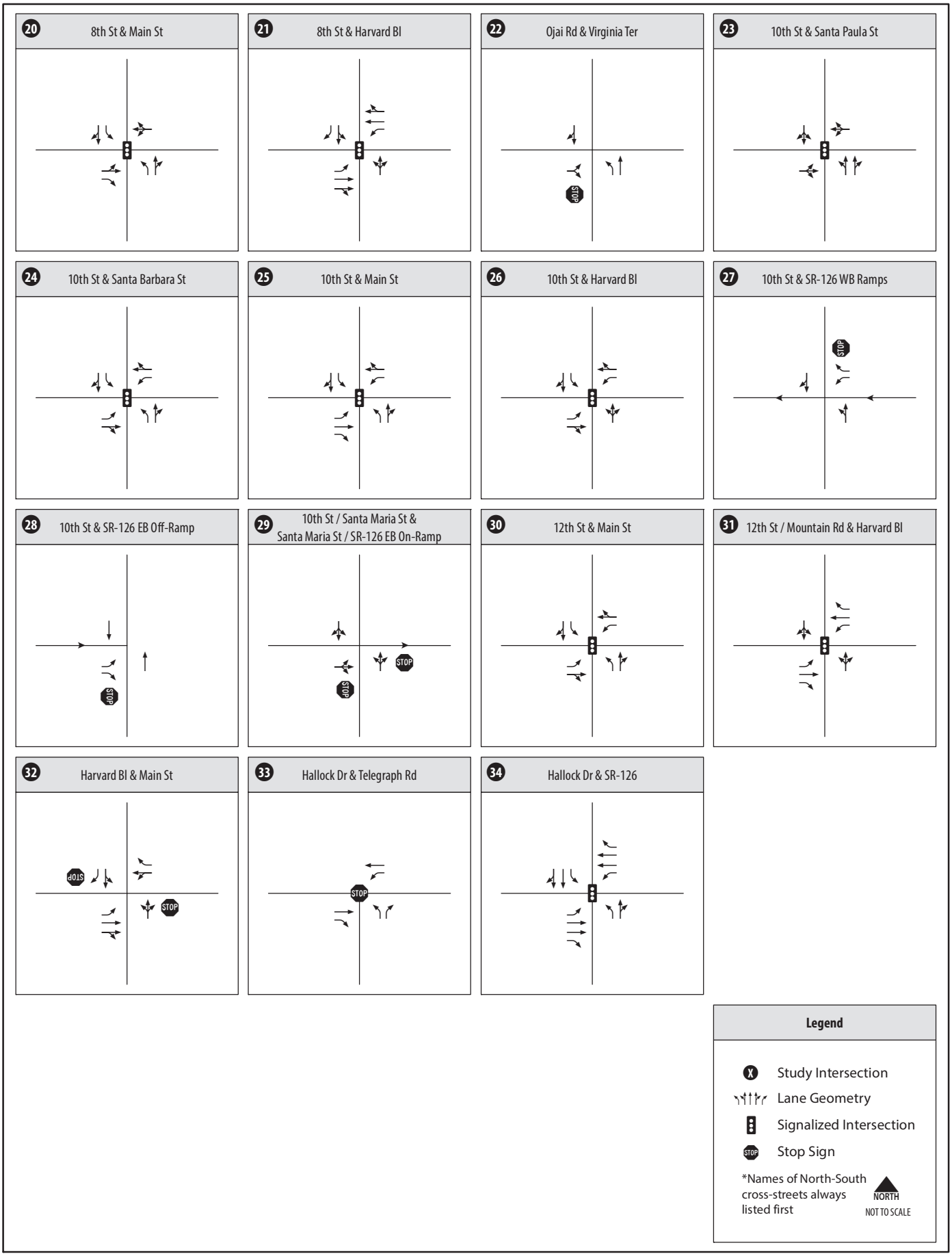


Figure 3-4
Existing Intersection Geometrics (Intersections 20-34)

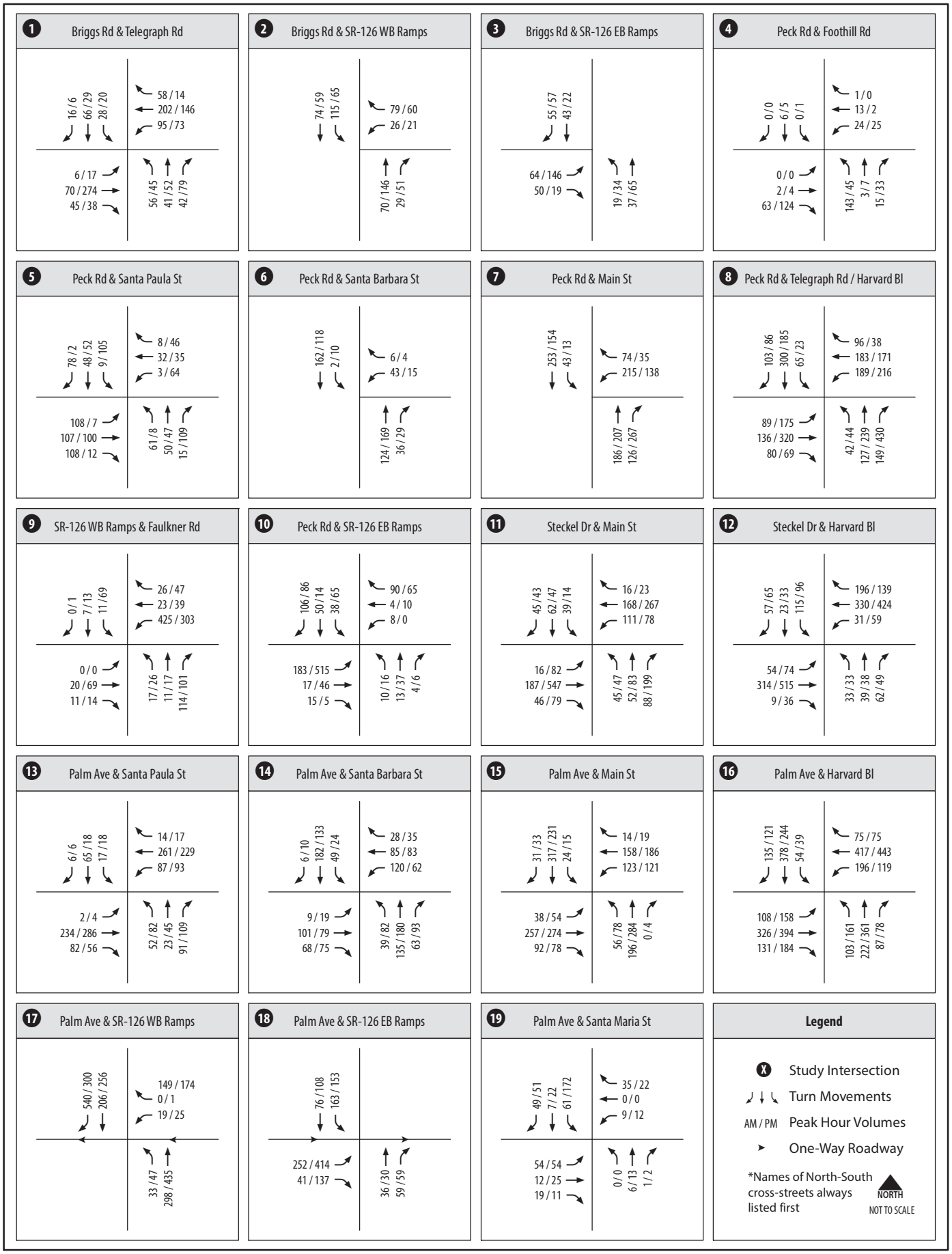


Figure 3-5
Existing AM/PM Peak Hour Intersection Turning Movements (Intersections 1-19)

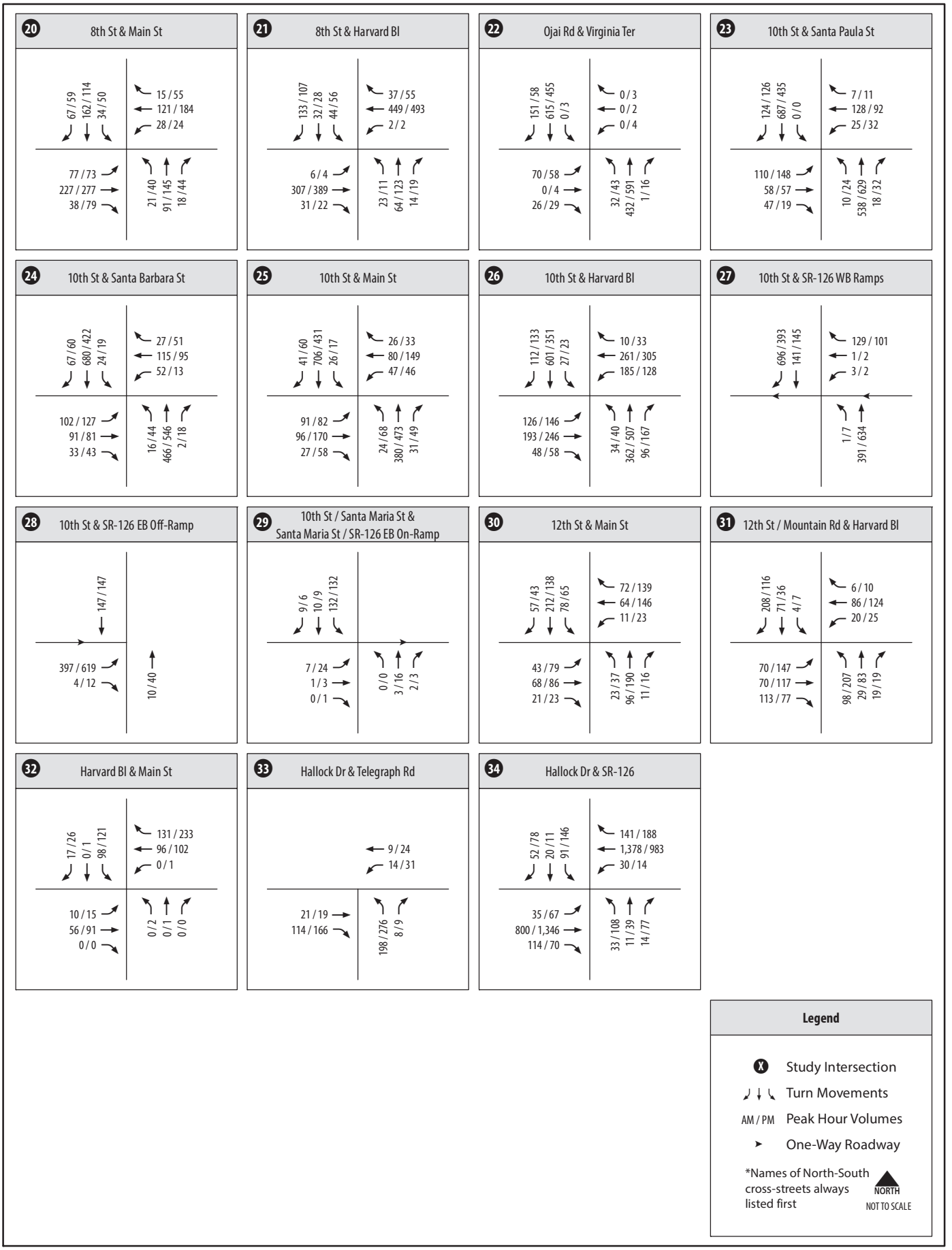
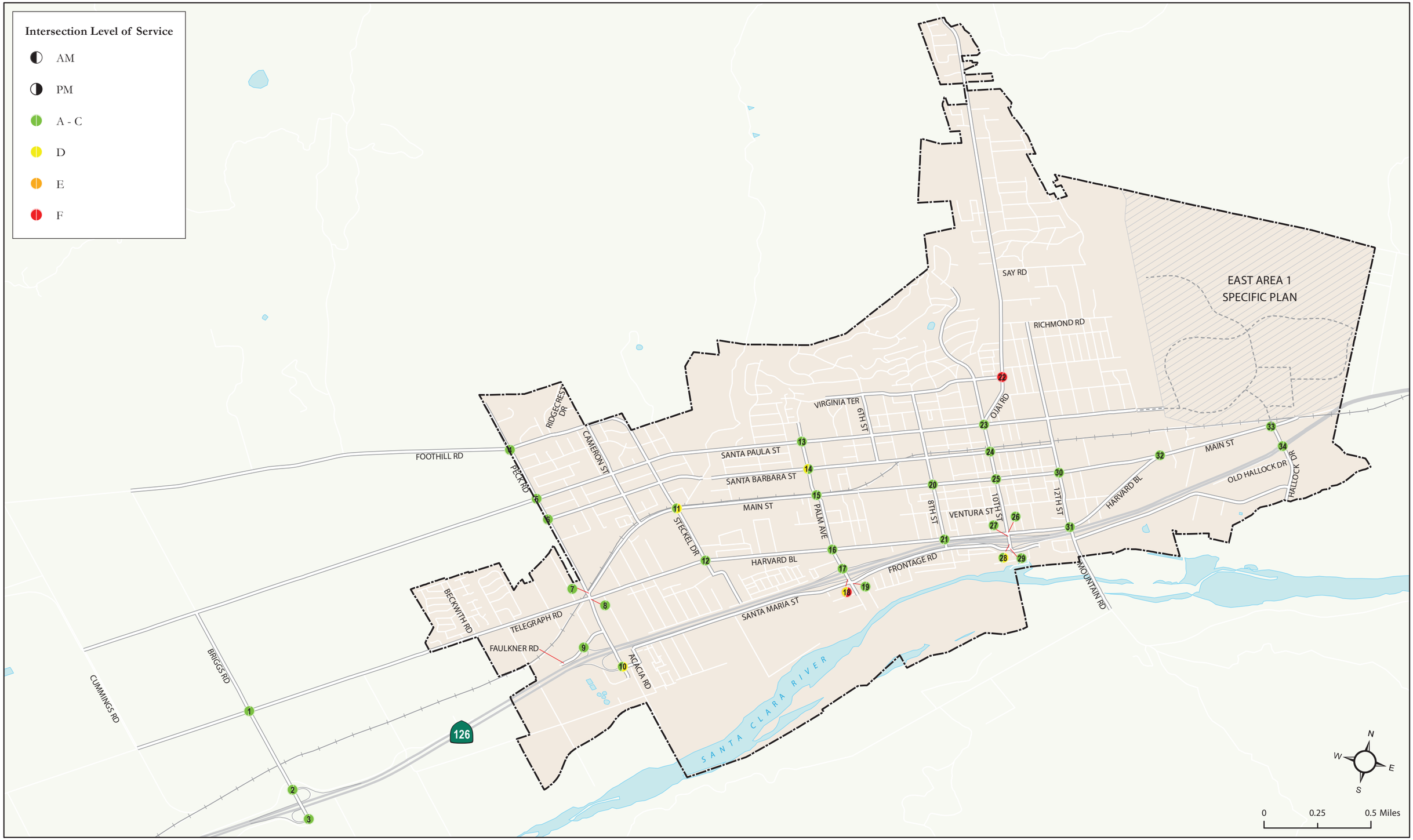


Figure 3-5
Existing AM/PM Peak Hour Intersection Turning Movements (Intersections 20-34)

#	Table 3-4 Existing AM / PM Peak Hour Intersection Level of Service							
	Intersection	Traffic Control	Count Date	AM Peak Hour		PM Peak Hour		Jurisdiction
				Avg. Delay (Seconds)	LOS	Avg. Delay (Seconds)	LOS	
1	Briggs Road & Telegraph Road	Signal	2/4/2016	9.3	A	9.5	A	Ventura County
2	Briggs Road & SR-126 WB Ramps	SSSC	2/4/2016	10.9	B	10.5	B	Caltrans
3	Briggs Road & SR-126 EB Ramps	SSSC	2/4/2016	10.3	B	10.8	B	Caltrans
4	Peck Road & Foothill Road	SSSC	2/4/2016	9.5	A	9.3	A	Santa Paula
5	Peck Road & Santa Paula Street	AWSC	2/4/2016	11.9	B	9.5	A	Santa Paula
6	Peck Road & Santa Barbara Street	SSSC	2/4/2016	11.9	B	10.6	B	Santa Paula
7	Peck Road & Main Street	Signal	2/4/2016	9.4	A	8.2	A	Santa Paula
8	Peck Road & Telegraph Road	Signal	2/4/2016	20.4	C	23.8	C	Santa Paula
9	SR-126 WB Ramps & Faulkner Road	AWSC	2/2/2016	21.5	C	13.7	B	Caltrans
10	Peck Road & SR-126 EB Ramps	AWSC	2/4/2016	10.2	B	33.9	D	Caltrans
11	Steckel Drive & Main Street	AWSC	2/4/2016	14.6	B	28.4	**D**	Santa Paula
12	Steckel Drive & Harvard Boulevard	Signal	2/4/2016	8.8	A	7.6	A	Santa Paula
13	Palm Avenue & Santa Paula Street	AWSC	2/2/2016	17.8	C	16.5	C	Santa Paula
14	Palm Avenue & Santa Barbara Street	AWSC	2/2/2016	25.9	**D**	15.8	C	Santa Paula
15	Palm Avenue & Main Street	Signal	2/2/2016	11.7	B	10.1	B	Santa Paula
16	Palm Avenue & Harvard Boulevard	Signal	2/2/2016	17.8	B	13.3	B	Santa Paula
17	Palm Avenue & SR-126 WB Ramps	SSSC	2/2/2016	13.2	B	16.0	C	Caltrans
18	Palm Avenue & SR-126 EB Ramps	SSSC	2/2/2016	32.6	D	53.5	**F**	Caltrans
19	Palm Avenue & Santa Maria Street	SSSC	2/2/2016	11.4	B	14.2	B	Santa Paula
20	8th Street & Main Street	Signal	2/2/2016	8.9	A	8.0	A	Santa Paula
21	8th Street & Harvard Boulevard	Signal	2/2/2016	8.0	A	7.4	A	Santa Paula
22	Ojai Road & Virginia Terrace	SSSC	2/2/2016	187.6	**F**	60.8	**F**	Caltrans
23	10th Street & Santa Paula Street	Signal	2/2/2016	16.5	B	16.5	B	Caltrans
24	10th Street & Santa Barbara Street	Signal	2/2/2016	10.5	B	8.8	A	Caltrans
25	10th Street & Main Street	Signal	2/2/2016	7.4	A	10.6	B	Caltrans
26	10th Street & Harvard Boulevard	Signal	2/2/2016	18.2	B	26.5	C	Caltrans
27	10th Street & SR-126 WB Ramps	SSSC	2/2/2016	13.5	B	15.9	C	Caltrans
28	10th Street & SR-126 EB Off-Ramp	SSSC	2/2/2016	15.7	C	27.1	D	Caltrans
29	10th Street & E. Santa Maria Street/SR-126 EB On-Ramp	SSSC	2/2/2016	8.4	A	8.5	A	Caltrans
30	12th Street & Main Street	Signal	2/2/2016	11.2	B	10.1	B	Santa Paula
31	12th Street & Harvard Boulevard	Signal	2/2/2016	8.0	A	8.2	A	Santa Paula
32	Harvard Boulevard & Telegraph Road	SSSC	2/2/2016	10.1	B	10.7	B	Santa Paula
33	Hallock Drive & Telegraph Road	AWSC	2/2/2016	10.1	B	11.9	B	Santa Paula
34	Hallock Drive & SR-126	Signal	2/2/2016	14.7	B	22.2	C	Caltrans

Source: Chen Ryan Associates, 2018

Notes:
Bold letter indicates sub-standard LOS D, E, or F (City intersections) or sub-standard LOS E or F (Caltrans and County intersections).
AWSC = All Way Stop Control.
SSSC = Side Street Stop Control.
For SSSC intersections, the delay shown is the worst delay experienced by any of the approaches.



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Figure 3-6
Existing AM / PM Peak Hour Intersection Levels of Service

As described in Chapter 2, LOS C is considered acceptable under the current Circulation Element for City roadways, whereas LOS D is considered acceptable under for County roadways and Caltrans Urban Streets. As shown in Table 3-4 and Figure 3-6, 4 total intersections currently operate at a sub-standard LOS given the facility's jurisdiction during the AM and/or PM peak hour(s), including:

- Steckel Drive & Main Street – PM Peak Hour (LOS D),
- Pam Avenue & Santa Barbara Street – AM Peak Hour (LOS D),
- Palm Avenue and SR-126 EB Ramps – PM Peak Hour (LOS F), and
- Ojai Road and Virginia Terrace – AM Peak Hour (LOS F) and PM Peak Hour (LOS F).

3.1.3 Freeway/State Highway Segment Level of Service

Santa Paula's regional freeway/state highway, State Route 126 (SR-126), carries significant levels of traffic, while providing regional access to and from the City. SR-126 is a state highway that provides the primary east-west connection through Santa Paula, running from US Highway 101 in the City of Ventura to Interstate 5 in the City of Santa Clarita. Local access is provided via interchanges at Briggs Road, Peck Road/Faulkner Road, Palm Avenue, and 10th Street, as well as an intersection at Hallock Drive.

Table 3-5 displays the LOS results from the freeway segment analysis for SR-126. As described in Chapter 2, LOS E is considered acceptable for freeway/state highways. As shown, all freeway/state highway segments within the study area currently operate at LOS C or better.

Worksheets for freeway/state highway segment level of service under existing conditions are provided in **Appendix E**.

Table 3-5 Existing Freeway/State Highway Segment Level of Service Results

Freeway / State Highway	Segment	AM Peak Hour				PM Peak Hour		
		Direction	Density (pc/hr/ln)	Speed (mph)	LOS	Density (pc/hr/ln)	Speed (mph)	LOS
SR-126	SR-118 to Briggs Road	EB	589	70.0	A	1,535	68.7	C
		WB	1,348	69.7	C	940	70.0	B
SR-126	Briggs Road to Peck Road	EB	571	70.0	A	1,489	69.0	C
		WB	1,308	69.9	C	912	70.0	B
SR-126	Peck Road to Palm Avenue	EB	484	70.0	A	1,262	70.0	C
		WB	1,107	70.0	B	772	70.0	B
SR-126	Palm Avenue to 10th Street/SR-150	EB	427	70.0	A	1,115	70.0	B
		WB	979	70.0	B	683	70.0	A
SR-126	10th Street/SR-150 to Hallock Drive	EB	361	55.0	A	940	55.0	B
		WB	828	55.0	B	575	55.0	A
SR-126	Hallock Drive to Sespe Ranch Undercrossing*	EB	423	55.0	A	1,099	50.0	C
		WB	968	50.0	C	673	55.0	B

Source: Caltrans District 7, 2016; Chen Ryan Associates, 2018

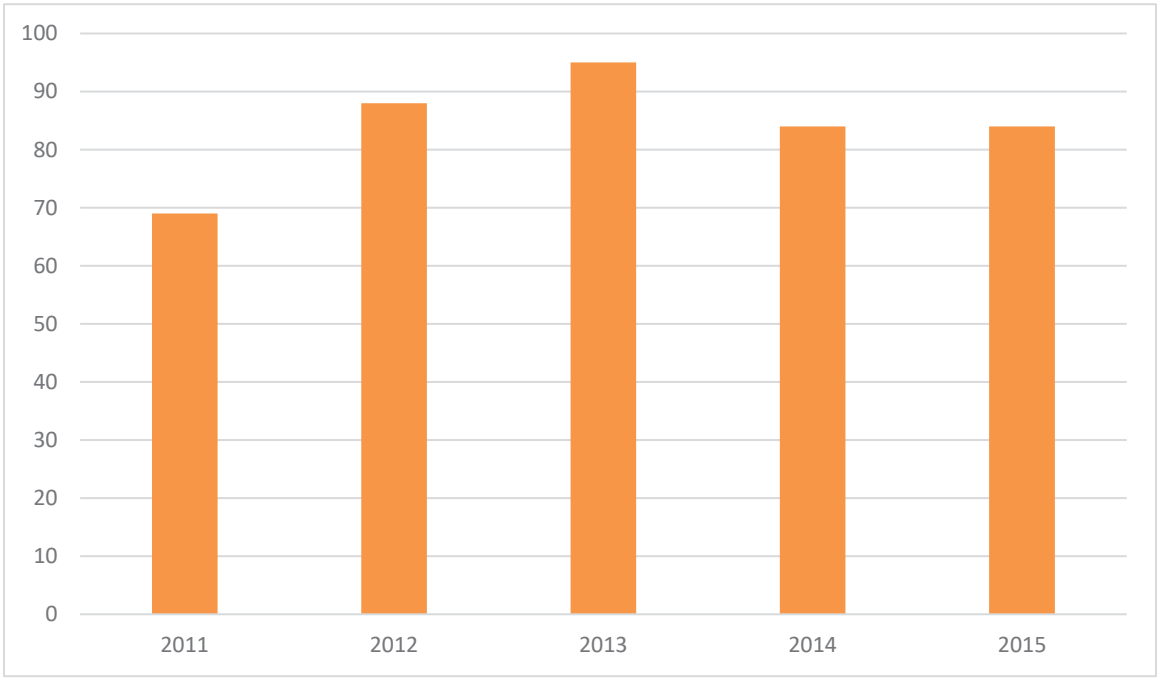
Notes:
pc/hr/ln = passenger cars per hour per lane
* Analysis for this segment utilizes the multi-lane highway methodology as described in Chapter 2.2.4

3.1.4 Vehicular Collisions

Vehicular collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for the five-year period from 2011 to 2015. The analysis excluded collisions that occurred on freeway portions of SR-126, but include the intersection of SR-126 and Hallock Drive near the eastern City limits. During that period, 420 motor vehicle collisions were reported. Considering Santa Paula had a 2010 population of 29,321, the average annual collision rate is approximately 29 per 10,000 people over the five-year period.

Figure 3-7 summarizes the 420 collisions over the five-year period of 2011-2015. As shown, the highest number of collisions was observed in the year 2013 (95 collisions), while the lowest number of collisions was observed in the year 2011 (69 collisions). More recently, collisions have remained steady throughout 2014 and 2015 (84 collisions).

Figure 3-7 City of Santa Paula Collisions by Year (2011-2015)



Source: SWITRS, 2016; Chen Ryan Associates, September 2017.

Figure 3-8 displays the 10 intersections that experienced the greatest number of total collisions during the five-year analysis period, while **Table 3-6** displays the 10 intersections and number of collisions in tabular format. As shown, the vast majority of high collision intersections are located along the Harvard Boulevard/Telegraph Road and 10th Street corridors. In addition, a notably high number of collisions were recorded at the intersection of Hallock Drive and SR-126.



Figure 3-8
Highest Vehicle Collision Intersections (2011-2015)

Table 3-6 Top 10 Highest Vehicle Collision Intersections (2011-2015)	
Intersection	**Number of Collisions**
Hallock Drive & SR-126	20
10th Street (SR-150) & Harvard Boulevard	9
Steckel Drive and Harvard Boulevard	8
Peck Road and Telegraph Road/Harvard Boulevard	7
12th Street & Santa Barbara Street	6
10th Street (SR-150) & Main Street	5
10th Street (SR-150) & Santa Barbara Street	5
Craig Drive & Harvard Boulevard	5
Cameron Street & Main Street	5
Palm Avenue & Harvard Boulevard	5
Source: SWITRS, 2016; Chen Ryan Associates, 2018	

Collision rates were calculated for the ten intersections experiencing the most total collisions during the five-year analysis period. The collision rate represents the ratio of collision frequency (collisions per year) to vehicle exposure (number of vehicles entering the intersection). Collision rates were normalized to display the number of collisions per one million vehicles entering the intersection, as per Federal Highway Administration (FHWA) standards.

For each of the ten intersections, the PM peak period intersection volume was extrapolated to give an estimation of daily vehicles entering the intersection. The intersections of 12th Street and Santa Barbara Street; Craig Drive and Harvard Boulevard; and Cameron Street and Main Street were exceptions, due to the fact that intersection counts were not performed at these locations. In these cases, the segment's ADT was used.

PM peak period volume was assumed to equal 9% of daily volume, as per standard industry practice. The following equation was used to calculate intersection collision rates based on vehicles entering the intersection:

$$R = \frac{(1{,}000{,}000)(C)}{(365)(N)(V)}$$

Where:

R = Intersection collision rate expressed as collisions per one million entering vehicles

C = Total number of collisions at intersection during the study period

N = Number of years of data

V = Traffic volumes entering the intersection daily

Table 3-7 displays the collision rate results for the ten intersections experiencing the greatest total collisions during the five-year analysis period. As shown, the intersection of 12th Street and Santa Barbara Street was the only location that experienced a collision rate greater than one

collision per one million vehicles entering the intersection. This finding potentially indicates need for further intersection evaluation to determine if mitigatable safety issues exist.

Table 3-7
Collision Rate[1] for Ten Highest Total Collision Intersections (2011-2015)

Intersection	Total Collisions	Estimated Daily Intersection Traffic	Collision Rate[1]
Hallock Drive & SR-126	20	34,745	0.315
10th Street (SR-150) & Harvard Boulevard	9	23,745	0.208
Steckel Drive and Harvard Boulevard	8	17,345	0.253
Peck Road and Telegraph Road/Harvard Boulevard	7	22,178	0.173
12th Street & Santa Barbara Street	6	2,721	1.208
10th Street (SR-150) & Main Street	5	18,178	0.151
10th Street (SR-150) & Santa Barbara Street	5	16,878	0.162
Craig Drive & Harvard Boulevard	5	15,516	0.177
Cameron Street & Main Street	5	7,559	0.362
Palm Avenue & Harvard Boulevard	5	26,412	0.104

Source: SWITRS, 2016; Chen Ryan Associates, 2018

Note:
[1] Measured as the number of collisions per one million vehicles entering the intersection.

Table 3-8 displays motor vehicle collisions and the type of object (other motor vehicle, bicycle, other object) the vehicle collided with. As shown, the leading object involved in motor vehicle collisions was with other motor vehicles accounting for 263, or 62% of total collisions, followed by collisions with parked motor vehicles, representing 20% of collisions.

Table 3-8
Motor Vehicle Collision Involved With… (2011 – 2015)

Motor Vehicle Involved With	Collisions	Percent of Total
Other Motor Vehicle	263	62%
Parked Motor Vehicle	85	20%
Fixed Object	65	15%
Non-Collision	5	2%
Motor Vehicle on Other Roadway	2	1%
Total	**420**	**100%**

Source: SWITRS, 2016; Chen Ryan Associates, 2018

3.1.5 Parking Policies

On-street parking is permitted along the majority of Santa Paula's roadways. Parking is usually provided in the form of parallel parking, although Main Street in Downtown Santa Paula offers angled parking along the south side of the street between 7th Street and 11th Street, and along the north side of the street between 8th Street and 10th Street. Additionally, there are four City-owned parking lots in the Downtown area:

- Green Street Lot (77 spaces)
- Lot south of South Alley (15 spaces)
- South Parking Lot (100 spaces)
- Lot north of North Alley between Davis Street and Mill Street (54 spaces)

Additional parking is available at civic institutions, such as at the Santa Paula Public Library, and commercial centers, such as Santa Paula Center and K-Mart, provide private parking lots for patrons.

3.2 Public Transit

Transit relies on the synthesis of goals and policies at all governmental levels for successful implementation and creation of quality inter- and intra-community connectivity. The SCAG 2016-2040 RTP/SCS highlights the following regional strategies for fostering increased transit connectivity:

- *Implement and expand transit priority strategies*
- *Implement regional and inter-county fare agreements and media*
- *Implement new BRT and limited-stop bus service*
- *Expand and improve real-time passenger information systems*
- *Implement local circulators*

Public transit in Santa Paula is provided by the Ventura County Transportation Commission (VCTC), offering bus services. As Ventura County's transportation commission, VCTC has prepared numerous studies that support Santa Paula's public transit availability, including the 2009 Ventura County Transit Investment Study identifying transit gaps and project priority, and the 2013 Heritage Valley Transit System Study, which focuses on "maintaining current or equivalent levels of public transit service" operating in the Heritage Valley area, of which Santa Paula is a part.

Service delivery strategies ensure that varying funding levels are able to correspond with a level of transit service that is fiscally sustainable, but able to provide the maximum transit mobility possible for residents of the area. Unmet and unfunded needs, such as those identified in this report, operate in tandem with subsequent studies supporting and prioritizing transit needs, such as the *2014 Assessment of Annual Transportation Development Act (TDA),* which further refined and improved the process of identifying and addressing unmet needs.

The 2009 Ventura County Congestion Management Plan also identifies the following additional transit-specific objectives due to the role transit plays in congestion reduction:

- *Encouragement of public transit services that meet local and regional mobility needs*
- *Provide, where feasible, transit service along major commute corridors and to areas of high employment*
- *Preserve potential and identified transportation corridors to the maximum extent feasible*

Additionally, VCTC identifies the following actions in the 2013 Ventura County Comprehensive Transportation Plan to parlay regional transit strategies to the local scale, including ensuring funding sustainability and a robust needs identification process for future enhancements:

- Outcome 4: Transit, Action 1 – *Implement the recommendations of the Regional Transit Study including needed funding, planning and policy support for creation of a more integrated system of services. Additionally, include integration of ADA paratransit services into no more than two operations and further coordination of services for seniors and persons with disabilities or need.*
- Outcome 4: Transit, Action 2 – *In addition to using State Transit Assistance Funds to support a sustainable level of service, as outlines in the adopted Regional Transit Study, develop a needs-based incentive program for a more integrated transit system to reward transit operators for improving connections, frequency, or capacity through the use of State Transit Assistance Funds.*
- Outcome 4: Transit, Action 3 – *Re-evaluate the "Unmet Needs" process and definitions to ensure that transit riders' needs are captured and given sufficient technical analysis to support any findings that are rendered.*

The City's current Circulation Element identifies the following goals, objectives, and policies relating to public transit:

Goals

- Public Transportation Goal 1.1 – *Safe, convenient, efficient, and accessible transportation should be available to everyone.*
- Public Transportation Goal 1.2 – *Reliance on single-occupancy motor vehicles should be reduced and utilization of public transit and alternative transportation modes should be increased.*

Objectives

- Freeway Express and Dial-a-Ride Services Objective 1(a) – *Policies and procedures should be developed which cause a greater utilization of bus services and result in a reduction of single passenger vehicle traffic.*
- Freeway Express and Dial-a-Ride Services Objective 2(b) – *Bus shelters and signage should be developed at designated transfer points between the two systems.*

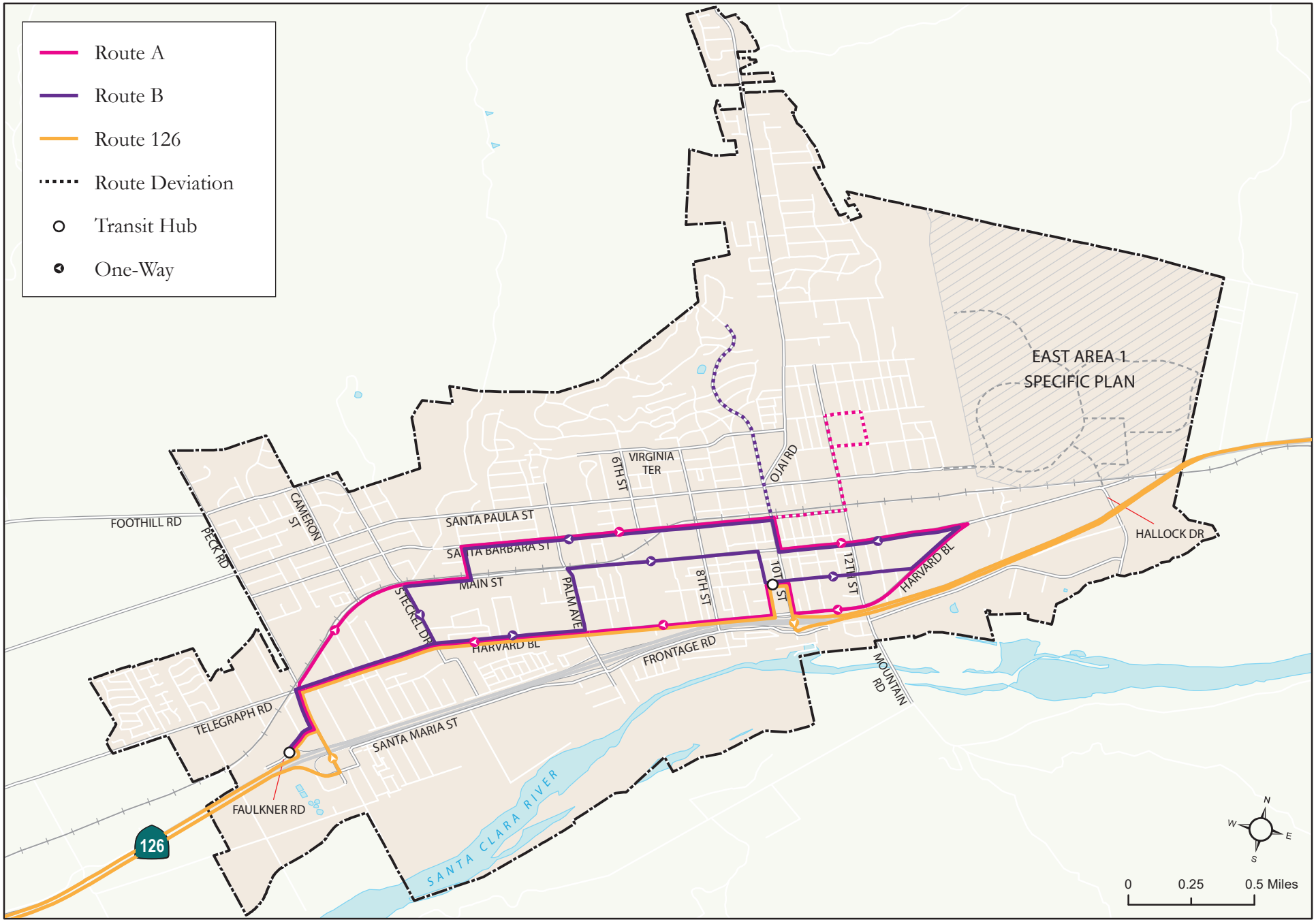
- Freeway Express and Dial-a-Ride Services Objective 2(c) – *Dial-a-ride service should be extended to new areas of development.*

Policies

- Freeway Express and Dial-a-Ride Bus Services Policy 2.a.a – *The City should cooperate with regional agreements relating to bus services as a cost-effective measure.*
- Freeway Express and Dial-a-Ride Bus Services Policy 2.b.b – *The City should encourage the location of major facilities serving the public and be easily accessible by locating them near bus services.*
- Freeway Express and Dial-a-Ride Bus Services Policy 2.c.c – *Businesses and major public projects should be designed in such a way as to easily utilize bus transportation services.*

3.2.1 Existing Public Transit Service

Transit service in Santa Paula is provided by and managed by Ventura County Transportation Commission (VCTC), through a combination of VCTC intercity transit routes, as well as local services which operate under the name of Valley Express. **Figure 3-9** displays the existing public bus services within Santa Paula. As shown, Santa Paula's bus stops provide access throughout Santa Paula, as well as to the SR-126 corridor, which provides access to nearby cities, such as Fillmore and Ventura. No current or planned High Quality Transit Areas (HQTAs) are identified in the City of Santa Paula or its sphere of influence by SCAG in the 2016-2040 RTP/SCS.



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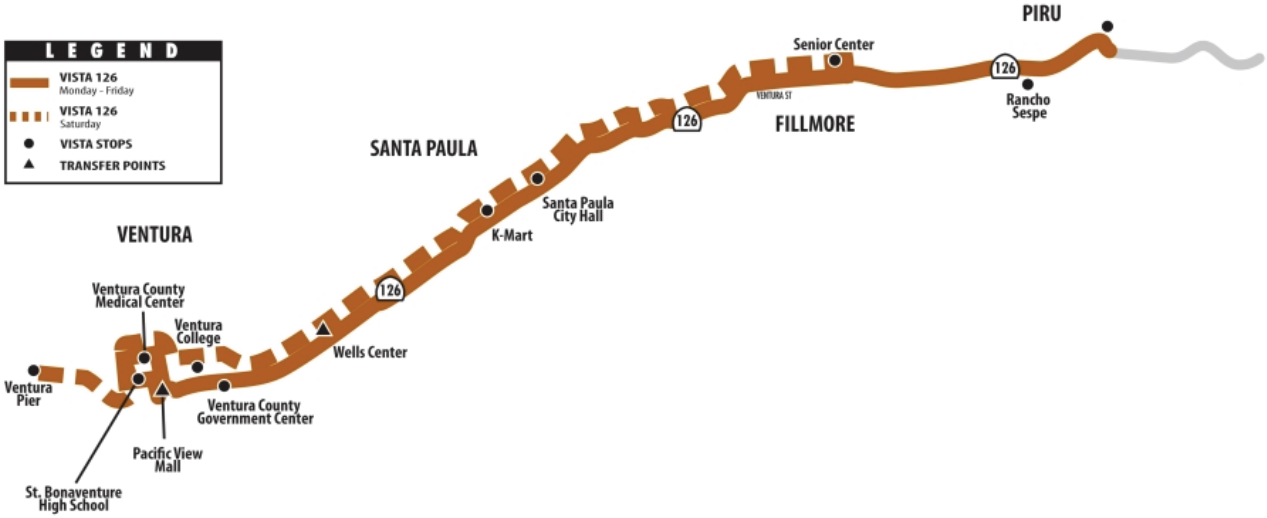
Figure 3-9
Existing Transit Network

The Ventura County Transportation Commission (VCTC) directly operates one bus route, which connects communities located along the State Route 126 Corridor:

Route 126 – Runs east-west along State Route 126 between the unincorporated community of Piru and the City of Ventura. Two stops are present within the City of Santa Paula: Santa Paula City Hall and K-Mart. Route 126 operates between 5:45 AM and 10:26 PM on weekdays with 30-60 minute peak headways, and between 8:00 AM and 6:00 PM on Saturdays with 60 minute headways. There is currently no Sunday service, nor on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.



Source: www.goventura.org, September 2017

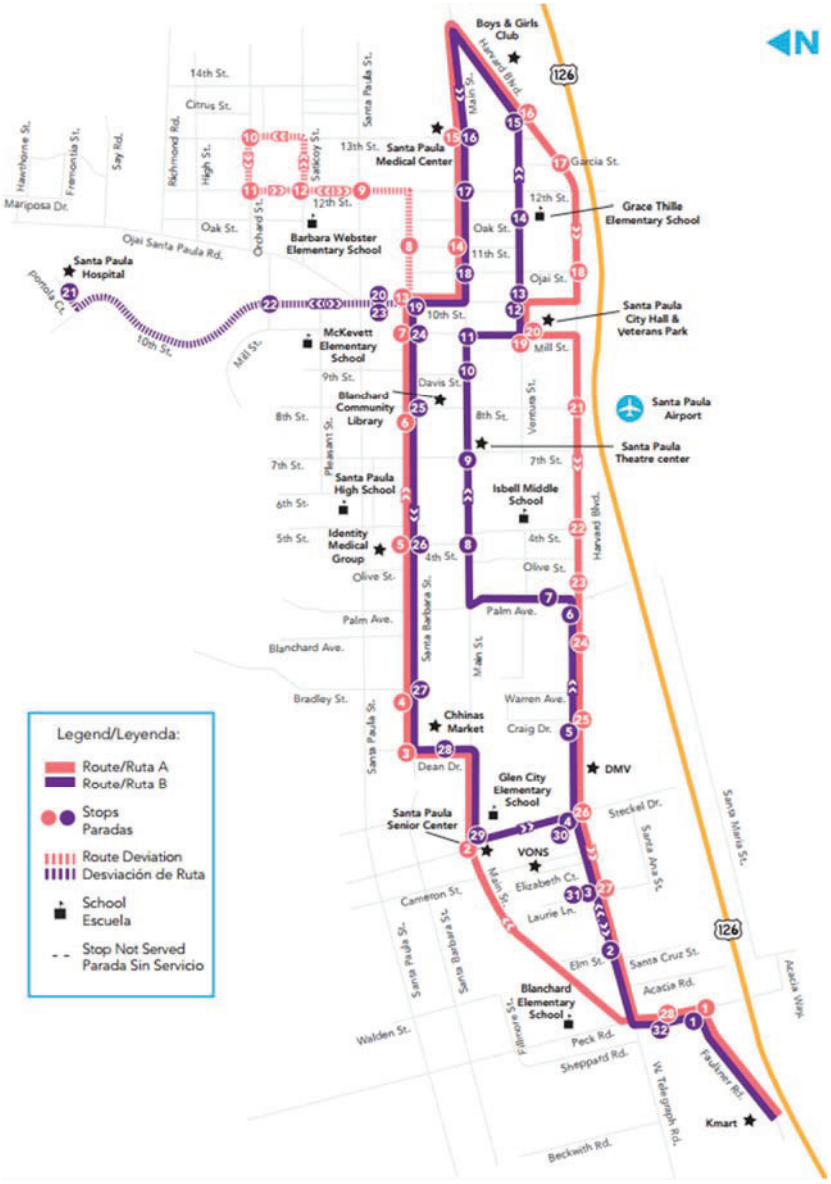


Source: Ventura County Transportation Commission, September 2017.

In addition, VCTC manages local bus services, launched in January 2015, operated under the Valley Express moniker, which serves Santa Paula by way of two fixed-route services: Route A, and Route B.

Route A – Runs clockwise through Santa Paula, provides deviated service to the northeast portion of the City, near Barbara Webster Elementary School, on an as-needed basis. Route A operates between 6:43 AM and 6:45 PM on weekdays with approximately 30 minute peak headways, and between 8:00 AM and 5:28 PM on weekends with approximately 60 minute headways. There is currently no service on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Route B – Runs counterclockwise through Santa Paula, serving Downtown via Main Street. Route B provides deviated service to Santa Paula Hospital on an as-needed basis. Route B operates between 6:31 AM and 7:23 PM on weekdays with approximately 30 minute peak headways, and between 8:35 AM and 4:55 PM on weekends with approximately 90 minute headways. There is currently no service on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.



Source: Valley Express, September 2017.

Table 3-9 summarizes the location of Santa Paula Valley Express transit stops and routes served, whereas **Table 3-10** presents Route 126 transit stops within Santa Paula, including the location, amenities, and average daily boardings and alightings in the year 2014. Note that ridership statistics were not available for Santa Paula Valley Express routes.

Table 3-9
Santa Paula Valley Express Transit Stop Locations

Location	Cross Streets	Route
K-Mart	Faulkner Road & Peck Road	A, B
Community/Senior Center	W. Main Street & Steckel Drive	A
Chhinas Market	Dean Drive & W. Santa Barbara Street	A
Rodney Fernandez Apartments	Santa Barbara Street near Bradley Street	A
Santa Barbara Street & 4th Street	Santa Barbara Street & 4th Street	A
Moose Lodge	Santa Barbara Street near 8th Street	A
Glen Tavern Inn	Santa Barbara Street & Mill Street	A
Santa Barbara Street & 11th Street	Santa Barbara Street & 11th Street	A
12th Street & Santa Paula Street	12th Street & Santa Paula Street	A
Las Piedras Park	13th Street & Orchard Street	A
Our Lady of Guadalupe	12th Street & Orchard Street	A
Barbara Webster Elementary	12th Street & Saticoy Street	A
Moreton Bay Fig Tree	10th Street & Santa Barbara Street	A
Main Street & 11th Street	E. Main Street & 11th Street	A
Santa Paula Medical Clinic	E. Main Street & 13th Street	A
Boys and Girls Club	Harvard Boulevard & Ventura Street	A
Harvard Boulevard & Garcia Street	Harvard Boulevard & Garcia Street	A
Harvard Boulevard & Ojai Street	Harvard Boulevard & Ojai Street	A
City Hall / Veterans Park (Arrival)	Ventura Street & Mill Street	A, B
City Hall / Veterans Park (Departure)	Ventura Street & Mill Street	A, B
Harvard Boulevard & 8th Street	Harvard Boulevard & 8th Street	A
Isbell School	Harvard Boulevard & 4th Street	A
Rite Aid	Harvard Boulevard before Palm Avenue	A
Enterprise	Harvard Boulevard after Palm Avenue (mid-block)	A
Harvard Boulevard & Craig Drive	Harvard Boulevard & Craig Drive	A
Vons Shopping Center	Harvard Boulevard & Steckel Drive	A
Harvard Boulevard & Laurie Lane	Harvard Boulevard & Laurie Lane	A
El Pescador	Peck Road (mid-block)	A, B
Mountain View Mobile Home Park	W. Harvard Boulevard (across Elm Street)	B
Ventura County Public Health	W. Harvard Boulevard & Laurie Lane	B
Teague Park	W. Harvard Boulevard & Steckel Drive	B
DMV	W. Harvard Boulevard before Craig Drive	B
McDonalds	W. Harvard Boulevard before Palm Avenue	B
Rite Aid	Palm Avenue north of Harvard Boulevard	B
Main Street & 4th Street	Main Street & 4th Street	B
Union Bank	Main Street & 7th Street	B
Clock Tower	Main Street & Davis Street	B
Main Street & Mill Street	Main Street & Mill Street	B
Grace Thille School	Ventura Street & Oak Street	B
Boys & Girls Club	Harvard Boulevard & Ventura Street	B
Santa Paula Medical Clinic	E. Main Street & 13th Street	B
Main Street & 12th Street	Main Street & 12th Street	B

Table 3-9
Santa Paula Valley Express Transit Stop Locations

Location	Cross Streets	Route
Oil Museum	Main Street & Ojai Street	B
10th Street & Santa Barbara Street	10th Street & Santa Barbara Street	B
First Five Pre-K	10th Street & Railroad Avenue	B
Santa Paula Hospital	Hospital Entrance	B
10th Street & Virginia Terrace	10th Street & Virginia Terrace	B
Rose Garden	10th Street & Railroad Avenue	B
Railroad Plaza Gazebo	Santa Barbara Street & N. Mill Street	B
Santa Barbara Street & 8th Street	Santa Barbara Street & 8th Street	B
St. Sebastien	Santa Barbara Street & 4th Street	B
Rodney Fernandez Apartments	Santa Barbara Street & Bradley Street	B
Dean Drive Medical Center	Dean Drive & March Street	B
Community/Senior Center	Steckel Drive & Main Street	B
Vons Shopping Center	Harvard Boulevard & Cameron Street	B
Ventura County Public Health	Harvard Boulevard & Laurie Lane	B

Source: Chen Ryan Associates, 2018

Table 3-10
VCTC Route 126 Existing Transit Stops, Amenities, and Average Daily Boardings and Alightings (2014)

Dir.	Location	Amenities			Route	Boardings	Alightings	Total
		Shelters	Benches	Trash Cans				
W/B	City Hall	✓	✓	✓	126	128	54	182
E/B	City Hall	✓	✓	✓	126	66	88	154
W/B	K-Mart	✓	✓	✓	126	68	19	87
E/B	K-Mart	✓	✓	✓	126	32	55	87
							Total	**510**

Source: Ventura County Transportation Commission, 2016; Chen Ryan Associates, 2018

3.2.2 Transit Ridership

Transit ridership is encouraged throughout Ventura County by a series of programs offered by the Ventura County Transportation Commission (VCTC), including:



- *Reduced Fare Program* – Provides half fare for seniors 65 years or older, or persons with disabilities or Medicare cards who are able to ride VCTC's fixed routes.
- *Guaranteed Ride Home Program* – Provides a free taxi ride or one-day car rental on days where users carpool, vanpool, ride the bus, or use Metrolink. VCTC's Guaranteed Ride Home Program may be used up to twice a month, if the user encounters an illness, child care emergency, severe personal crisis, unexpected request to work past regular hours, or when stranded at work due to carpool or vanpool drivers experiencing any of the above.
- *Dial-A-Ride* – Provides service from 6:00 a.m. until 7:30 p.m. Monday through Friday, and from 8:00 a.m. until 5:30 p.m. on weekends. Rides are to be reserved by calling ahead of time, and are available to those with disabilities that prevent them from using the Valley Express fixed-route bus service, or seniors age 65 and over.

As previously indicated in the chart describing work trip mode shares, 2.1% of Santa Paula residents take transit to work. **Figure 3-10** displays the public transit commute mode share by census tract as reported in the 2014 U.S. Census American Community Survey. As shown, mode share in certain census tracts exceeds 8%, particularly in locations near the central and southwest portions of the City.

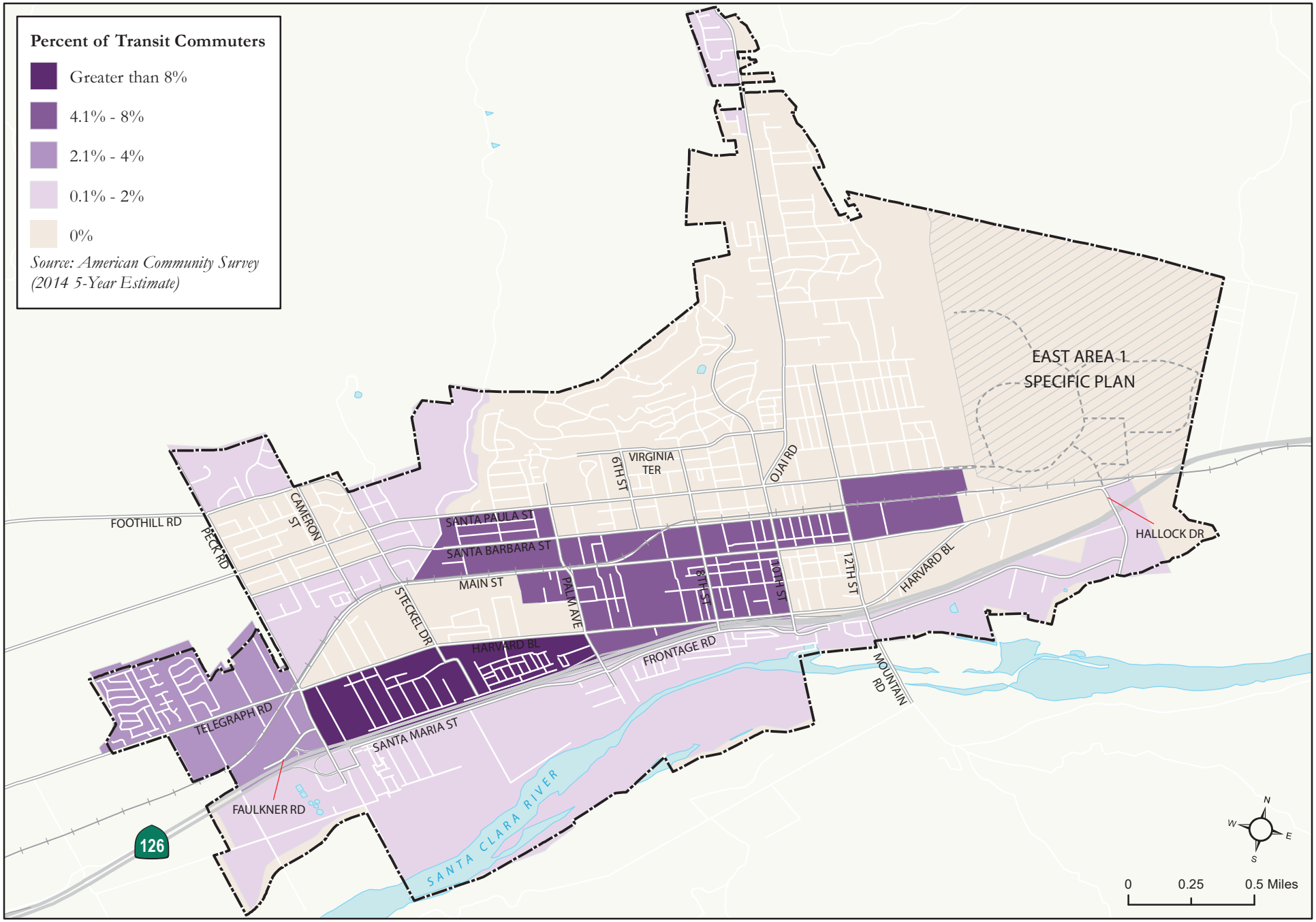


Figure 3-10
Year 2014 Public Transit Commuters

3.3 Pedestrian Mobility

Walkability is an important mobility and quality of life determinant for communities. The degree to which people walk as a means of transportation and recreation is influenced by the comfort, safety, and convenience of their walking experience. Comfort is influenced by traffic volumes, travel speed, separation from traffic, topography, sidewalk presence and quality, and climate. Safety is influenced by street crossings, traffic speed and volumes, street widths, traffic controls, and overall infrastructure design. Convenience is influenced by distance and directness of travel, and mixture of land uses. As connectivity increases, travel distance decreases and pedestrian route options increase.

The SCAG 2016-2040 RTP/SCS presents a regional vision of more compact, walkable communities, with "more choices for getting around" relative to today's availability. RTP goals are acknowledged as consistent with countywide planning efforts. In addition to compact, walkable communities, the RTP/SCS calls for implementation of "first/last mile strategies to extend the effective reach of transit," which includes an emphasis on both biking and walking.

The Ventura County Coordinated Public Transit-Human Services Plan (2016) also provides county-level support to first and last mile connections to transit, with particular attention paid to the unique needs of seniors, persons with disabilities, and persons of low income.

In concert with these regional and countywide goals, the current City of Santa Paula Circulation Element identifies the following goals, objectives, and policies relating to pedestrians:

Goals

- Non-Motorized Transportation Goal 5.1 – *City streets should be designed for safe bicycle, pedestrian, and equestrian use.*
- Non-Motorized Transportation Goal 5.2 – *An off-street bicycle and pedestrian corridor should be provided to serve major points of interest in town and beyond.*
- Non-Motorized Transportation Goal 5.3 – *Facilities should be provided to accommodate all types of non-motorized transportation with user friendly access.*

Objectives

- Non-Motorized Transportation Objective 5(b) – *The City should develop a system of trails along Santa Paula Creek to provide travel and recreational opportunities to City residents and visitors.*
- Non-Motorized Transportation Objective 5(d) – *Future development should encourage the use of alternative transportation modes for commuting.*

Policies

- Non-Motorized Transportation Policy 5.e.e – *Sidewalks and pedestrian ways in new development should be carefully designed to remain clear of obstructions, have appropriate grades, and be accessible in order to encourage pedestrian use.*
- Non-Motorized Transportation Policy 5.f.f – *The City should design new and retrofit existing street systems to encourage pedestrian activity. For example, crosswalks and pedestrian warning signs should be incorporated in areas of moderate to high pedestrian activity. Target areas include the Harvard Boulevard corridor, the Downtown district, and school zones.*

3.3.1 Pedestrian Activity Levels

As indicated in the previous section, according to the U.S. Census Bureau's 2014 American Community Survey, 1.1% of Santa Paula residents walk to work. The pedestrian commute mode share is displayed by census tract in **Figure 3-11**. As shown, a relatively higher percentage of walking commuters are present in census tracts near the central portion of the City, with other high levels seen in individual census tracts in the northern and western portions of the City.

Table 3-11 presents the AM/PM peak hour pedestrian counts conducted in February, 2016 at the study intersections, while **Figure 3-12** displays the pedestrian counts as intersection movements.





City of Santa Paula General Plan Update Mobility Technical Report

Figure 3-11
Year 2014 Pedestrian Commuters

Table 3-11 AM/PM Peak Hour Pedestrian Counts				
ID	**Intersection**	**AM Peak Hour**	**PM Peak Hour**	**Count Date**
1	Briggs Road & Telegraph Road	2	0	2/4/2016
2	Briggs Road & SR-126 WB Ramps	0	0	2/4/2016
3	Briggs Road & SR-126 EB Ramps	0	0	2/4/2016
4	Peck Road & Foothill Road	8	13	2/4/2016
5	Peck Road & Santa Paula Street	14	15	2/4/2016
6	Peck Road & Santa Barbara Street	7	14	2/4/2016
7	Peck Road & Main Street	75	13	2/4/2016
8	Peck Road & Telegraph Road	49	40	2/4/2016
9	SR-126 WB Ramps & Faulkner Road	9	4	2/2/2016
10	Peck Road & SR-126 EB Ramps	1	0	2/4/2016
11	Steckel Drive & Main Street	106	43	2/4/2016
12	Steckel Drive & Harvard Boulevard	82	87	2/4/2016
13	Palm Avenue & Santa Paula Street	137	32	2/2/2016
14	Palm Avenue & Santa Barbara Street	98	34	2/2/2016
15	Palm Avenue & Main Street	42	29	2/2/2016
16	Palm Avenue & Harvard Boulevard	148	108	2/2/2016
17	Palm Avenue & SR-126 WB Ramps	10	4	2/2/2016
18	Palm Avenue & SR-126 EB Ramps	1	2	2/2/2016
19	Palm Avenue & Santa Maria Street	2	2	2/2/2016
20	8th Street & Main Street	74	91	2/2/2016
21	8th Street & Harvard Boulevard	14	9	2/2/2016
22	Ojai Road & Virginia Terrace	72	19	2/2/2016
23	10th Street & Santa Paula Street	95	40	2/2/2016
24	10th Street & Santa Barbara Street	63	52	2/2/2016
25	10th Street & Main Street	59	71	2/2/2016
26	10th Street & Harvard Boulevard	7	0	2/2/2016
27	10th Street & SR-126 WB Ramps	5	0	2/2/2016
28	10th Street & SR-126 EB Ramps	4	2	2/2/2016
29	10th Street & Santa Maria Street	2	1	2/2/2016
30	12th Street & Main Street	24	20	2/2/2016
31	12th Street & Harvard Boulevard	12	9	2/2/2016
32	Harvard Boulevard & Telegraph Road	5	13	2/2/2016
33	Hallock Drive & Telegraph Road	0	4	2/2/2016
34	Hallock Drive & SR-126	0	0	2/2/2016

Source: Chen Ryan Associates, 2018

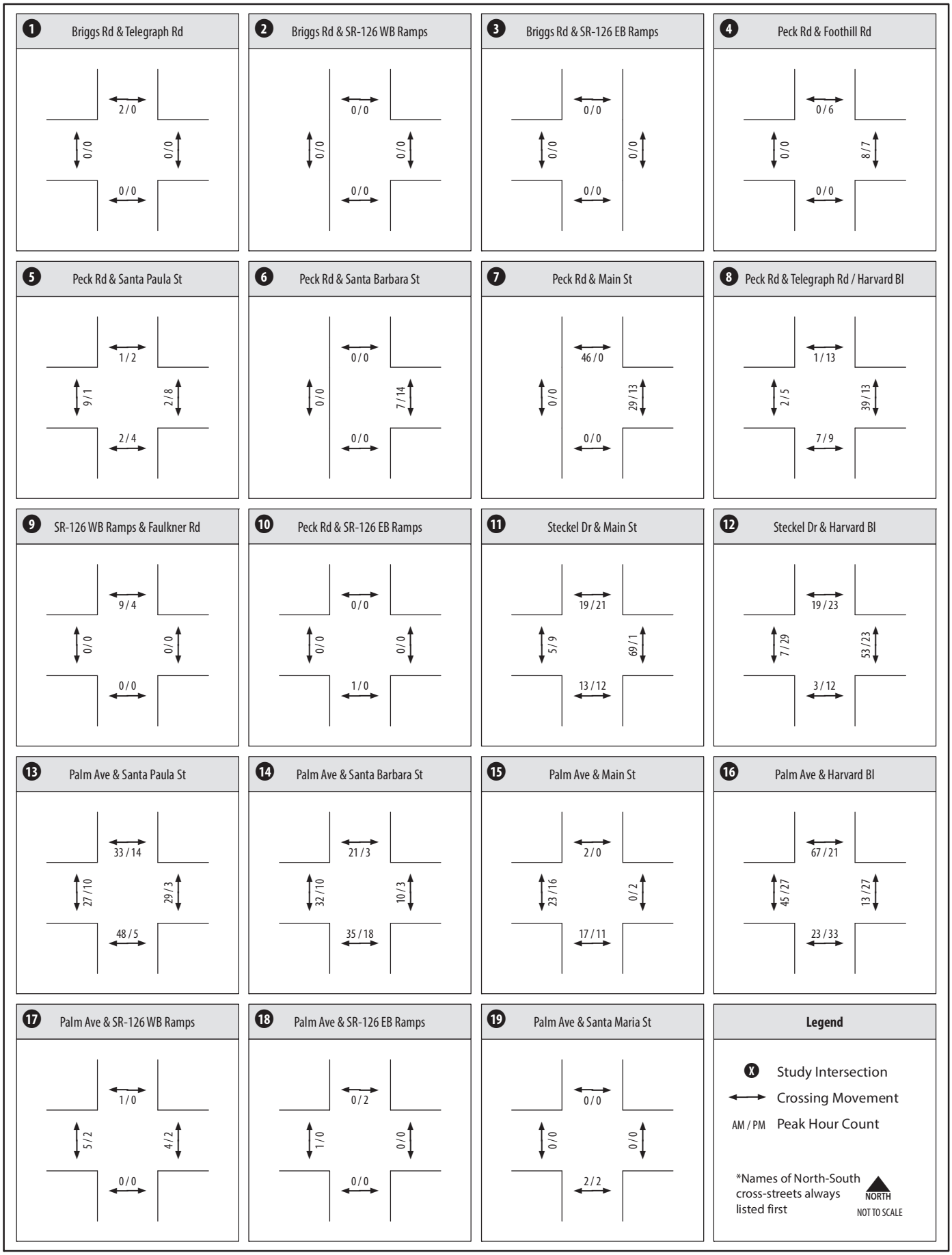


Figure 3-12
AM/PM Peak Hour Pedestrian Counts (Intersections 1-19)

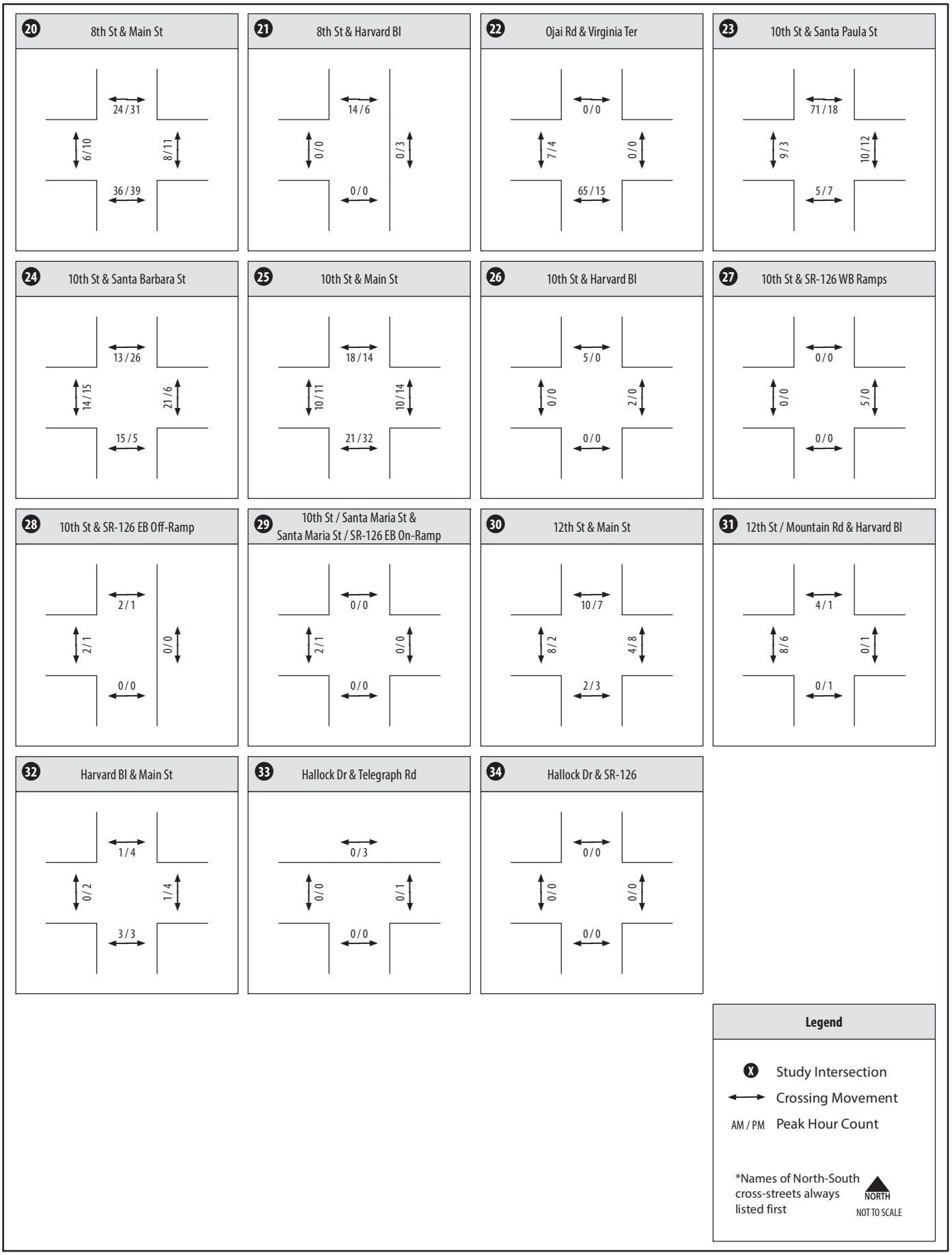


Figure 3-12
AM/PM Peak Hour Pedestrian Counts (Intersections 20-34)

Figures 3-13 and **3-14** display the distribution of peak hour pedestrian volumes for the AM and PM peak hour, respectively, across the Santa Paula study area. As shown, the three locations with the highest observed AM and PM pedestrian volumes are identified below:

AM Peak Hour

- Palm Avenue & Harvard Boulevard (148)
- Palm Avenue & Santa Paula Street (137)
- Steckel Drive & Main Street (106)

PM Peak Hour

- Palm Avenue & Harvard Boulevard (108)
- 8th Street & Main Street (91)
- Steckel Drive & Harvard Boulevard (87)

The intersection of Palm Avenue and Harvard Boulevard experienced the highest pedestrian volumes for both AM and PM peak hours. This intersection is in close proximity to multiple pedestrian generating land uses including bus stops, retail, dining, and commercial opportunities. In addition, the intersection is located approximately 800 feet west of Isbell Middle School, which likely generates high volumes of pedestrians before and after school hours.



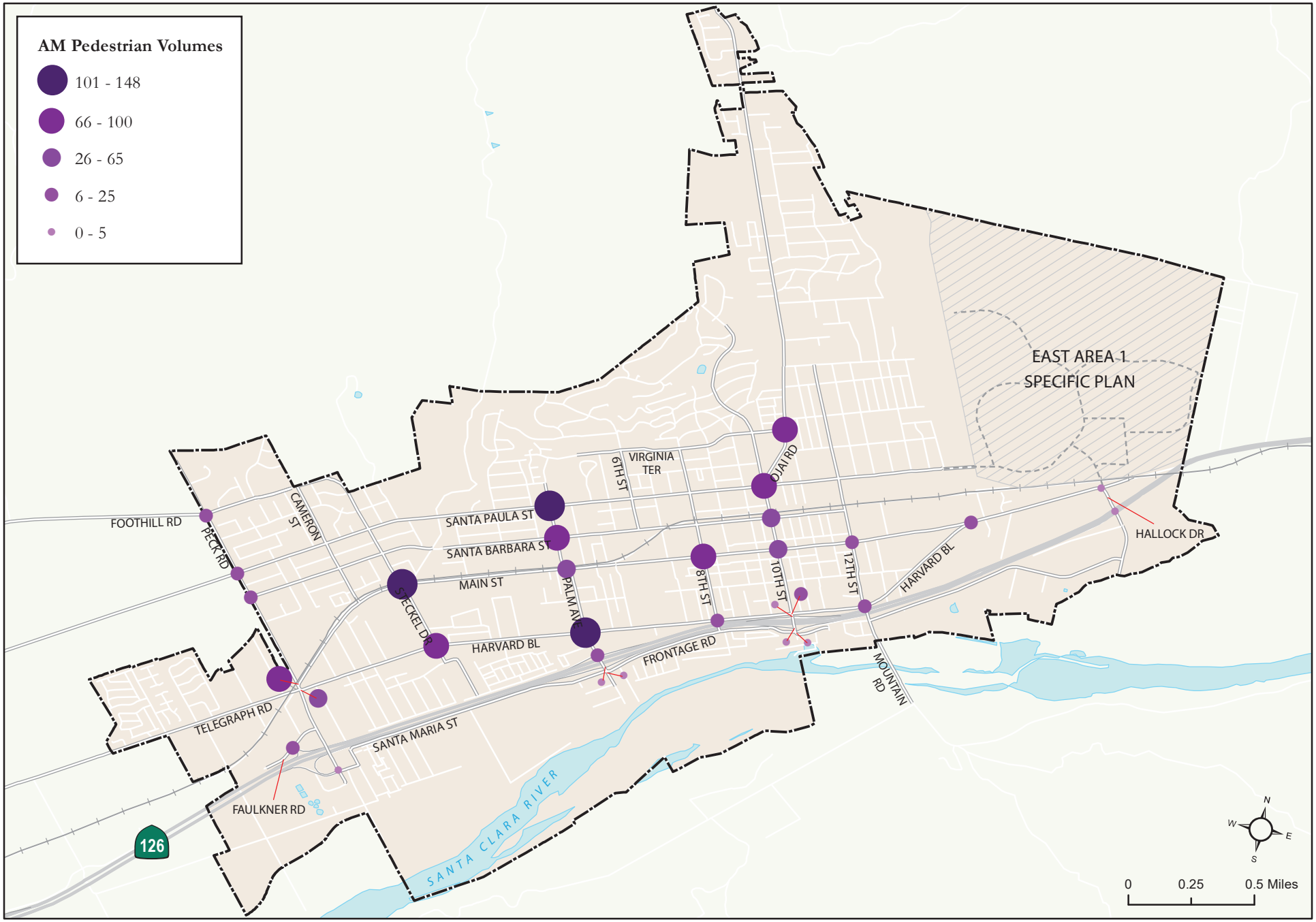


Figure 3-13
Existing AM Pedestrian Volumes



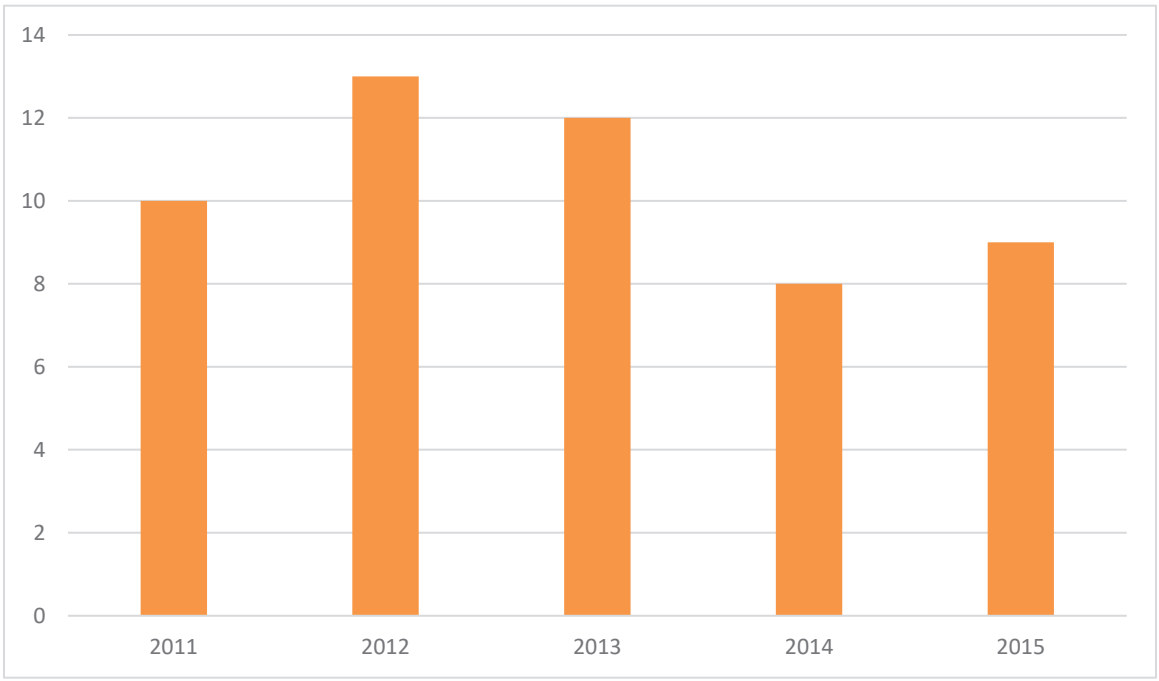
Figure 3-14
Existing PM Pedestrian Volumes

3.3.2 Pedestrian Collisions

Pedestrian collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for the five-year period from 2011 through 2015. During this period, 52 pedestrian-involved collisions were reported within Santa Paula, accounting for 10.5% of the 495 total collisions that occurred within the City across all modes during the five-year period analyzed.

Figure 3-15 below summarizes total pedestrian-involved collisions by year from 2011 to 2015. As shown, pedestrian-involved collisions ranged between 8 – 13 collisions per year. The highest number of collisions were observed in 2012 (13 collisions).

Figure 3-15 Pedestrian-Involved Collisions by Year (2011-2015)



Source: SWITRS, 2016; Chen Ryan Associates, 2018.

Figure 3-16 displays the distribution of the 52 collisions across the City of Santa Paula. As shown, the vast majority occurred along major corridors, and were generally more common near the central portion of the City.

Roadway corridors that experienced relatively higher pedestrian-involved collisions (>5) include:

- Santa Paula Street (7)
- Main Street (8)
- Steckel Drive (8)
- Telegraph Road (14)

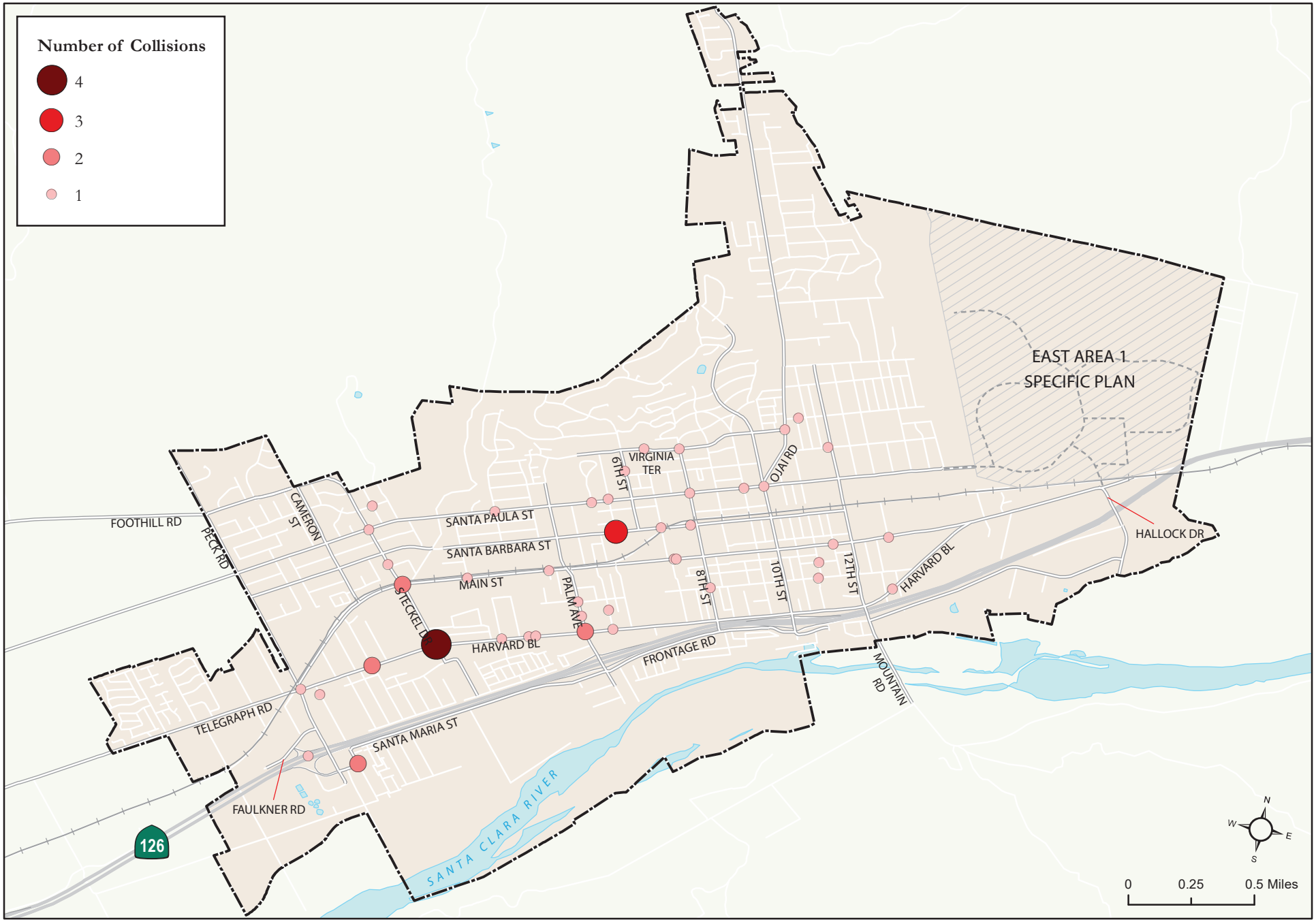


Figure 3-16
Pedestrian Collisions (2011-2015)

Table 3-12 summarizes the primary collision factor for pedestrian-involved collisions. As shown, the leading collision cause is attributed to "pedestrian right-of-way," such as a vehicle driving through a crosswalk when the pedestrian had the right-of-way. This accounted for 50% of total pedestrian involved collisions, followed by "pedestrian violation," which accounts for approximately 22% of total collisions.

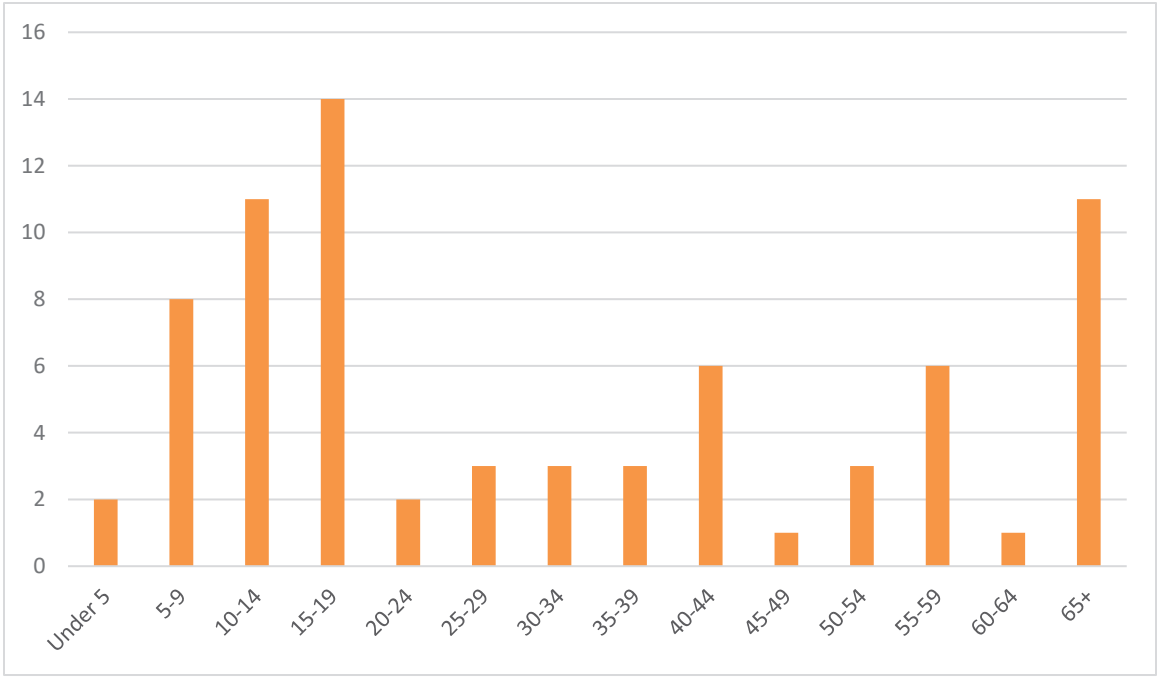
Table 3-12
Primary Pedestrian-Involved Collision Factor (2011-2015)

Primary Collision Factor	Collisions	Percent of Total
Pedestrian Right-of-Way	26	50%
Pedestrian Violation	12	22%
Unsafe Speed	5	10%
Other Improper Driving	5	10%
Unknown/None Specified	2	4%
Traffic Signals and Signs	1	2%
Unsafe Starting or Backing	1	2%
Total	**52**	**100%**

Source: SWITRS, 2016; Chen Ryan Associates, 2018

Figure 3-17 below displays pedestrian-involved collisions by age group. As shown, age groups under 20, between 40-44, and over 50 generally experienced higher total collisions. The higher collisions among school age children potentially indicate a need for increased crossing safety education among drivers and pedestrians alike.

Figure 3-17 Pedestrian-Involved Collisions by Age Group (2011 – 2015)



Source: SWITRS, 2016; Chen Ryan Associates, 2018.

Table 3-13 identifies intersection locations where multiple collisions occurred during the five-year collision analysis period. In addition to the four collisions reported at the intersection of Steckel Drive and Harvard Boulevard, three collisions were experienced at the intersection of 5th Street and Santa Barbara Street, occurring between 2011 and 2015.

Table 3-13
Most Frequent Pedestrian-Involved Collision Locations (2011 – 2016)

Most Frequent Locations	Collisions
Steckel Drive & Harvard Boulevard	4
5th Street & Santa Barbara Street	3
Steckel Drive & Main Street	2
Laurie Lane & Telegraph Road	2
Palm Avenue & Harvard Boulevard	2
Acacia Road & Acacia Way	2

Source: SWITRS, 2016; Chen Ryan Associates, 2018

3.4 Bicycle Mobility

Bicycling provides both utilitarian travel and active recreation opportunities. Adequate bicycle facilities and supporting roadway environments encourage active utilitarian transportation, enhance recreational opportunities, and help attract visitors. Bikeways not only provide local opportunities for cyclists, but also offer regional connections with continuous corridors and convenient access to transit services.

The 2016-2040 RTP/SCS presents a regional vision of more compact, walkable communities, with "more choices for getting around" relative to today's availability. These RTP goals are acknowledged as consistent with countywide planning efforts. In addition to compact, walkable communities, the RTP/SCS calls for implementation of "first/last mile strategies to extend the effective reach of transit," which includes an emphasis on both biking and walking.

The Ventura County Coordinated Public Transit-Human Services Plan (2016) also provides county-level support to first and last mile connections to transit, with particular attention paid to the unique needs of seniors, persons with disabilities, and persons of low income.

Bicycle mobility in Ventura County is also supported by VCTC's 2017 Ventura County Bikeway Wayfinding Plan. The Plan is intended to identify regional bikeways, inform project prioritization for future implementation, and develop a consistent wayfinding design standard. These aims are furthered by ten goal statements, which include:

- *Identify and prioritize regional bicycle routes.*
- *Promote connectivity between Ventura County communities as well as Santa Barbara and Los Angeles Counties.*
- *Encourage connectivity to regional destinations such as parks, trails, educational institutions, employment centers, transit, park and ride lots, and tourist destinations.*

- *Identify wayfinding routes distributed for all user types across the county.*
- *Assess the difficulty of county-identified bicycle routes to enable people to gauge comfort level along the routes based on skill or experience.*
- *Maintain community engagement throughout the planning process.*
- *Create uniform wayfinding sign design guidelines.*
- *Use wayfinding signage to make bicycle routes more visible.*
- *Support the local economy by providing Ventura County residents and tourists with directional and distance information.*
- *Incorporate technology and be accessible via GPS and online map tools.*

The plan works in concert with the 2007 Ventura Countywide Bicycle Master Plan, which identified the following goals:

Goals

- Goal 1 – *Expand and optimize Ventura County's bicycle facilities.*
- Goal 2 – *Plan and design for the needs of bicyclists.*
- Goal 3 – *Encourage installation of bicycle parking at employment sites, schools, shopping centers, transit stations, parks, recreation facilities, and county facilities.*

In Santa Paula, the current Circulation Element identifies the following goals and policies related to bicycle mobility:

Goals

- Non-Motorized Transportation Goal 5.1 – *City streets should be designed for safe bicycle, pedestrian, and equestrian use.*
- Non-Motorized Transportation Goal 5.2 – *An off-street bicycle and pedestrian corridor should be provided to serve major points of interest in town and beyond.*
- Non-Motorized Transportation Goal 5.3 – *Facilities should be provided to accommodate all types of non-motorized transportation with user friendly access.*

Objectives

- Non-Motorized Transportation Objective 5(a) – *The City should de-emphasize street bike lanes in favor of a policy that encourages street design for all methods of travel (car, bikes, pedestrians, and equestrian).*
- Non-Motorized Transportation Objective 5(c) – *The City should develop and build Class II bicycle lane facilities on City streets to accommodate, encourage, and formalize bicycle use within the City.*
- Non-Motorized Transportation Objective 5(d) – *Future development should encourage the use of alternative transportation modes for commuting.*

Policies

- Non-Motorized Transportation Policy 5.a.a – *The City should continue to develop the depot facility at 10th and Santa Paula Streets as a multi-modal transportation hub.*
- Non-Motorized Transportation Policy 5.b.b – *The depot should be accessible by bicycle from districts to the north and south, which are not served by the main multi-modal trail.*
- Non-Motorized Transportation Policy 5.c.c – *Adams and Fagan Canyon should be developed with a Class I bicycle path providing access the length of the canyon.*
- Non-Motorized Transportation Policy 5.d.d – *The Adams and Fagan Canyon bicycle paths should connect to Santa Paula Canyon, thereby providing a loop opportunity to East Area 1.*
- Non-Motorized Transportation Policy 5.g.g – *New commercial and industrial developments should provide well-designed, convenient pedestrian and bicycle parking facilities.*

The 2008 Ventura Countywide Bicycle Master Plan identifies the following bicycle facilities for Santa Paula in its Proposed Network:

- Class I Multi-Use Path – adjacent to Santa Paula Branch Line, City Limit to City Limit
- Class II Bike Lane – Santa Paula Street, City Limit to City Limit
- Class II Bike Lane – Palm Avenue, Santa Paula Street to SR-126
- Class II Bike Lane – Steckel Drive, Main Street to Harvard Boulevard
- Class II Bike Lane – Foothill Road, Peck Road to Steckel Drive
- Class II Bike Lane – Peck Road, Foothill Road to Santa Paula Street
- Class II Bike Lane – Acacia Road/E Santa Maria Street, Peck Road to Palm Avenue

Additionally, the 2016-2040 RTP/SPS identifies the Class I Multi-Use Path adjacent to the Santa Paula Branch Line as a Regional Facility.

3.4.1 Existing Bicycle Facilities

This section describes existing bicycle facilities and activity levels and concludes with an analysis of bicycle-involved collisions occurring between 2011 and 2015. **Table 3-14** describes the four classifications of bicycle facilities recognized by the California Streets and Highways Code, including bike path, bike lane, bike route, and cycle track. **Figure 3-18** displays the location of existing bicycle facilities, while **Table 3-15** summarizes the existing bicycle facility mileage by class in the City of Santa Paula.

Table 3-14
California Bikeway Classification

Class Description	Example
Class I Bikeway (Bike Path) – Also referred to as shared-use paths or multi-use paths, Class I facilities provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel.	
Class II Bikeway (Bike Lane) – Provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with pedestrian and motorist crossflows permitted.	 
Class III Bikeway (Bike Route) – Provides shared use of traffic lanes with motor vehicles, identified by signage and street markings such as "sharrows". Bike routes are best suited for low-speed, low-volume roadways.	
Class IV Bikeway (Cycle Track) – Also referred to as separated bikeways, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.	

Source: California Streets and Highway Code, 2014; Chen Ryan Associates, 2018



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Figure 3-18
Existing Bicycle Facilities

Table 3-15 Existing Bicycle Facility Mileage	
Facility Type	**Mileage**
Class I – Shared-Use Path	1.8
Class II – Bicycle Lane	3.2
Class III – Bicycle Route	0.0
Class IV – Cycle Track	0.0
Total	**5.0**

Source: Chen Ryan Associates, 2018

As shown in Table 3-15, there are approximately 5 miles of existing bicycle facilities within Santa Paula. The existing bicycle facilities include Class I multi-use paths and Class II bike lanes. The multi-use path runs along Cemetery Road between Santa Paula Street and Main Street, before running parallel to the rail right-of-way to a terminus at the intersection of 12th Street and Santa Barbara Street. The approximately 1.8-mile path provides an east-west connection through the central portion of the City, and is within a two-block proximity to many area schools, such as Isbell Middle School, Glen City Elementary School, McKevett Elementary School, and Barbara Webster Elementary School.



Class II Bike lanes are the primary existing bicycle facility in Santa Paula, dispersed across the city, providing connections between residential neighborhoods, schools, parks and recreational facilities, commercial, and retail land uses. As shown in Figure 3-19, bicycle facilities in Santa Paula generally provide complimentary service to Class I shared use path facilities. As future improvements are considered, Santa Paula's strong grid network presents a notable opportunity to strengthen the bicycle network and improve connectivity to currently unserved portions of the community.

3.4.2 Bicycle Activity Levels

As previously indicated in the work trip mode share chart, 0.8% of Santa Paula residents bike to work, representing the lowest mode share of commuters. The bicycle commute mode share is displayed by census tract in **Figure 3-19**. As shown, relatively higher bicycle commute mode shares were reported in census tracts located near the central portion of the City. These census tracts are also in close proximity to a variety of land uses and multiple public bus routes, which are features known to support active transportation.

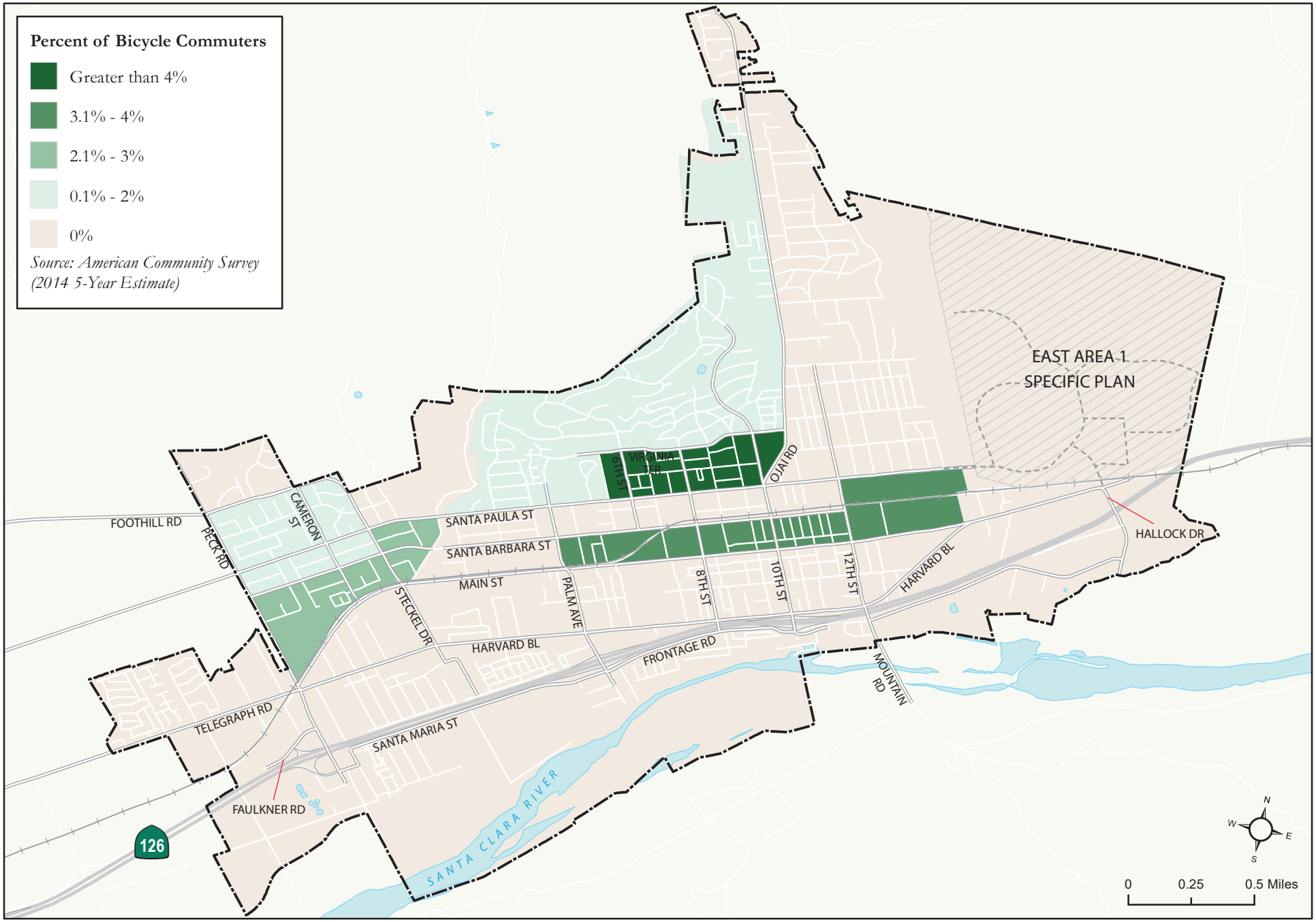


Figure 3-19
Year 2014 Bicycle Commuters

Table 3-16 presents the AM/PM peak hour bicycle counts conducted in February, 2016 at the study intersections. **Figure 3-20** displays the existing AM/PM peak hour bicycle intersection movements, and the actual count sheets are included in Appendix C.

Table 3-16
AM/PM Peak Hour Bicycle Counts (February 2016)

ID	Intersection	AM Count	PM Count	Count Date
1	Briggs Road & Telegraph Road	0	2	2/4/2016
2	Briggs Road & SR-126 WB Ramps	0	0	2/4/2016
3	Briggs Road & SR-126 EB Ramps	0	0	2/4/2016
4	Peck Road & Foothill Road	0	0	2/4/2016
5	Peck Road & Santa Paula Street	1	1	2/4/2016
6	Peck Road & Santa Barbara Street	0	0	2/4/2016
7	Peck Road & Main Street	1	0	2/4/2016
8	Peck Road & Telegraph Road	2	0	2/4/2016
9	SR-126 WB Ramps & Faulkner Road	0	0	2/2/2016
10	Peck Road & SR-126 EB Ramps	0	0	2/4/2016
11	Steckel Drive & Main Street	6	8	2/4/2016
12	Steckel Drive & Harvard Boulevard	1	9	2/4/2016
13	Palm Avenue & Santa Paula Street	1	4	2/2/2016
14	Palm Avenue & Santa Barbara Street	1	1	2/2/2016
15	Palm Avenue & Main Street	2	2	2/2/2016
16	Palm Avenue & Harvard Boulevard	0	6	2/2/2016
17	Palm Avenue & SR-126 WB Ramps	0	0	2/2/2016
18	Palm Avenue & SR-126 EB Ramps / Santa Maria Street	0	0	2/2/2016
19	Palm Avenue & Santa Maria Street	0	0	2/2/2016
20	8th Street & Main Street	1	4	2/2/2016
21	8th Street & Harvard Boulevard	1	2	2/2/2016
22	Ojai Road & Virginia Terrace	0	3	2/2/2016
23	10th Street & Santa Paula Street	0	2	2/2/2016
24	10th Street & Santa Barbara Street	3	5	2/2/2016
25	10th Street & Main Street	0	9	2/2/2016
26	10th Street & Harvard Boulevard	3	0	2/2/2016
27	10th Street & SR-126 WB Ramps	0	0	2/2/2016
28	10th Street & SR-126 EB Off-Ramp	3	0	2/2/2016
29	10th Street/E Santa Maria Street & E Santa Maria Street/SR-126 EB On-Ramp	3	0	2/2/2016
30	12th Street & Main Street	1	2	2/2/2016
31	12th Street & Harvard Boulevard	1	2	2/2/2016
32	Harvard Boulevard & Telegraph Road	0	5	2/2/2016
33	Hallock Drive & Telegraph Road	0	0	2/2/2016
34	Hallock Drive & SR-126	0	0	2/2/2016

Source: Chen Ryan Associates; 2018

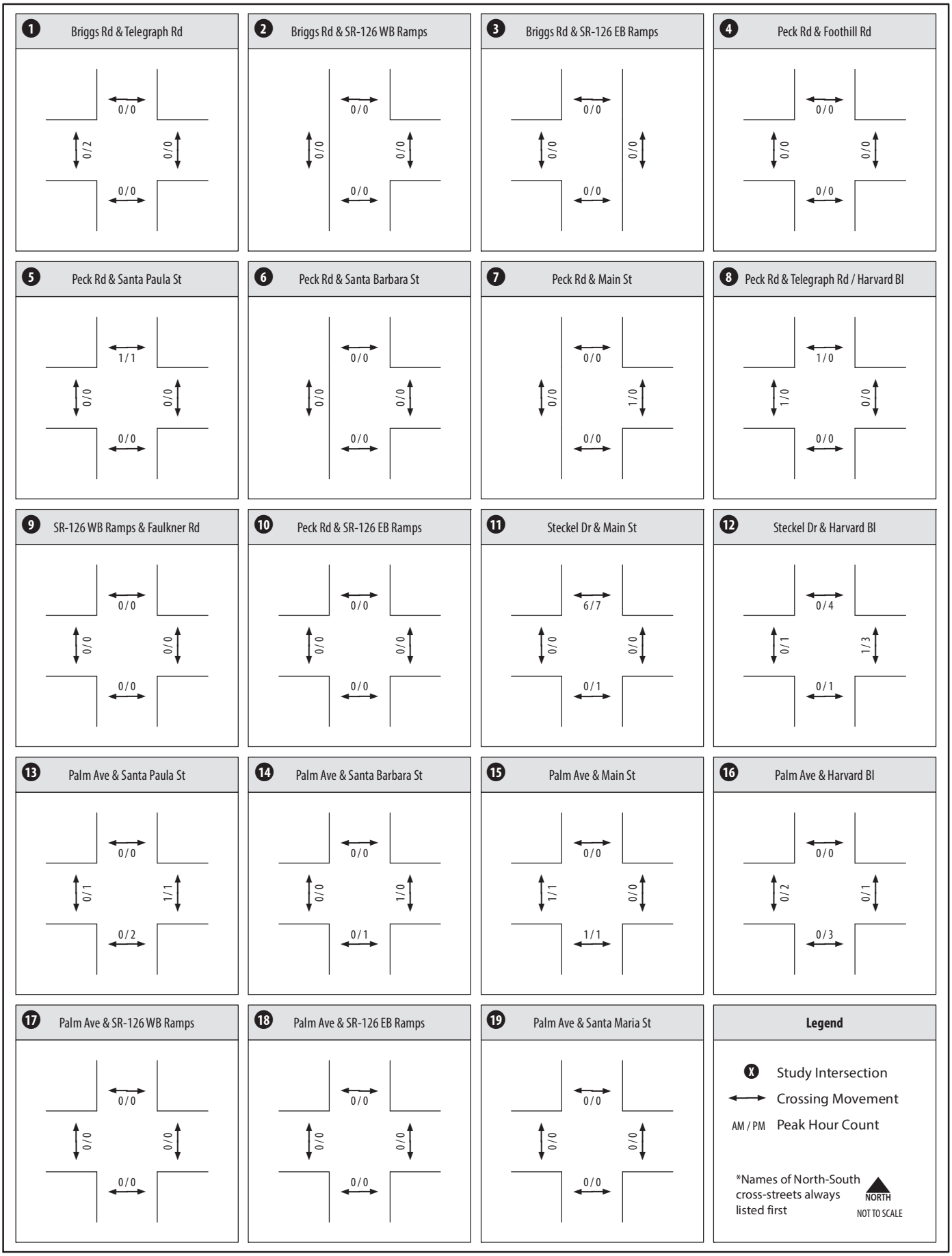


Figure 3-20
AM/PM Peak Hour Bicycle Counts (Intersections 1-19)

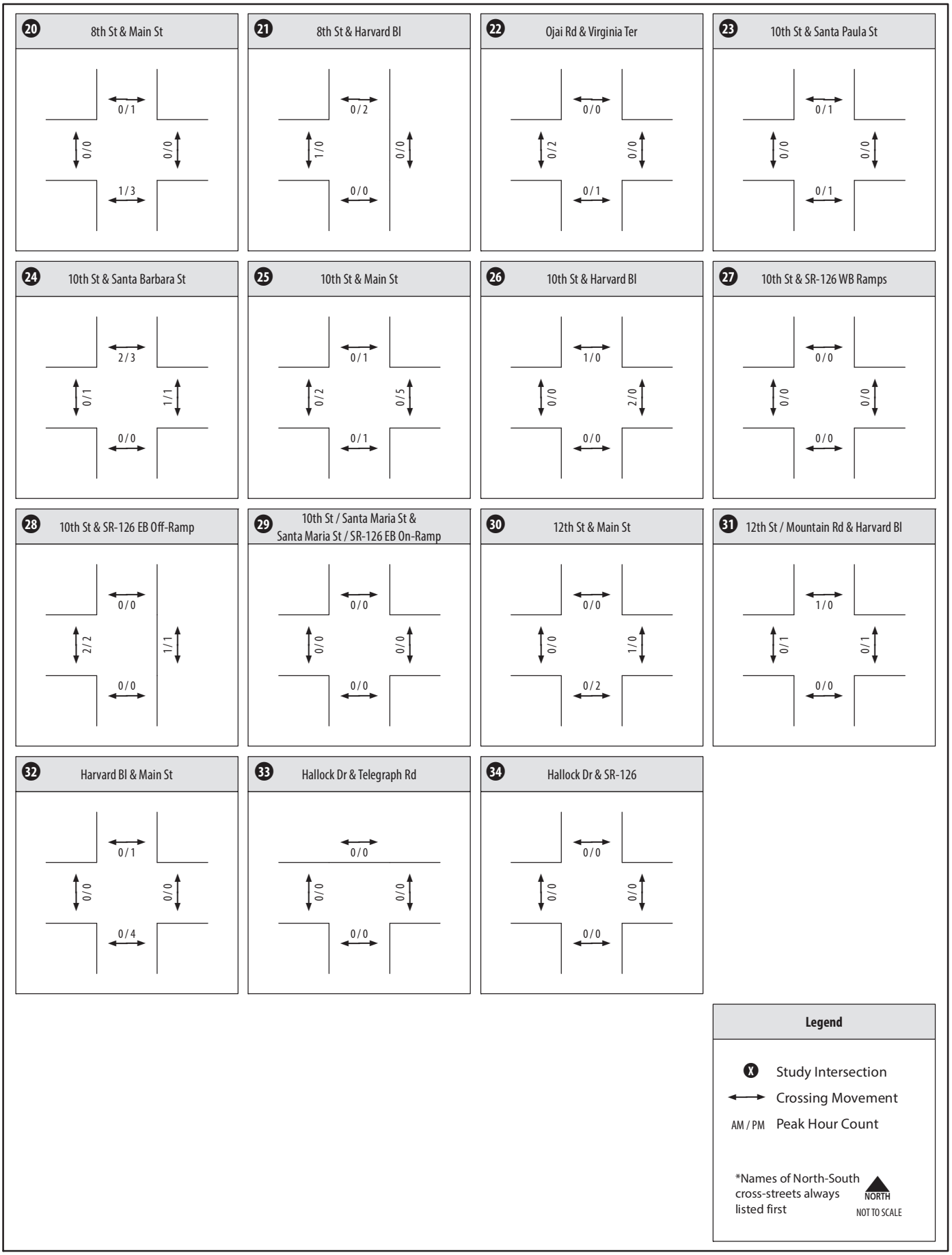


Figure 3-20
AM/PM Peak Hour Bicycle Counts (Intersections 20-34)

Figures 3-21 and **3-22** display the distribution of peak hour bicycle volumes for the AM and PM peak hour, respectively, across the Santa Paula study area. As shown, intersections with the highest observed AM and PM bicycle volumes include:

AM Bicycle Volume

- Steckel Drive & Main Street (6)
- 10th Street/SR-126 EB Ramps & E Santa Maria Street (5)
- 10th Street & Harvard Boulevard (3)
- 10th Street & Santa Barbara Street (3)

PM Bicycle Volume

- Steckel Drive & Harvard Boulevard (9)
- 10th Street & Main Street (9)
- Steckel Drive & Main Street (8)

3.4.3 Bicycle Collisions



Bicycle collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for the five-year period from 2011 to 2015. During this period, 23 bicycle-involved collisions were reported in Santa Paula, accounting for 5.4% of total collisions, when considered against the 495 total collisions that occurred in Santa Paula across all modes during the five-year period analyzed. **Figure 3-23** summarizes bicycle-involved collisions by year from 2011 to 2015. Collisions ranged from 3 to 6 per year, with the fewest number of collisions recorded in 2012, and the greatest number of collisions recorded in 2014.

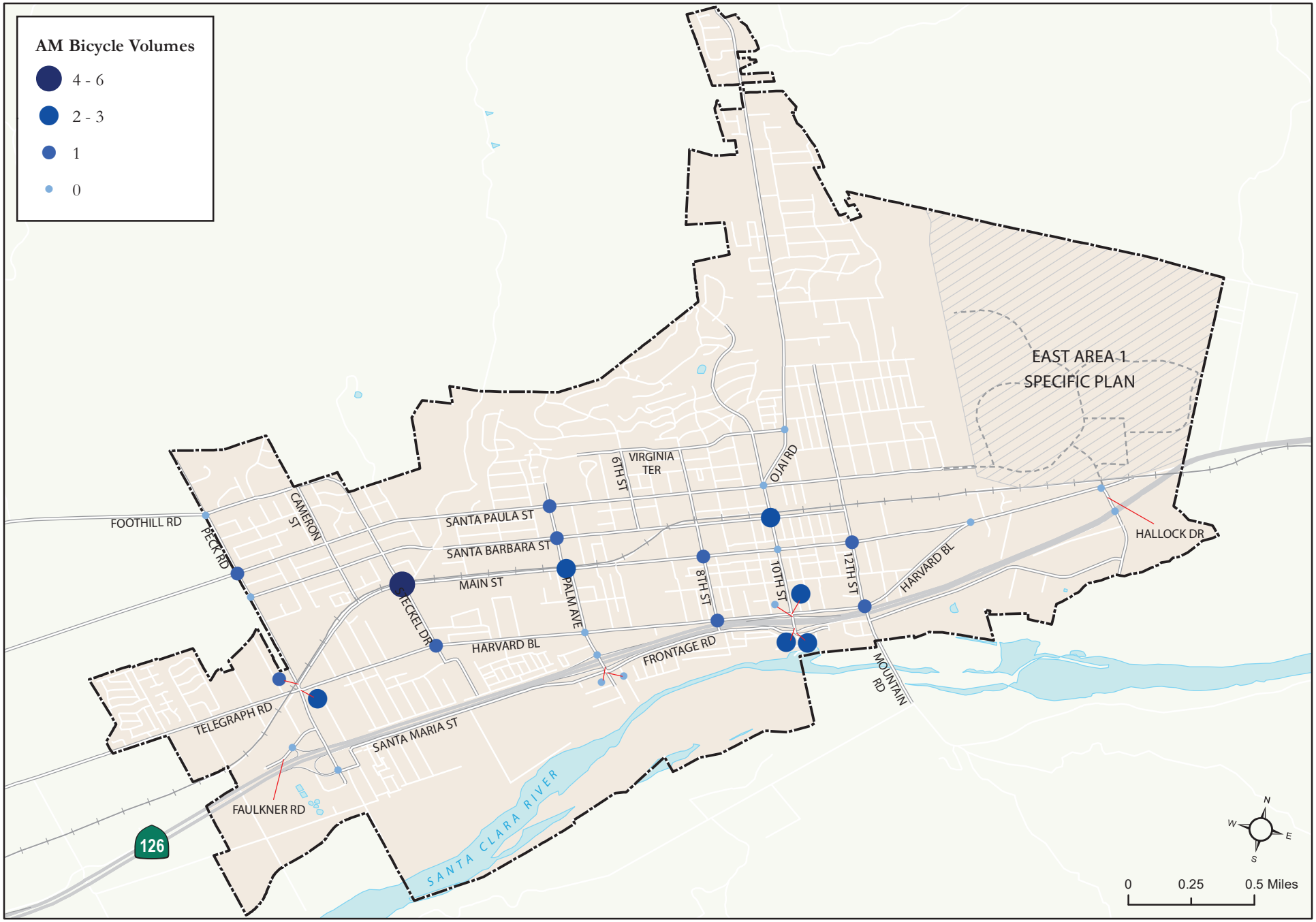


Figure 3-21
Existing AM Bicycle Volumes

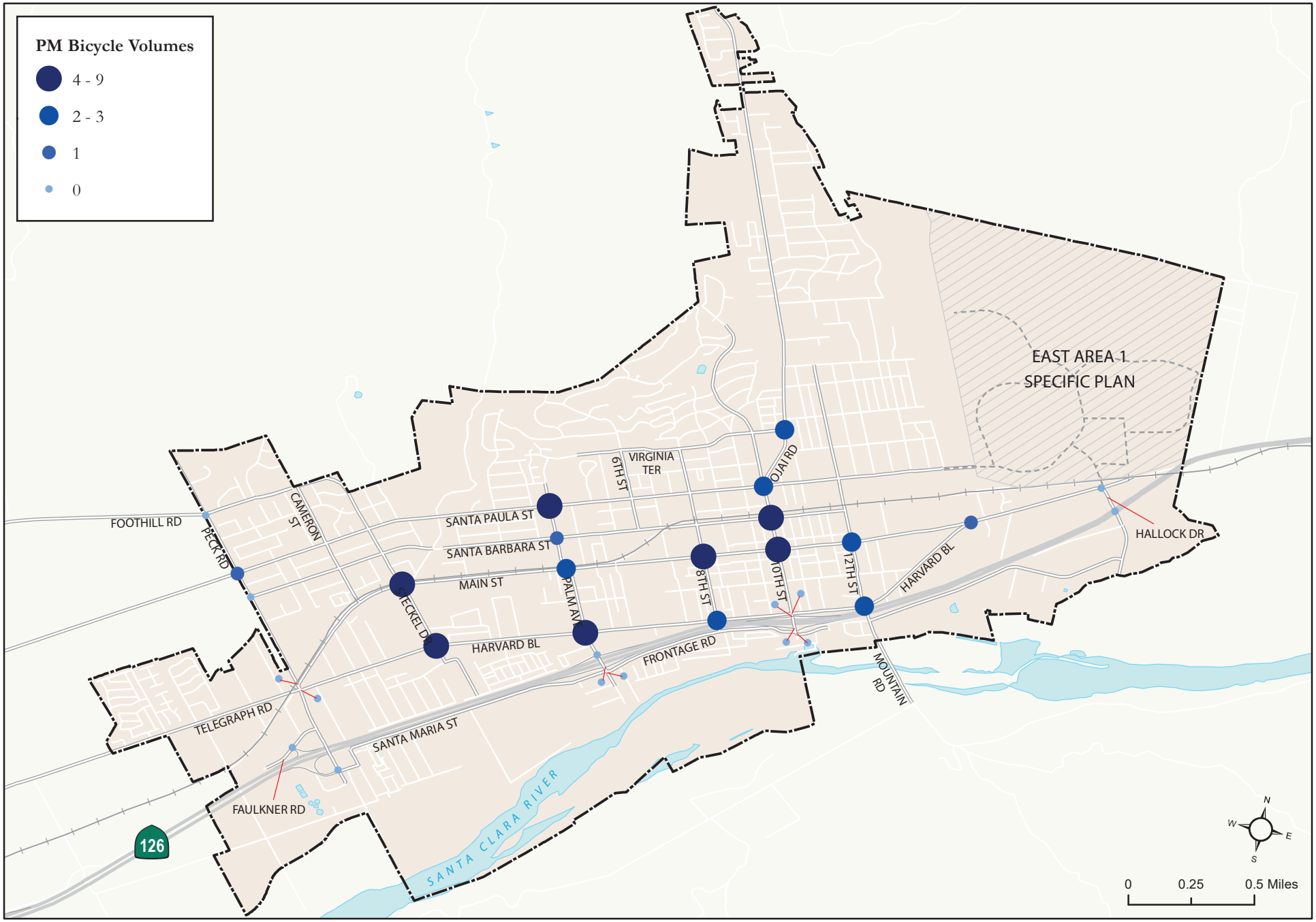
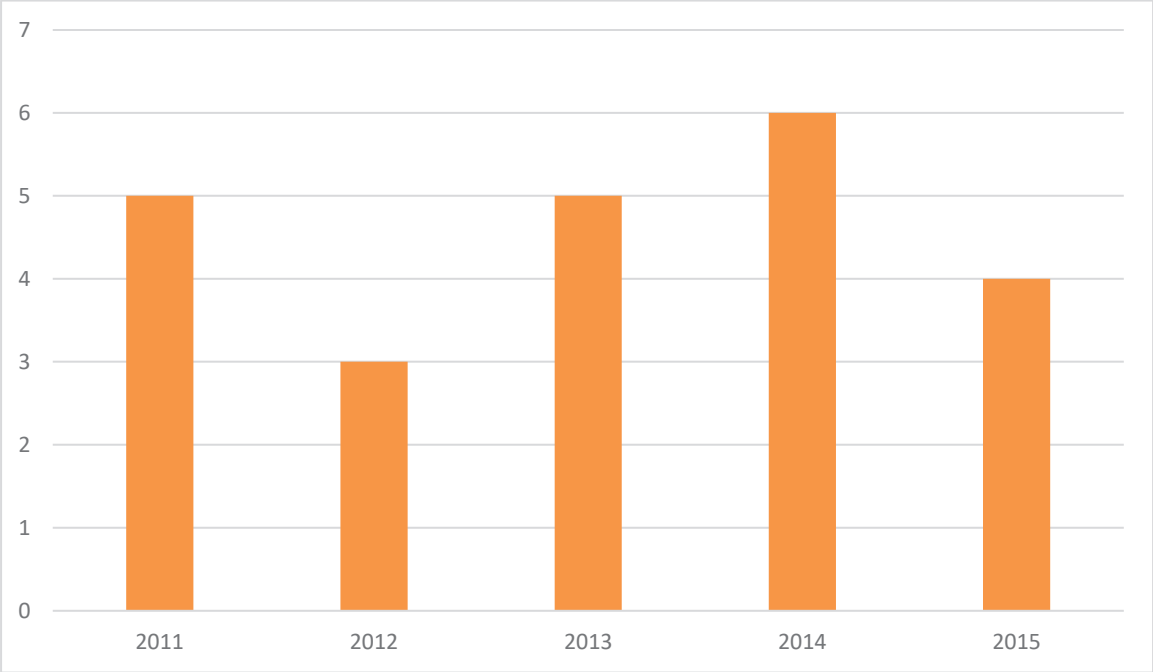


Figure 3-22
Existing PM Bicycle Volumes

Figure 3-23 Bicycle-Involved Collisions by Year (2011 – 2015)



Source: SWITRS, 2016; Chen Ryan Associates, 2018

Figure 3-24 displays the distribution of the 23 bicycle-involved collisions across the City of Santa Paula. As shown, similar to the distribution of pedestrian-involved collisions, bicycle collisions are generally concentrated along major roadways, with somewhat higher frequency near the central portion of the City.



Table 3-17 summarizes the primary collision factor violation category for the 23 bicycle-involved collisions occurring in Santa Paula between 2011 and 2015. The leading cause was due to the bicyclist impeding the "automobile right-of-way", accounting for 40% of total bicycle-involved collisions, followed by the bicyclist failing to obey "traffic signals and signs," which was the primary factor in 17% of collisions. These findings potentially indicate a need for increased cyclist education regarding the laws of the road and safe bicycle operation, as well as a need for improved bicycle facilities, such as cycle tracks, side paths, or other separated facilities.



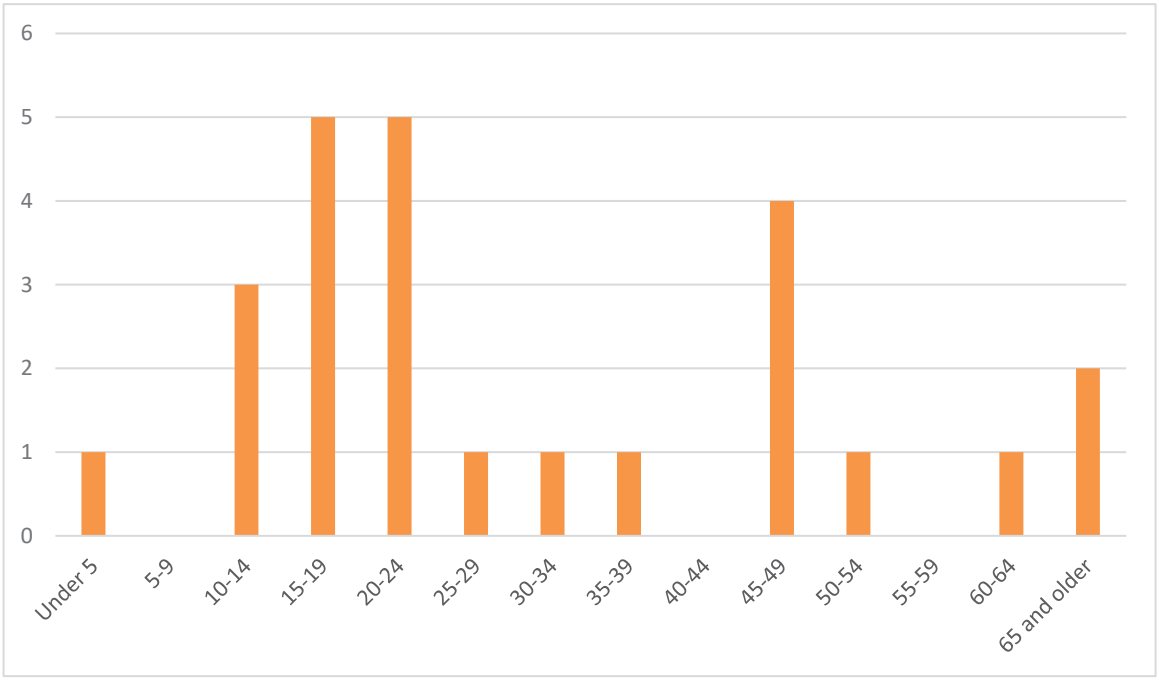
Figure 3-24
Bicycle Collisions (2011-2015)

Table 3-17 Primary Bicycle-Involved Collision Factor (2011 – 2015)		
Primary Collision Factor	**Collisions**	**Percent of Total**
Automobile Right-of-Way	9	40%
Traffic Signals and Signs	4	17%
Wrong Side of Road	3	13%
Improper Turning	2	9%
Unsafe Speed	2	9%
Pedestrian Right-of-Way	1	4%
Unknown	1	4%
Other Improper Driving	1	4%
Total	23	100%

Source: SWITRS, 2016; Chen Ryan Associates, 2018

Figure 3-25 displays bicycle-involved collisions distributed by age group from 2011 to 2015. As shown, school aged children, as well as those between 20-24 years of age, and 45-49 years of age, accounted for a large share of bicycle-involved collisions, with 5 collisions recorded for ages 15-19 and 20-24, and 4 collisions for ages 45-49 during the five-year period. This potentially indicates a need for increased bicycle safety education among all members of the community.

Figure 3-25 Bicycle-Involved Collisions by Age Group (2011 – 2015)



Source: SWITRS, 2014; Chen Ryan Associates, 2018

Roadway corridors experiencing relatively higher bicycle-involved collisions (≥4) are identified in **Table 3-18**. None of these roadways currently have dedicated bicycle facilities. This finding potentially indicates a need for increased bicycle facilities along key roadways.

Table 3-18 High Bicycle-Involved Collision Segments (2011 – 2015)			
Segment	**Extent**	**Collisions**	**Bicycle Facility**
Main Street	Telegraph Road to 10th Street	5	No
Telegraph Road/Harvard Boulevard	Todd Lane to Main Street	8	No
8th Street	Santa Paula Street to Harvard Boulevard	4	No

Source: SWITRS, 2016; Chen Ryan Associates, 2018

3.5 Transportation Demand Management (TDM)

The Southern California Association of Governments (SCAG) adopted the 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2016, which included transportation demand management (TDM) strategies for the region. TDM strategies are designed to reduce roadway congestion by managing or reducing system demand. The RTP/SCS allocates $6.9 billion to TDM strategies through the following three main areas of focus:

- *Reduce the number of single-occupancy vehicle (SOV) trips and overall vehicle miles traveled (VMT) through ridesharing, which includes carpooling, vanpooling, and supportive policies for shared ride services such as Uber and Lyft.*
- *Redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules.*
- *Reducing the number of SOV trips through the use of other modes of travel such as transit, rail, bicycling, and walking.*

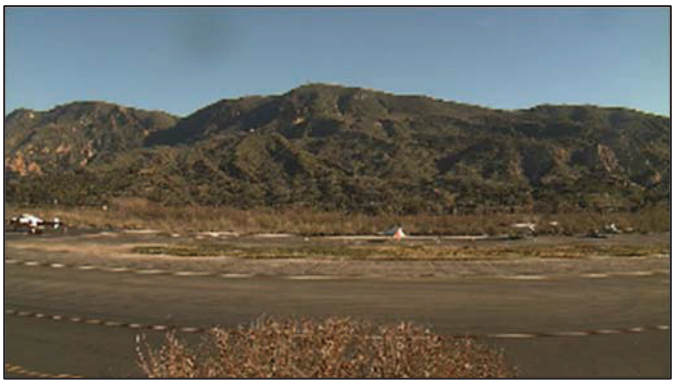
In addition, the RTP/SCS identifies the following strategies to expand and encourage the implementation of TDM strategies:

- *Rideshare incentives and rideshare matching.*
- *Parking management and parking cash-out policies.*
- *Preferential parking or parking subsidies for carpoolers.*
- *Intelligent parking programs.*
- *Promotion and expansion of Guaranteed Ride Home programs.*
- *Incentives for telecommuting and flexible work schedules.*
- *Integrated mobility hubs and first/last mile strategies.*
- *Incentives for employees who bike and walk to work.*
- *Investments in active transportation infrastructure.*
- *Investments in Safe Routes to School programs and infrastructure.*

3.6 Airports and Goods Movement

3.6.1 Airport

The Santa Paula Airport (SZP/KSZP) is located south of State Route 126, between Palm Avenue and 10th Street. The airport is privately owned but open for public use. The facility is non-towered, and has a single runway. The airport solely serves general aviation operations, with no currently planned commercial service. Santa Paula's Airport was founded in 1930, and occupies about 60 acres.



Source: www.santapaulaairport.com

The Airport Comprehensive Land Use Plan Update for Ventura County (2000) serves as a guiding document for the County's military and public use airports, promoting continued operation while protecting public and airport users alike from potential adverse noise and safety concerns, while maintaining compatibility with City and County general plans.

Based upon the Federal Aviation Administration Model for Estimating General Aviation Operations at Non-Towered Airports, for the 12-month period ending December 17, 2015, the airport had 97,000 aircraft movements, or an average of 266 daily operations. Of these movements, approximately 75% were local general aviation, with the remaining 25% of operations from transient aircraft. A total of 309 aircraft are based at the airport, which includes 295 single-engine airplanes, 6 multi-engine airplanes, 4 helicopters, 2 gliders, and 2 ultralight aircraft.

Noise abatement procedures and a prohibition of night operations are in place to reduce the airport's noise footprint on the community, which maintains compatibility with SCAG 2016-2040 RTP/SCS Aviation Performance Measure 12, maintaining sensitivity to Aviation Noise Impacts.

The Santa Paula Airport is accessible via Santa Maria Street, where the airport driveway serves as the roadway's terminus.

3.6.2 Goods Movement

Maintaining the efficient movement of goods is essential for sustaining a local economy and meeting basic consumer needs. The SCAG 2016-2040 RTP/SCS and Ventura County Comprehensive Transportation Plan both identify the regional role of Port of Hueneme in particular, and the importance of the roadway network in surrounding Ventura County cities in serving the Port and supporting the truck traffic it generates. Additionally, the Ventura County Comprehensive Transportation Plan identifies the importance of agribusiness along the SR-126 corridor between the Cities of Ventura and Santa Clarita. In Santa Paula, SR-126, SR-150, and the local roadway network support the movement of goods.

The RTP/SCS identifies the need for goods movement to be carefully balanced with overall sustainability, public health, and environmental justice goals, and establishes the need for goods movement strategies to work in concert with the region's overall emissions reduction targets. These overarching guidelines are adapted to the local setting by VCTC, which identifies particular improvements for the county such as pavement refurbishment and strategic grade separation, while reiterating the need for consideration of potential impacts to local community health, safety, and quality of life.

Figure 3-26 displays the designated truck routes within the City of Santa Paula, as identified in the Circulation Element. Truck route designated streets include:

North-South Streets

- Peck Road from Foothill Road to Corporation Street
- Dean Drive from Santa Barbara Street to Main Street
- Palm Avenue from Main Street to Santa Maria Street
- 10th Street from Santa Paula Street to SR-126
- SR-150/Ojai Road from Santa Paula Street to City limits
- 12th Street from Santa Paula Street to South Mountain Road

East-West Streets

- Foothill Road from west of City limits to Peck Road
- Santa Paula Street from west of City limits to Peck Road
- Santa Paula Street from 10th Street to eastern terminus
- Santa Barbara Street from Dean Drive to 12th Street
- Main Street from Peck Road to Palm Avenue
- Main Street from 10th Street to Harvard Boulevard
- Telegraph Road from west of City limits to Peck Road
- Telegraph Road from Harvard Boulevard to City limits
- Harvard Boulevard from Peck Road to Telegraph Road
- Santa Maria Street from Santa Paula Airport to Palm Avenue



Figure 3-26
City of Santa Paula Designated Truck Routes

3.6.3 Rail



Santa Paula's rail corridor, officially referred to as the Santa Paula Branch Line, is currently owned by the Ventura County Transportation Commission (VCTC), which purchased the right-of-way from the Southern Pacific Railroad in 1995. The Branch Line, which currently runs from the City of Ventura to an eastern terminus in the unincorporated community of Piru approximately 15 miles east of Santa Paula, includes an historic depot in Downtown Santa Paula located near the intersection of 10th and Santa Barbara Streets. The Santa Paula Branch Line received freight service by Southern Pacific's successor, the Union Pacific Railroad, through 2012. Currently, the Fillmore and Western Railway offers passenger excursion service along the branch, as well as filming opportunities for movie and film production. The Santa Paula Branch Line Advisory Committee is currently considering future alternatives, which include possible discontinuance of rail operations in favor of preserving the right-of-way for future rail and recreational use. This study of alternatives particularly builds upon the gudance offered by the Ventura County Comprehensive Transportation plan, which seeks to sustain freight movement operations and transportation connections where possible, while acknowledging the need to balance potential impacts to local communities in Ventura County.

4.0 Travel Demand Model Forecast

This chapter summarizes the future year (2040) travel demand model forecasting process utilized to estimate the future traffic volumes within the City of Santa Paula, under buildout of the currently adopted general plan and Preferred Plan. Model forecast is prepared by Iteris, Inc., the consultant developed the Ventura County Transportation Model (VCTM). The VCTM is based off the Southern California Association of Governments (SCAG) Transportation Model, that was calibrated at the County level for Ventura County. A total of three scenarios, base year, currently adopted general plan (no-project) and the Preferred Plan were modeled. Section 4.1 describes the model validation process and Section 4.2 describes the approach utilized to develop future year volumes.

4.1 Model Validation

The Base Year 2012 and Future Year 2040 model transportation networks were reviewed against field conditions (Base Year 2012) and the currently adopted Circulation Element (Future Year 2020) to ensure accurate information are coded in these models. The following variables were compared and modified:

- Number of lanes;
- Posted speed (validated posted speed);
- Existing configuration; and
- Traffic Analysis Zone (TAZ) centroid connection locations.

In addition, the Preferred Plan network was provided to and reviewed by Iteris for its forecast.

4.2 Future Traffic Volume Development

As mentioned above, traffic model forecast for the various scenarios were developed by Iteris and a detailed modeling documentation is provided in **Appendix F**.

Future year forecast volumes were reviewed and adjusted by the project team based on existing traffic volumes, existing travel patterns, the anticipated growth within the study area, projected driveway/access loading points and overall regional growth. Projected growth is consistent with the demographic forecast adopted as part of the SCAG 2040 RTP/SCS. Growth rates and model adjustments are also provided in Appendix F. Future intersections turning movements for the Preferred Plan were developed by applying the appropriate rates to the existing traffic volumes.

5.0 Preferred Plan

This chapter describes activity patterns and level of service for all modes of travel in City of Santa Paula including pedestrian, cycling, transit, and vehicular under buildout of the Preferred Plan.

5.1 Roadway and Freeway/State Highway Analysis

This section identifies key study roadways and intersections in the City, presents Preferred Plan level of service conditions associated with these facilities, and discusses policies and potential plans that may affect the roadway system.

5.1.1 Roadway Classification Designations

In the past, the City of Santa Paula has used the roadway standards and classifications contained in the 1998 *City of Santa Paula Circulation Element*. However, this roadway classification system was reviewed and re-categorized as a part of this Mobility Element Update effort to better reflect the City's mobility goals and the needs of all roadway users while taking the existing roadways and built environment into consideration. As proposed in the Preferred Plan, roadway classifications within the City of Santa Paula are categorized into the following classifications:

Arterial
Arterials in Santa Paula are 2- or 4-lane roadways that are designed to carry moderate to heavier vehicular traffic, while providing direct access to regional transportation corridors such as SR-126. Arterial roadways provide the greatest number of vehicular network connections relative to other roadway types. They also provide major cross-town connections, traversing many of the City's signalized intersections. Generally, arterial roadways provide for vehicular priority without compromising the safety of other modes.

Boulevard
Boulevards are 2- or 4-lane roadways that provide access to major community resources. Boulevards are generally long, cross-town roadways that can benefit from increased multimodal connectivity for non-vehicular roadway users. Boulevards serve major community destinations, such as schools, shopping, retail, and Downtown Santa Paula. As ideal multimodal corridors, provision for enhanced bicycle and pedestrian mobility, such as through installation of buffered bike lanes and/or cycle tracks, is emphasized along boulevards due to the wide variety of land uses to which Boulevards provide access.

Collector
Collectors provide local access throughout the community without providing direct access to the region-serving SR-126 freeway. These roadways are generally 2 lanes and are generally near residential land uses. However, some collectors can be adjacent to commercial and industrial land uses as well. Collectors are undivided but may contain turn pockets at larger intersections. Posted speed limits along these roadways are relatively low. Accommodation for bicycles and pedestrians should be provided along collector roads. Less intense facility types, such as bicycle routes, may be acceptable due to lower vehicular speeds and volumes.

Santa Paula's system of Arterials, Boulevards, and Collectors are supplemented by SR-150, which runs along portions of 10th Street, and serves local north-south travel in Santa Paula. SR-150 also offers connectivity to SR-126, as well as to the City of Ojai to the north. The roadway has two travel lanes, a center left-turn lane between Santa Barbara Street and Ventura Street, and Class II bike lanes and intermittent on-street parking between Santa Paula Street and Harvard Boulevard. The facility is owned, operated, and maintained by Caltrans, and was analyzed as a 2-lane Caltrans Urban Street. No additional changes are proposed to the right-of-way or lane configuration of this facility.

Table 5-1 displays the proposed 2040 roadway classifications and standards. While roadways have been re-classified as appropriate, capacities remain the same as under the current Circulation Element.

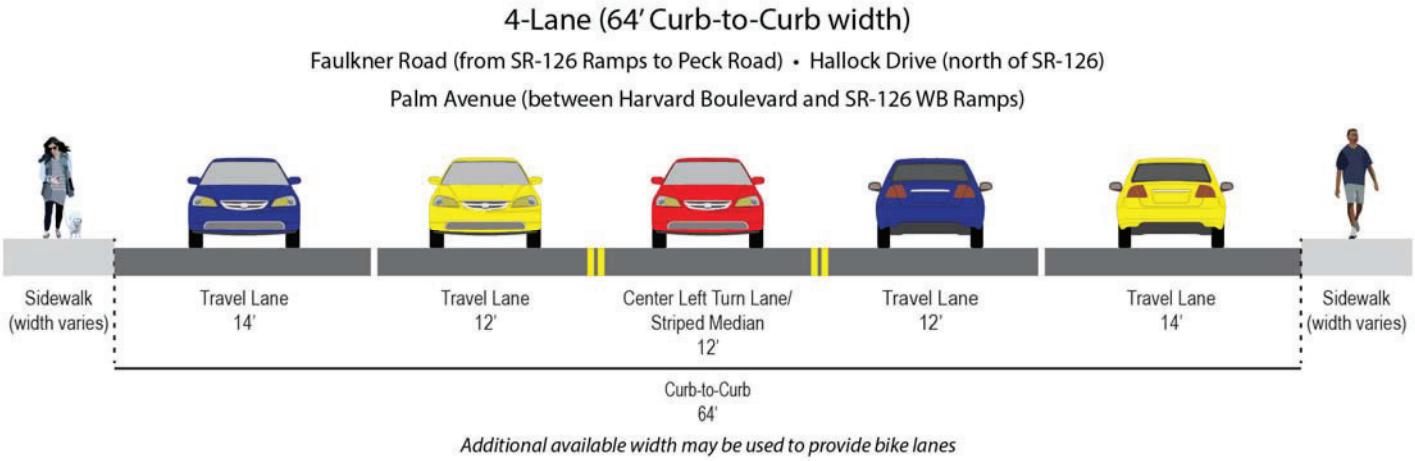
Table 5-1
City of Santa Paula
Roadway Segment Daily Capacity and Level of Service Thresholds

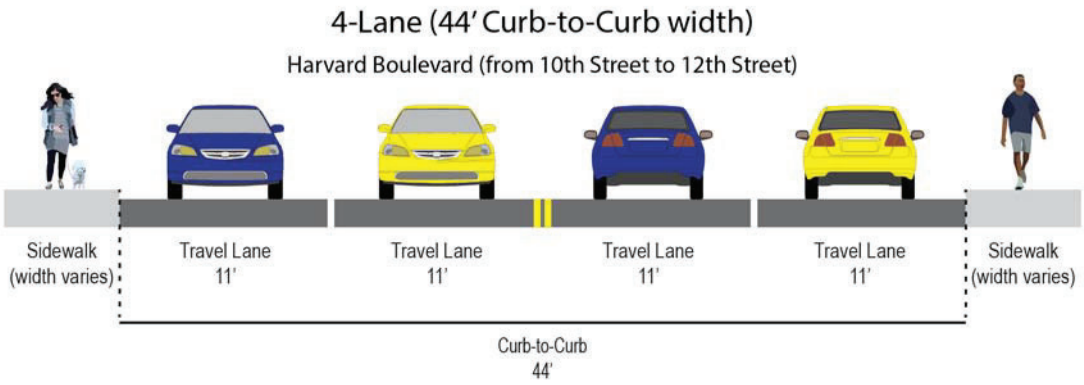
Facility Type	Lane Configuration	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
2-lane Arterial	2 Lanes	12,000	14,000	16,000	18,000	20,000	> 20,000
4-Lane Arterial	4 Lanes	23,900	27,900	31,900	35,900	39,900	> 39,900
2-Lane Boulevard	2 Lanes	9,600	11,200	12,800	14,400	16,000	> 16,000
4-Lane Boulevard	4 Lanes	19,200	22,300	25,500	28,700	31,900	> 31,900
Collector	2 Lanes	7,100	8,200	9,400	10,600	11,800	> 11,800

Source: Adapted from City of Santa Paula General Plan Circulation Element (1998); Chen Ryan Associates, 2018

The following cross-sections display the typical standards for each of the classification designations listed in the table above. *Cross-sections as well as applicable roadways are provided to demonstrate general feasibility of the proposed roadway configurations only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.*

Arterial



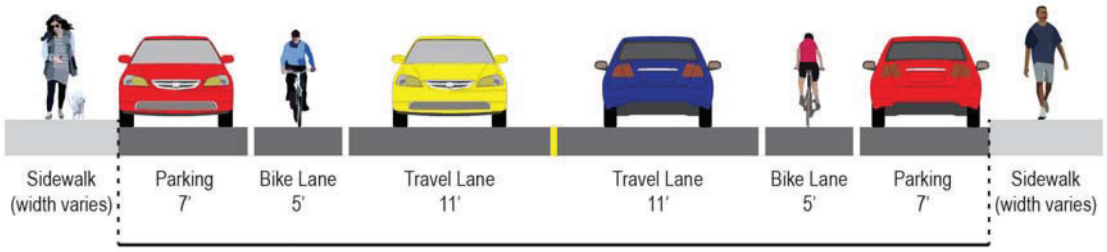


Notes:

- Minimum lane widths are displayed for each curb-to-curb width. Additional available width should be used to increase buffer width, bikeway width, and/or center left-turn lane/median width.

2-Lane with Bike Lanes & On-Street Parking (≥46' Curb-to-Curb width)

Palm Avenue (north of Harvard Boulevard and south of SR-126 WB Ramps)



Additional available width may be used to increase the width of bike lanes or travel lanes

2-Lane (≥40' Curb-to-Curb width)

Faulkner Road (west of SR-126 Ramps) • Hallock Drive (south of SR-126)

Peck Road (south of Main Street)

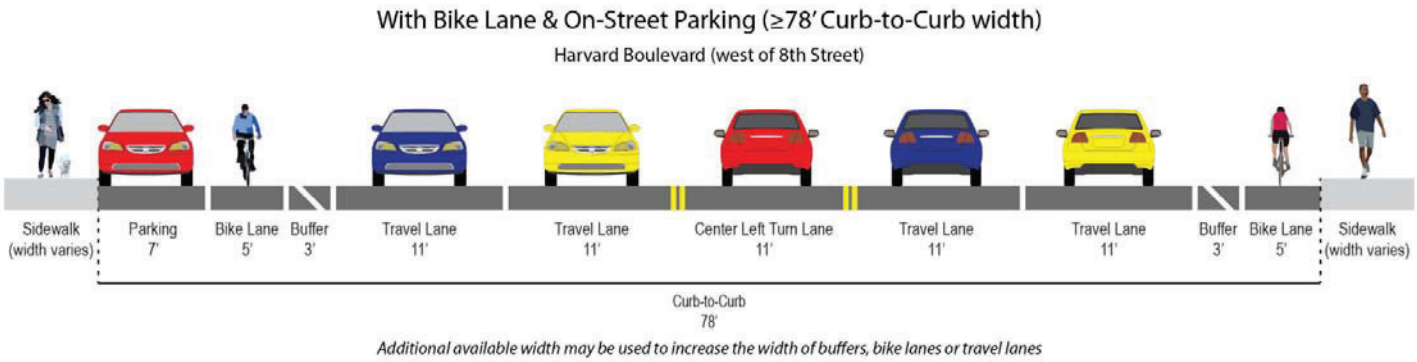


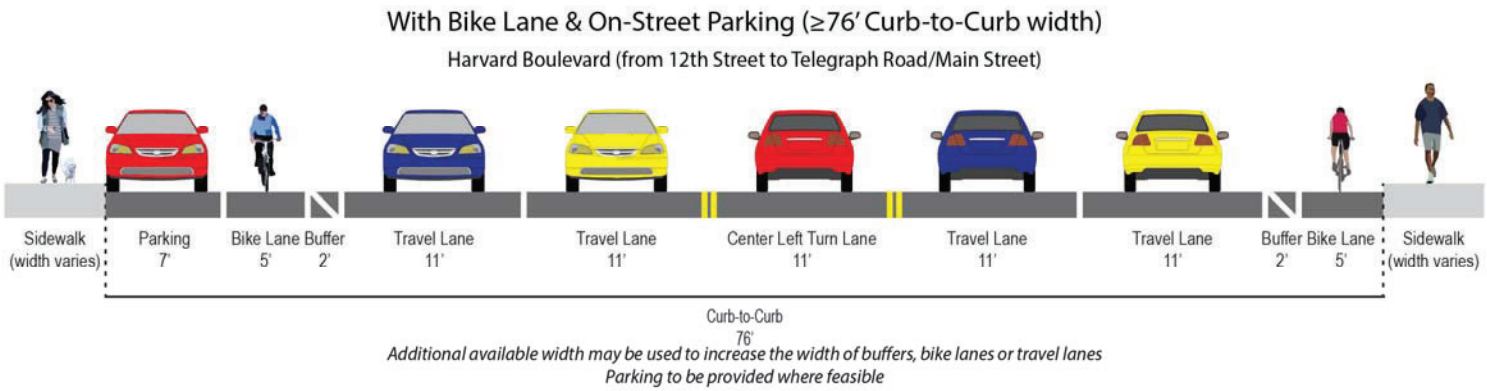
Additional available width may be used to provide on-street parking or shoulder

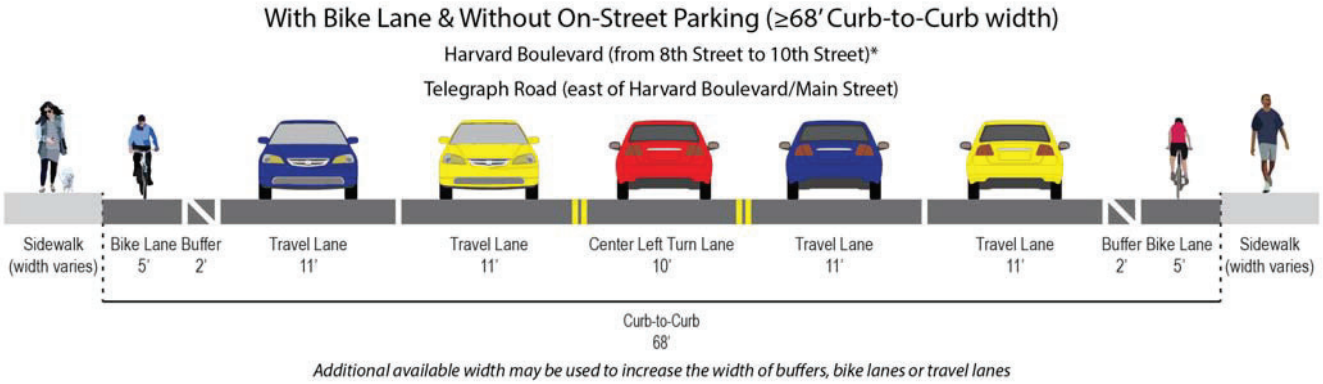
Notes:

- Minimum lane widths are displayed for each curb-to-curb width. Additional available width should be used to increase buffer width, bikeway width, and/or center left-turn lane/median width.

4-Lane Boulevard





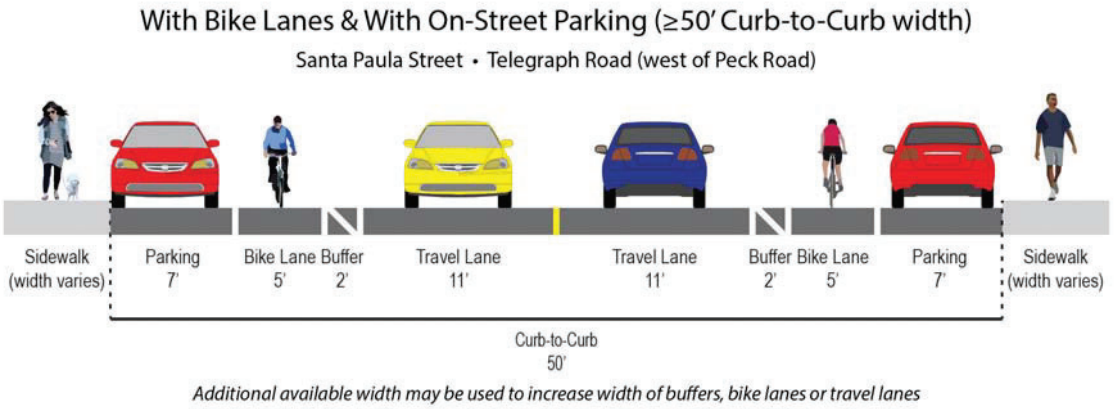


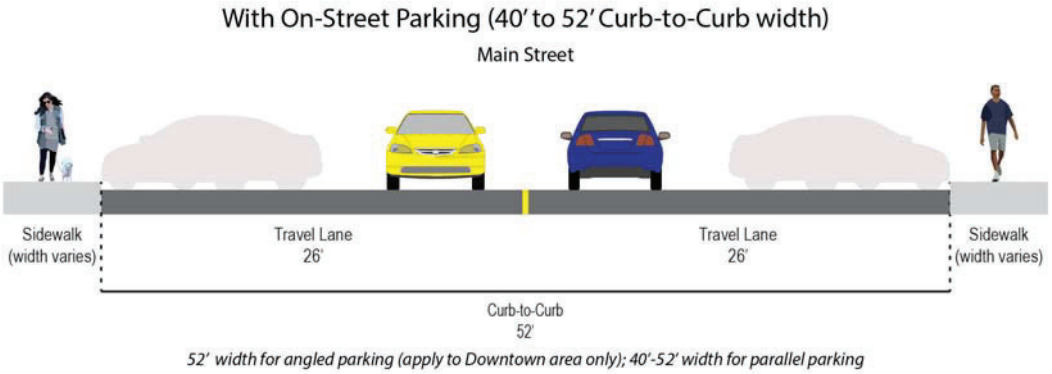
Notes:

* Option for 3-Lane Boulevard with center left-turn lane

- Minimum lane widths are displayed for each curb-to-curb width. Additional available width should be used to increase buffer width, bikeway width, and/or center left-turn lane/median width.
- Class II Bike Lanes would have a painted buffer, Class IV Cycle Tracks would have a physical buffer.

2-Lane Boulevard

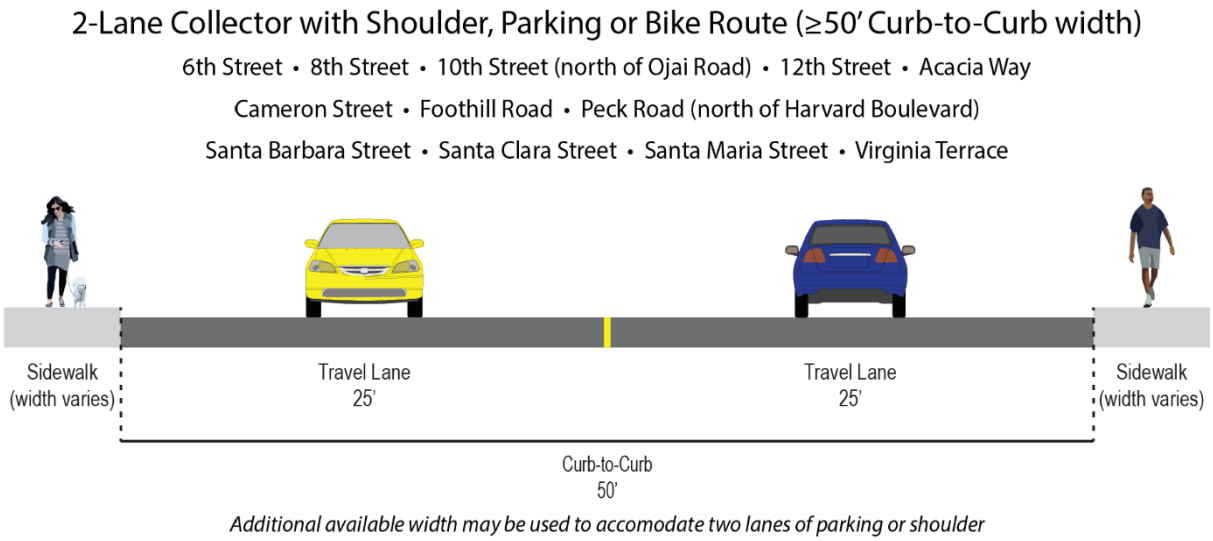


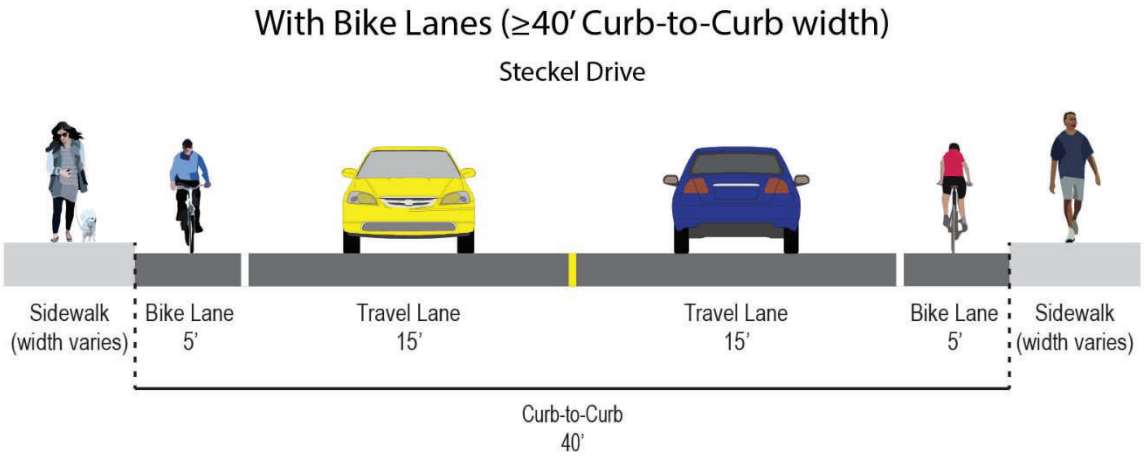


Notes:

- Minimum lane widths are displayed for each curb-to-curb width. Additional available width should be used to increase buffer width, bikeway width, and/or center left-turn lane/median width.
- Class II Bike Lanes would have a painted buffer, Class IV Cycle Tracks would have a physical buffer.

Collector





Notes:

- Minimum lane widths are displayed for each curb-to-curb width. Additional available width should be used to increase buffer width, bikeway width, and/or center left-turn lane/median width.

Figure 5-1 displays the proposed roadway classifications under the Preferred Plan. A table of proposed changes relative to existing conditions, as analyzed in 2016, is presented as **Table 5-2**.



Figure 5-1
Planned Roadway Classifications

Table 5-2
City of Santa Paula Existing Conditions vs. Preferred Plan Roadway Segment Classifications

Facility	Segment	Existing (2016) Existing Configuration	Planned Classification	Description	Implementation Requirements
Peck Road	From northern terminus to Main Street	2-Lane Arterial	2-Lane Collector	Downgraded to Collector due to excess capacity and residential land uses.	No Changes Required
	From Main Street to southern terminus	2-Lane Arterial	2-Lane Arterial	No Change	No Changes Required
Cameron Street	From Foothill Road to Main Street	2-Lane Collector	2-Lane Collector	No Change	No Changes Required
Steckel Drive	From Foothill Road to southern terminus	2-Lane Collector	2-Lane Collector	No Change	No Changes Required
Palm Avenue	From northern terminus to Harvard boulevard	2-Lane Arterial	2-Lane Arterial	No Change	No Change
	From Harvard Boulevard to SR-126 WB Ramps	2-Lane Arterial	4-Lane Arterial	Widened to 4 Lanes	Widen roadway to 64 feet and restripe as 4-lanes with center left-turn lane
	From SR-126 WB Ramps to southern terminus	2-Lane Arterial	2-Lane Arterial	No Change	No Change
6th Street	From Virginia Terrace to Santa Barbara Street	2-Lane Collector	2-Lane Collector	No Change	No Changes Required
8th Street	From Virginia Terrace to Santa Maria Street	2-Lane Collector	2-Lane Collector	No Change	No Changes Required
10th Street	From northern terminus to Santa Paula Street	2-Lane Collector	2-Lane Collector	No Change	No Changes Required
10th Street / SR-150	From Santa Paula Street to Santa Maria Street	2-Lane Caltrans Urban Street	2-Lane Caltrans Urban Street	No Change	No Changes Required
Ojai Road / SR-150	From Northern City Limits to Santa Paula Street	2-Lane Caltrans Urban Street	2-Lane Caltrans Urban Street	No Change	No Changes Required
12th Street	From Richmond Road to Main Street	2-Lane Collector	2-Lane Collector	No Change	No Changes Required

Table 5-2
City of Santa Paula Existing Conditions vs. Preferred Plan Roadway Segment Classifications

Facility	Segment	Existing (2016) Existing Configuration	Planned Classification	Description	Implementation Requirements
12th Street	From Main Street to Harvard Boulevard	2-Lane Arterial	2-Lane Collector	Downgraded to Collector based upon excess capacity and the redefinition of Collector as a freeway-serving roadway.	No Changes Required
S. Mountain Road	From Harvard Boulevard to City limit	2-Lane Arterial	2-Lane Arterial	No Change	No Changes Required
Hallock Drive	From Telegraph Road to SR-126	4-Lane Arterial	4-Lane Arterial	No Change	No Changes Required
	From SR-126 to Old Hallock Drive	3-Lane Arterial	2-Lane Arterial	Redefined as two-lane roadway based upon excess capacity.	Restripe as 2-lane roadway with on-street parking or shoulder if desired.
	From Old Hallock Drive to southern terminus	2-Lane Arterial	2-Lane Arterial	No Change	No Changes Required
Foothill Road	From western City limit to Ridgecrest Drive	2-Lane Collector	2-Lane Collector	No Change	No Changes Required
Virginia Terrace	From western terminus to Ojai Road	2-Lane Collector	2-Lane Collector	No Change	No Changes Required
Santa Paula Street	From western City limit to Santa Paula Creek	2-Lane Collector	2-Lane Boulevard	Upgraded to Boulevard to reflect the roadway's importance in providing east-west multimodal connectivity.	Restripe as 2-lane roadway with buffered Class II bike lanes or Class IV cycle track as desired by City. Additional width can accommodate on-street parking.
Santa Barbara Street	From Peck Road to 12th Street	2-Lane Collector	2-Lane Collector	No Change	No Changes Required

Table 5-2
City of Santa Paula Existing Conditions vs. Preferred Plan Roadway Segment Classifications

Facility	Segment	Existing (2016) Existing Configuration	Planned Classification	Description	Implementation Requirements
Telegraph Road	From western City limit to Peck Road	2-Lane Arterial	2-Lane Boulevard	Downgraded to Boulevard to reflect the roadway's importance in providing east-west multimodal connectivity.	Restripe as 2-lane roadway with buffered Class II bike lanes or Class IV cycle track as desired by City. Additional width can accommodate on-street parking.
	From Main Street/Harvard Boulevard to 850 ft. east of Main Street/Harvard Boulevard	4-Lane Arterial	4-Lane Boulevard	Downgraded to Boulevard to reflect the roadway's importance in providing east-west multimodal connectivity.	Widen to 68 feet and restripe as 4-lane roadway with center left-turn lane and buffered Class II bike lanes or Class IV cycle track, as desired by City. No parking is recommended.
	From 850 ft. east of Main Street to eastern terminus	2-Lane Arterial	4-Lane Boulevard	Upgraded to Boulevard and widened to 4 lanes to reflect the roadway's importance in providing east-west multimodal connectivity.	Widen to 68 feet and restripe as 4-lane roadway with center left-turn lane and buffered Class II bike lanes or Class IV cycle track, as desired by City. No parking is recommended.
Main Street	From Peck Road to Steckel Drive	4-Lane Arterial	2-Lane Boulevard	Downgraded to 2-Lane Boulevard to reflect the roadway's importance in providing east-west multimodal connectivity.	Restripe as 2-lane roadway with on-street parking.
	From Steckel Drive to Harvard Boulevard	2-Lane Arterial	2-Lane Boulevard	Downgraded to Boulevard to reflect the roadway's importance in providing east-west multimodal connectivity.	Restripe as 2-lane roadway with on-street parking.

Table 5-2
City of Santa Paula Existing Conditions vs. Preferred Plan Roadway Segment Classifications

Facility	Segment	Existing (2016) Existing Configuration	Planned Classification	Description	Implementation Requirements
Harvard Boulevard	From Peck Road to 10th Street	4-Lane Arterial	4-Lane Boulevard	Downgraded to Boulevard to reflect the roadway's importance in providing east-west multimodal connectivity.	Restripe as 4-lane roadway with center left-turn lane and buffered Class II bike lanes and on-street parking where width permits.
	From 10th Street to 12th Street	2-Lane Arterial	4-Lane Arterial	Widened to 4 Lanes	Widen roadway to 44 feet and restripe as 4-lanes *(Option for 3-Lane Boulevard with center left-turn lane).* No parking is recommended.
	From 12th Street to 440 ft. west of Main Street	2-Lane Arterial	4-Lane Boulevard	Upgraded to Arterial and widened to 4 lanes to reflect the roadway's importance in providing east-west multimodal connectivity.	Restripe as 4-lane roadway with center left-turn lane and buffered Class II bike lanes or Class IV cycle track, as desired by City. One lane of parking where width permits on the north side.
	From 440 ft. west of Main Street to Main Street	3-Lane Arterial	4-Lane Boulevard	Upgraded to Arterial and widened to 4 lanes to reflect the roadway's importance in providing east-west multimodal connectivity.	Restripe as 4-lane roadway with center left-turn lane and buffered Class II bike lanes or Class IV cycle track, as desired by City. One lane of parking where width permits on the north side.
Faulkner Road	From end to SR-126 WB Ramps	2-Lane Arterial	2-Lane Arterial	No Change	No Changes Required
	From SR-126 WB Ramps to Peck Road	4-Lane Arterial	4-Lane Arterial	No Change	No Changes Required
Santa Maria Street	From Acacia Road to eastern terminus (airport parking lot)	2-Lane Collector	2-Lane Collector	No Change	No Changes Required

Source: Chen Ryan Associates, 2019

5.1.2 Roadway Segment Level of Service

Figure 5-2 illustrates the 2040 forecast traffic volumes and projected level of service for study area roadway segments. **Table 5-3** displays the detailed roadway segment level of service analysis results for all non-Caltrans roadways, whereas **Table 5-4** presents the roadway analysis for Caltrans Urban Street roadways (10th Street/Ojai Road/SR-150).

It is recommended, per Mobility Policy 1.1 of the 2040 General Plan Mobility Element that this Technical Report is prepared in support of, that LOS D be considered the minimum acceptable LOS for Santa Paula City roadways. Caltrans Urban Streets and County roads would maintain a minimum acceptable LOS of D. It is proposed that the following roadway segment be widened to accommodate anticipated traffic volumes under 2040 conditions:

- Palm Avenue, From Harvard Boulevard to SR-126 WB Ramps.

As shown in Tables 5-2 and 5-3, all key study roadway segments are projected to operate at acceptable LOS under the buildout of the Preferred Plan.

Arterial LOS worksheets under Preferred Plan conditions are provided in **Appendix G**.

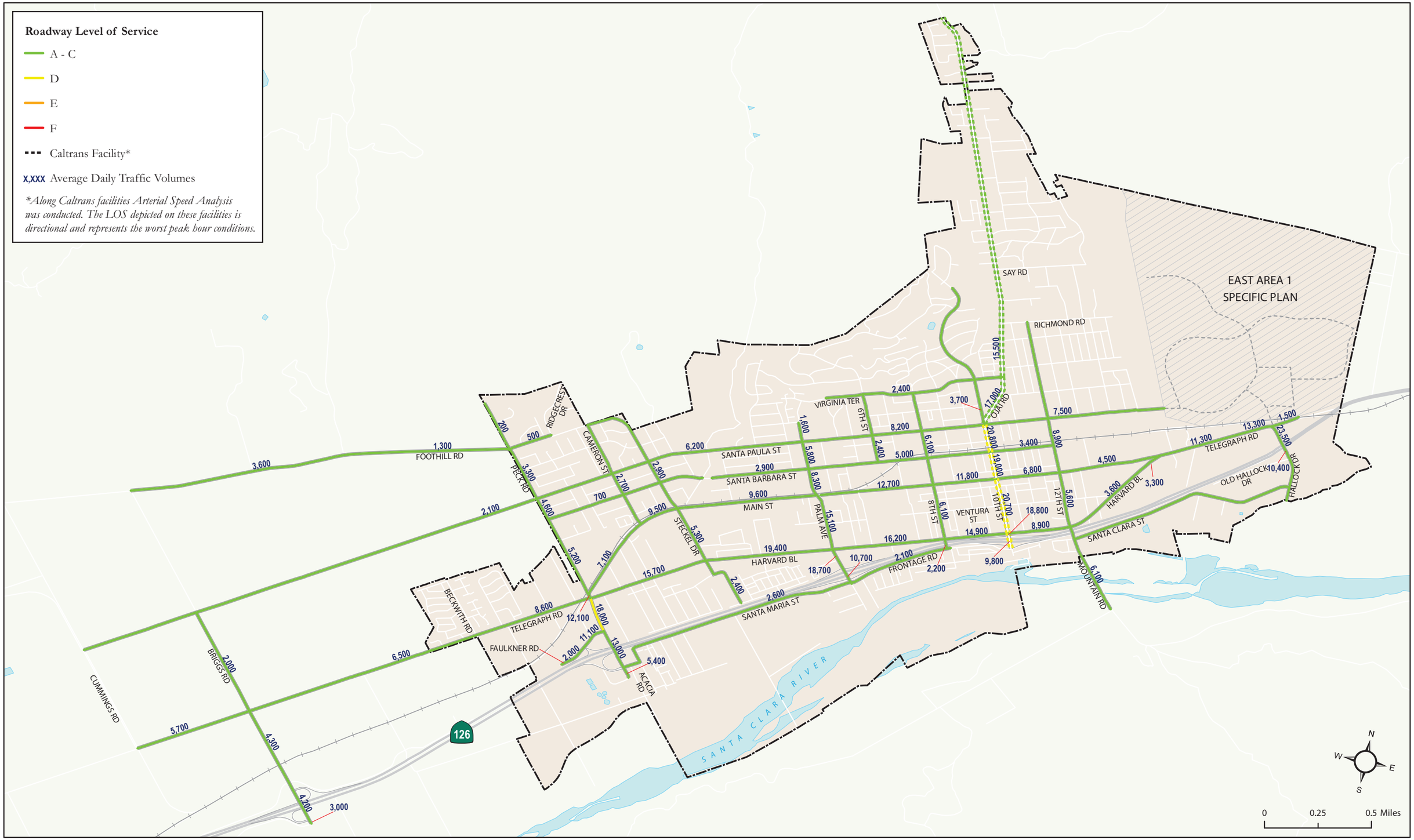
5.1.3 Intersection Geometrics and Level of Service

As described in Section 2.2, a total of thirty-four (34) study intersections were analyzed as part of this study. Intersection geometrics were developed to match the roadway classifications proposed under the Preferred Plan. The following intersections, which are not currently signalized, are proposed to be signalized under the Preferred Plan, with signal warrants provided in **Appendix H:**

- Faulkner Road & SR-126 WB Ramps
- Peck Road & SR-126 EB Ramps/Acacia Way
- Palm Avenue & SR-126 EB Ramps
- SR-150/Ojai Road & Virginia Terrace
- SR-150/10th Street & SR-126 EB Ramps
- Harvard Boulevard/Telegraph Road & E. Main Street
- Telegraph Road & Hallock Road

In addition to the installation of traffic signals, intersection geometry and signal phasing & timing improvements are also assumed as a part of the Preferred Plan network. **Figure 5-3** displays intersection geometrics. Given the proposed widening of Palm Avenue between Harvard Boulevard and the SR-126 WB Ramps, it is assumed that the south leg of the Intersection of Palm Avenue and Harvard Boulevard will also be widened to 64 feet to accommodate the restriping depicted in Figure 5-3.

Figure 5-4 shows the projected peak period turning movements for the AM and PM peak periods under buildout of the Preferred Plan. **Figure 5-5** illustrates the Preferred Plan intersection LOS analysis results.



City of Santa Paula General Plan Update Mobility Technical Report

Figure 5-2
Preferred Plan Roadway Traffic Volumes and Level of Service

Table 5-3
Preferred Plan Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Briggs Road	From Santa Paula Street to Telegraph Road	2-Lane Collector	2,000	11,800	0.169	A	Ventura County
	From Telegraph Road to SR-126 WB Ramps	2-Lane Collector	4,300	11,800	0.364	A	Ventura County
	From SR-126 WB Ramps to SR-126 EB Ramps	2-Lane Collector	4,200	11,800	0.356	A	Ventura County
	From SR-126 EB Ramps to Pinkerton Road	2-Lane Collector	3,000	11,800	0.254	A	Santa Paula
Peck Road	From northern terminus to Foothill Road	2-Lane Collector	200	11,800	0.017	A	Santa Paula
	From Foothill Road to Santa Paula Street	2-Lane Collector	3,300	11,800	0.280	A	Santa Paula
	From Santa Paula Street to Santa Barbara Street	2-Lane Collector	4,600	11,800	0.390	A	Santa Paula
	From Santa Barbara Street to Main Street	2-Lane Collector	5,200	11,800	0.441	A	Santa Paula
	From Main Street to Telegraph Road	2-Lane Arterial	12,100	20,000	0.605	B	Santa Paula
	From Telegraph Road to Faulkner Road	2-Lane Arterial	18,000	20,000	0.900	D	Santa Paula
	From Faulkner Road to SR-126 EB Ramps	2-Lane Arterial	13,000	20,000	0.650	B	Santa Paula
	From SR-126 EB Ramps to southern terminus	2-Lane Arterial	5,400	20,000	0.270	A	Santa Paula
Cameron Street	From Foothill Road to Main Street	2-Lane Collector	2,700	11,800	0.229	A	Santa Paula
Steckel Drive	From Foothill Road to Main Street	2-Lane Collector	2,900	11,800	0.246	A	Santa Paula
	From Main Street to Harvard Boulevard	2-Lane Collector	5,300	11,800	0.449	A	Santa Paula
	From Harvard Boulevard to southern terminus	2-Lane Collector	2,400	11,800	0.203	A	Santa Paula

Table 5-3
Preferred Plan Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Palm Avenue	From northern terminus to Santa Paula Street	2-Lane Arterial	1,600	20,000	0.080	A	Santa Paula
	From Santa Paula Street to Santa Barbara Street	2-Lane Arterial	5,800	20,000	0.290	A	Santa Paula
	From Santa Barbara Street to Main Street	2-Lane Arterial	8,300	20,000	0.415	A	Santa Paula
	From Main Street to Harvard Boulevard	2-Lane Arterial	15,100	20,000	0.755	C	Santa Paula
	From Harvard Boulevard to SR-126 WB Ramps	4-Lane Arterial	18,700	39,900	0.469	A	Santa Paula
	From SR-126 WB Ramps to SR-126 EB Ramps	2-Lane Arterial	10,700	20,000	0.535	A	Santa Paula
	From SR-126 EB Ramps to Santa Maria Street	2-Lane Arterial	700	20,000	0.035	A	Santa Paula
	From SR-126 EB Ramps to southern terminus	2-Lane Arterial	700	20,000	0.035	A	Santa Paula
6th Street	From Virginia Terrace to Santa Barbara Street	2-Lane Collector	2,400	11,800	0.203	A	Santa Paula
8th Street	From Virginia Terrace to Main Street	2-Lane Collector	6,100	11,800	0.517	A	Santa Paula
	From Main Street to Harvard Boulevard	2-Lane Collector	6,100	11,800	0.517	A	Santa Paula
	From Harvard Boulevard to Santa Maria Street	2-Lane Collector	2,200	11,800	0.186	A	Santa Paula
10th Street	From northern terminus to Santa Paula Street	2-Lane Collector	3,700	11,800	0.314	A	Santa Paula
10th Street / SR-150	From Santa Paula Street to Santa Barbara Street	2-Lane Caltrans Urban Street	20,800	*See Table 5-4*			Caltrans
	From Santa Barbara Street to Main Street	2-Lane Caltrans Urban Street	19,000	*See Table 5-4*			Caltrans
	From Main Street to East Ventura Street	2-Lane Caltrans Urban Street	20,700	*See Table 5-4*			Caltrans

Table 5-3
Preferred Plan Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
10th Street / SR-150	From East Ventura Street to Harvard Boulevard	2-Lane Caltrans Urban Street	20,600	*See Table 5-4*			Caltrans
	From Harvard Boulevard to SR-126 WB Ramps	2-Lane Caltrans Urban Street	18,800	*See Table 5-4*			Caltrans
	From SR-126 WB Ramps to SR-126 EB Ramps	2-Lane Caltrans Urban Street	9,800	*See Table 5-4*			Caltrans
	From SR-126 EB Ramps to Santa Maria Street	2-Lane Caltrans Urban Street	9,800	*See Table 5-4*			Caltrans
Ojai Road / SR-150	From Northern City Limits to Virginia Terrace	2-Lane Caltrans Urban Street	15,500	*See Table 5-4*			Caltrans
	From Virginia Terrace to Santa Paula Street	2-Lane Caltrans Urban Street	17,000	*See Table 5-4*			Caltrans
12th Street	From Richmond Road to Main Street	2-Lane Collector	8,900	11,800	0.754	C	Santa Paula
	From Main Street to Harvard Boulevard	2-Lane Collector	5,600	11,800	0.475	A	Santa Paula
S. Mountain Road	From Harvard Boulevard to southern terminus	2-Lane Arterial	6,100	20,000	0.305	A	Santa Paula
Hallock Drive	From Telegraph Road to SR-126	4-Lane Arterial	23,500	39,900	0.589	A	Santa Paula
	From SR-126 to Old Hallock Drive	2-Lane Arterial	10,900	20,000	0.545	A	Santa Paula
Foothill Road	From Briggs Road to Peck Road	2-Lane Collector	1,300	11,800	0.110	A	Ventura County
	From Peck Road to Ridgecrest Drive	2-Lane Collector	500	11,800	0.042	A	Santa Paula
Virginia Terrace	From western terminus to Ojai Road	2-Lane Collector	2,400	11,800	0.203	A	Santa Paula
Santa Paula Street	From Cummings Road to Peck Road	2-Lane Boulevard	2,100	16,000	0.113	A	Ventura County
	From Peck Road to Palm Avenue	2-Lane Boulevard	6,200	16,000	0.388	A	Santa Paula

Table 5-3
Preferred Plan Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Santa Paula Street	From Palm Avenue to 10th Street	2-Lane Boulevard	8,200	16,000	0.513	A	Santa Paula
	From 10th Street to eastern terminus	2-Lane Boulevard	7,500	16,000	0.469	A	Santa Paula
Santa Barbara Street	From Peck Road to dead end	2-Lane Collector	700	11,800	0.059	A	Santa Paula
	From end to Palm Avenue	2-Lane Collector	2,900	11,800	0.246	A	Santa Paula
	From Palm Avenue to 10th Street	2-Lane Collector	5,000	11,800	0.424	A	Santa Paula
	From 10th Street to 12th Street	2-Lane Collector	3,400	11,800	0.288	A	Santa Paula
Telegraph Road	From Cummings Road to Briggs Road	2-Lane Boulevard	5,700	16,000	0.356	A	Ventura County
	From Briggs Road to 950 ft. west of Beckwith Street	2-Lane Boulevard	6,500	16,000	0.406	A	Ventura County
	From 950 ft. west of Beckwith Street to Peck Road	2-Lane Boulevard	8,600	16,000	0.538	A	Santa Paula
	From Main Street to 850 ft. east of Main Street	4-Lane Boulevard	11,300	31,900	0.354	A	Santa Paula
	From 850 ft. east of Main Street to Hallock Drive	4-Lane Boulevard	13,300	31,900	0.417	A	Santa Paula
	From Hallock Drive to eastern terminus	4-Lane Boulevard	1,500	31,900	0.047	A	Santa Paula
Main Street	From Peck Road to 1,500 ft. west of Steckel Drive	2-Lane Boulevard	7,100	16,000	0.444	A	Santa Paula
	From 1,500 ft. west of Steckel Drive to Steckel Drive	2-Lane Boulevard	9,500	16,000	0.594	A	Santa Paula
	From Steckel Drive to Palm Avenue	2-Lane Boulevard	9,600	16,000	0.600	A	Santa Paula
	From Palm Avenue to 8th Street	2-Lane Boulevard	12,700	16,000	0.794	C	Santa Paula
	From 8th Street to 10th Street	2-Lane Boulevard	11,800	16,000	0.738	C	Santa Paula

Table 5-3
Preferred Plan Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Main Street	From 10th Street to 12th Street	2-Lane Boulevard	6,800	16,000	0.425	A	Santa Paula
	From 12th Street to Harvard Boulevard	2-Lane Boulevard	4,500	16,000	0.281	A	Santa Paula
Harvard Boulevard	From Peck Road to Steckel Drive	4-Lane Boulevard	15,700	31,900	0.492	A	Santa Paula
	From Steckel Drive to Palm Avenue	4-Lane Boulevard	19,400	31,900	0.608	B	Santa Paula
	From Palm Avenue to 8th Street	4-Lane Boulevard	16,200	31,900	0.508	A	Santa Paula
	From 8th Street to 10th Street	4-Lane Boulevard	14,900	31,900	0.467	A	Santa Paula
	From 10th Street to 12th Street	4-Lane Arterial	8,900	39,900	0.223	A	Santa Paula
	From 12th Street to 440 ft. west of Main Street	4-Lane Boulevard	3,600	31,900	0.113	A	Santa Paula
	From 440 ft. west of Main Street to Main Street	4-Lane Boulevard	3,300	31,900	0.103	A	Santa Paula
Faulkner Road	From end to SR-126 WB Ramps	2-Lane Arterial	2,000	20,000	0.100	A	Santa Paula
	From SR-126 WB Ramps to Peck Road	4-Lane Arterial	11,100	39,900	0.278	A	Santa Paula
Santa Maria Street	From Acacia Road to Palm Avenue	2-Lane Collector	2,600	11,800	0.220	A	Santa Paula
	From Palm Avenue to eastern terminus (parking lot)	2-Lane Collector	2,100	11,800	0.178	A	Santa Paula

Source: Chen Ryan Associates, 2019

Table 5-4 Caltrans Urban Street Arterial LOS – Preferred Plan (2040)							
Roadway 10th Street/Ojai Road/SR-150	**Direction**	**AM Peak Hour**			**PM Peak Hour**		
		Posted Speed Limit (mph)	**Arterial Speed (mph)**	**LOS**	**Posted Speed Limit (mph)**	**Arterial Speed (mph)**	**LOS**
Northern City Limit to Santa Paula Street	NB	25-40	34.8	B	25-40	34.4	B
	SB	25-40	26.2	C	25-40	30.3	B
Santa Paula Street to Santa Maria Street	NB	25	10.9	D	25	9.3	D
	SB	25	9.3	D	25	13.5	C

Source: Chen Ryan Associates, 2018

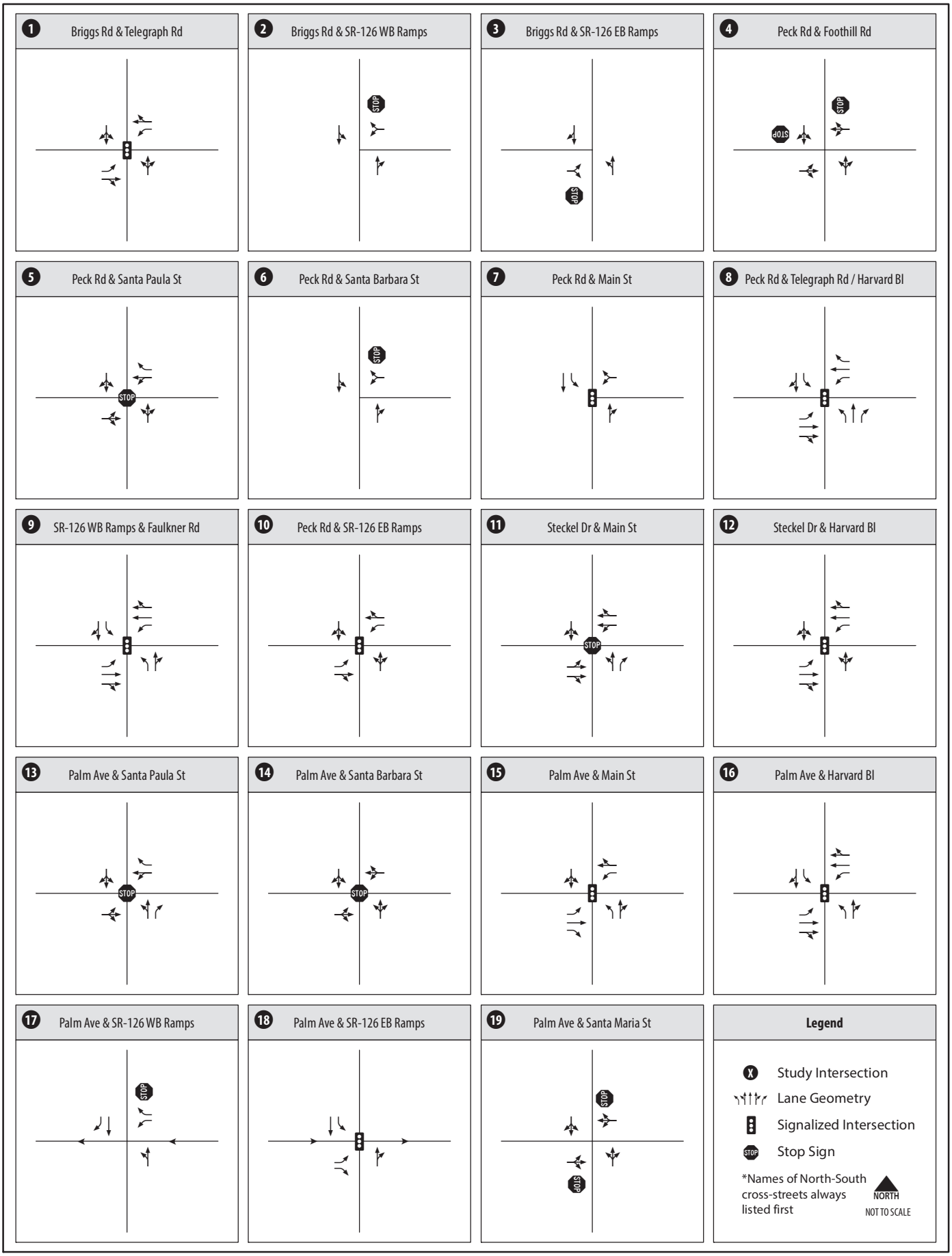


Figure 5-3
Preferred Plan Intersection Geometrics (Intersections 1-19)

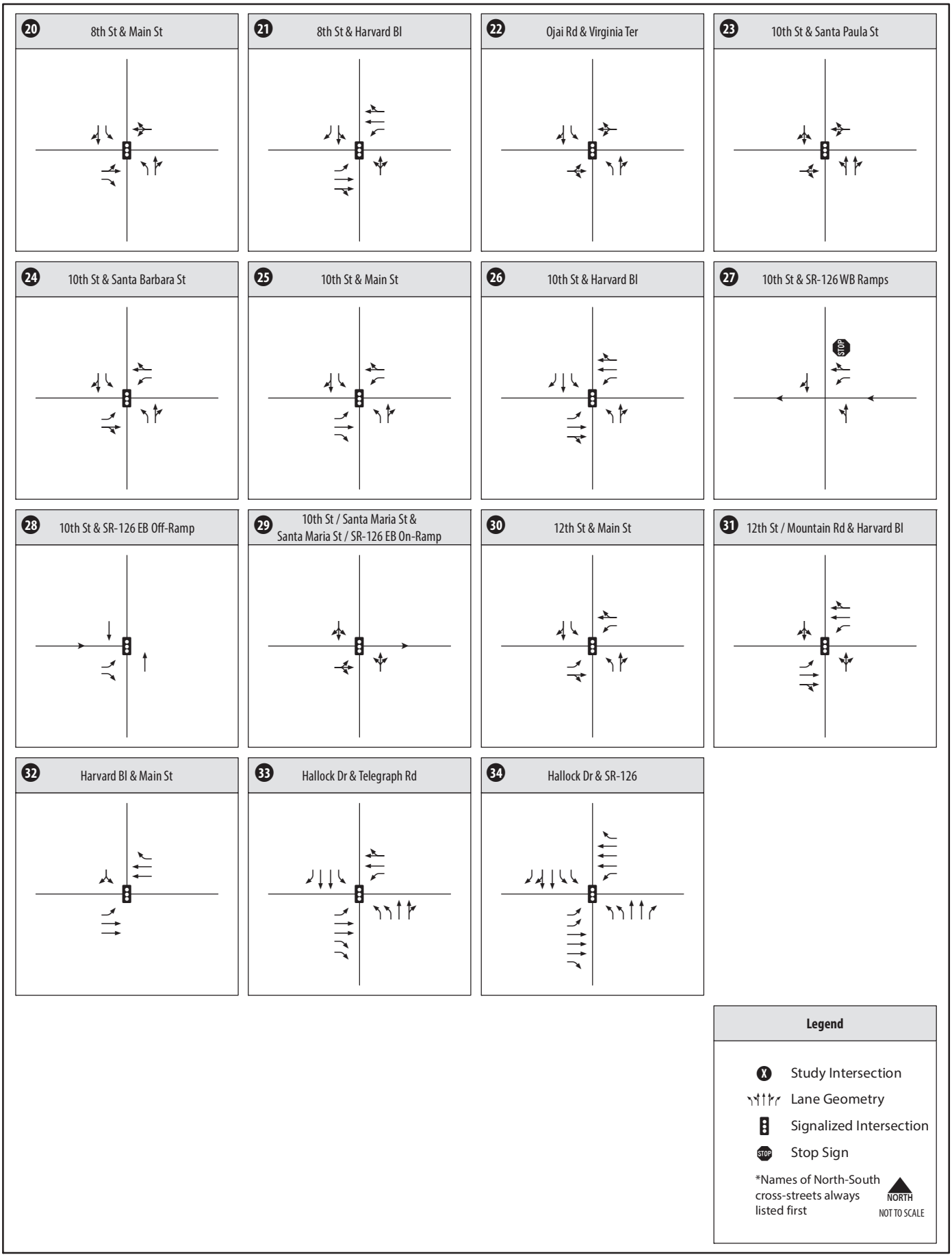


Figure 5-3
Preferred Plan Intersection Geometrics (Intersections 20-34)

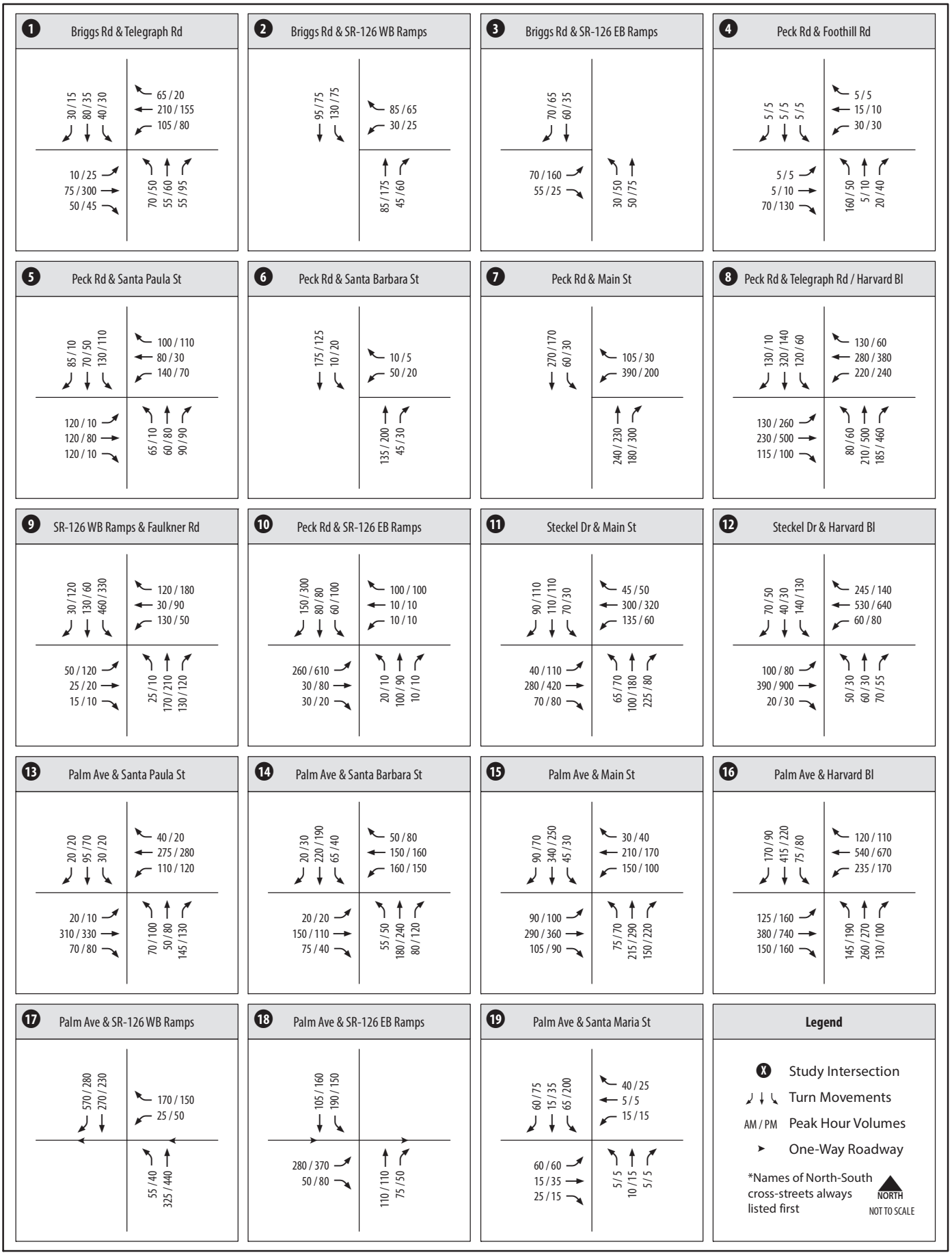


Figure 5-4
Preferred Plan AM and PM
Intersection Turning Movements (Intersections 1-19)

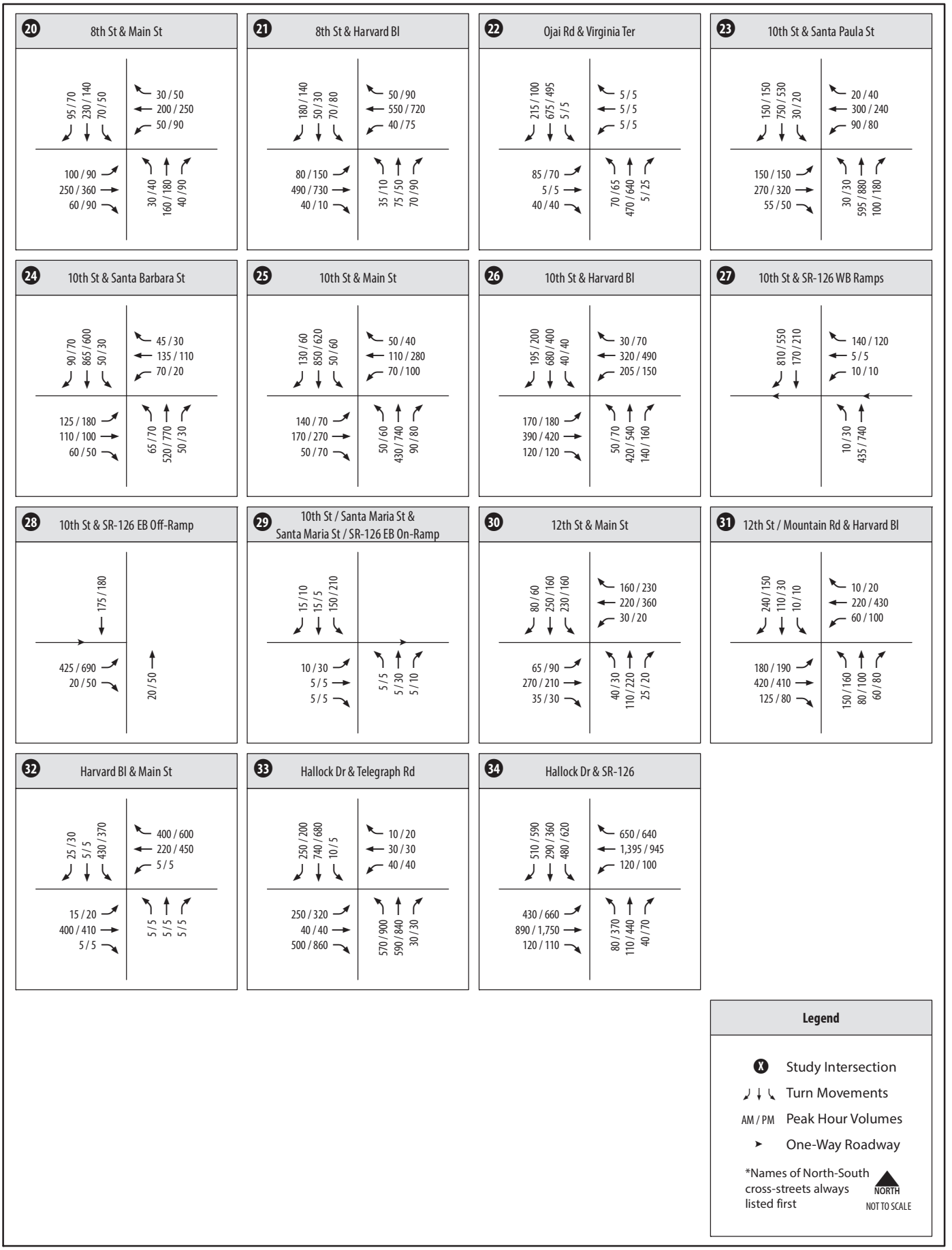
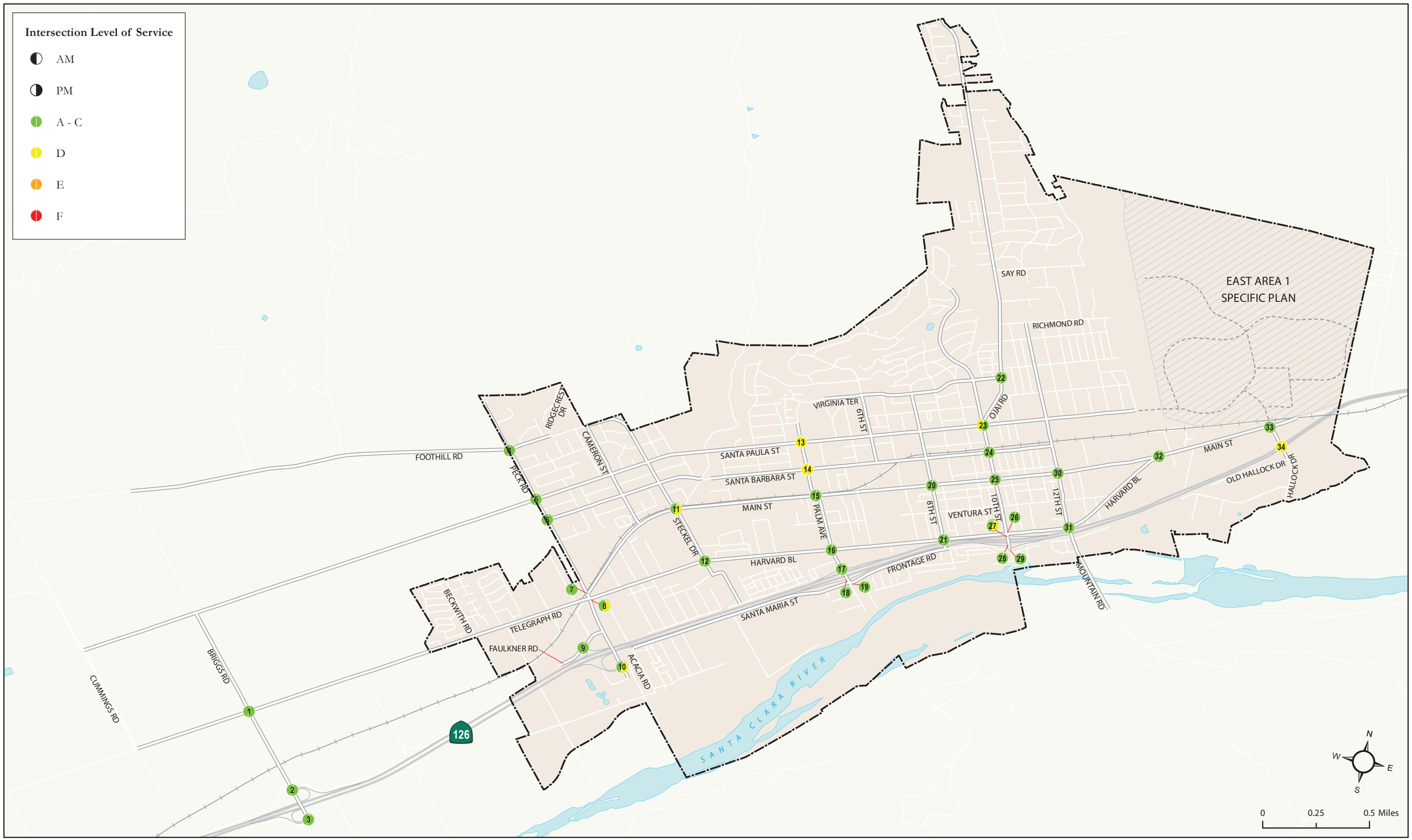


Figure 5-4
Preferred Plan AM and PM
Intersection Turning Movements (Intersections 20-34)



City of Santa Paula General Plan Update Mobility Technical Report

Figure 5-5
Preferred Plan AM / PM Peak Hour Intersection Levels of Service

Table 5-5 displays the level of service analysis results for the key study area intersections under Preferred Plan conditions. Level of service analyses were conducted using the methodologies described in Chapter 2.0. Intersection level of service calculation worksheets for the Preferred Plan are provided in **Appendix I**.

Table 5-5
Preferred Plan AM / PM Peak Hour Intersection Level of Service (2040)

ID	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour		Jurisdiction
			Avg. Delay (Seconds)	LOS	Avg. Delay (Seconds)	LOS	
1	Briggs Road & Telegraph Road	Signal	8.2	A	8.1	A	Ventura County
2	Briggs Road & SR-126 WB Ramps	SSSC	11.8	B	11.2	B	Caltrans
3	Briggs Road & SR-126 EB Ramps	SSSC	11.1	B	11.8	B	Caltrans
4	Peck Road & Foothill Road	SSSC	10.1	B	9.8	A	Santa Paula
5	Peck Road & Santa Paula Street	AWSC	20.1	C	10.4	B	Santa Paula
6	Peck Road & Santa Barbara Street	SSSC	12.8	B	11.3	B	Santa Paula
7	Peck Road & Main Street	Signal	13.5	B	7.7	A	Santa Paula
8	Peck Road & Telegraph Road	Signal	23.2	C	37.9	D	Santa Paula
9	SR-126 WB Ramps & Faulkner Road	Signal	27.5	C	26.7	C	Caltrans
10	Peck Road & SR-126 EB Ramps	Signal	15.3	B	39.3	D	Caltrans
11	Steckel Drive & Main Street	AWSC	23.6	C	29.1	D	Santa Paula
12	Steckel Drive & Harvard Boulevard	Signal	12.4	B	8.7	A	Santa Paula
13	Palm Avenue & Santa Paula Street	AWSC	32.6	D	33.3	D	Santa Paula
14	Palm Avenue & Santa Barbara Street	AWSC	27.6	D	30.7	D	Santa Paula
15	Palm Avenue & Main Street	Signal	19.3	B	12.4	B	Santa Paula
16	Palm Avenue & Harvard Boulevard	Signal	25.4	C	13.5	B	Santa Paula
17	Palm Avenue & SR-126 WB Ramps	SSSC	15.1	C	16.7	C	Caltrans
18	Palm Avenue & SR-126 EB Ramps	Signal	12.0	B	11.5	B	Caltrans
19	Palm Avenue & Santa Maria Street	SSSC	12.5	B	17.4	C	Santa Paula
20	8th Street & Main Street	Signal	12.4	B	9.7	A	Santa Paula
21	8th Street & Harvard Boulevard	Signal	10.6	B	7.0	A	Santa Paula
22	Ojai Road & Virginia Terrace	Signal	10.3	B	6.5	A	Caltrans
23	10th Street & Santa Paula Street	Signal	42.3	D	32.8	C	Caltrans
24	10th Street & Santa Barbara Street	Signal	18.6	B	14.6	B	Caltrans
25	10th Street & Main Street	Signal	26.8	C	18.9	B	Caltrans
26	10th Street & Harvard Boulevard	Signal	31.7	C	32.1	C	Caltrans
27	10th Street & SR-126 WB Ramps	SSSC	15.2	C	32.5	D	Caltrans
28	10th Street & SR-126 EB Off-Ramp	Signal	7.2	A	10.7	B	Caltrans
29	10th Street & E. Santa Maria Street/SR-126 EB On-Ramp	Signal	5.8	A	5.4	A	Caltrans
30	12th Street & Main Street	Signal	13.2	B	11.9	B	Santa Paula
31	12th Street & Harvard Boulevard	Signal	9.2	A	8.9	A	Santa Paula

Table 5-5
Preferred Plan AM / PM Peak Hour Intersection Level of Service (2040)

ID	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour		Jurisdiction
			Avg. Delay (Seconds)	LOS	Avg. Delay (Seconds)	LOS	
32	Harvard Boulevard & Telegraph Road	Signal	16.9	B	18.0	B	Santa Paula
33	Hallock Drive & Telegraph Road	Signal	25.1	C	30.3	C	Santa Paula
34	Hallock Drive & SR-126	Signal	38.6	D	50.6	D	Santa Paula

Source: Chen Ryan Associates, 2019

Notes:
AWSC = All Way Stop Control.
SSSC = Side Street Stop Control.
For SSSC intersections, the delay shown is the worst delay experienced by any of the approaches.

As shown, all key study intersections are projected to operate at LOS D or better during both the AM and PM peak hours under buildout of the Preferred Plan.

5.1.4 Freeway/State Highway Level of Service

Table 5-6 displays freeway/state highway segment Level of Service analysis results for key segments within the study area. As shown in the table, all study freeway/state highway segments are projected to operate at LOS D or better during under buildout of the Preferred Plan. Worksheets for freeway/state highway segment LOS under Preferred Plan conditions are found in **Appendix J**.

Table 5-6 Preferred Plan Freeway/State Highway Segment Level of Service Results (2040)								
Freeway / State Highway	Segment	AM Peak Hour				PM Peak Hour		
		Direction	Density (pc/hr/ln)	Speed (mph)	LOS	Density (pc/hr/ln)	Speed (mph)	LOS
SR-126	SR-118 to Briggs Road	EB	798	70.0	B	2080	61.0	D
		WB	1827	65.4	D	1274	69.9	C
SR-126	Briggs Road to Peck Road	EB	806	70.0	B	2030	62.0	D
		WB	1783	66.1	D	1244	70.0	B
SR-126	Peck Road to Palm Avenue	EB	742	70.0	A	1936	63.7	D
		WB	1700	67.1	C	1186	70.0	B
SR-126	Palm Avenue to 10th Street/SR-150	EB	680	70.0	A	1775	66.2	D
		WB	1558	68.5	C	1087	70.0	B
SR-126	10th Street/SR-150 to Hallock Drive	EB	528	55.0	A	1373	55.0	C
		WB	1210	55.0	C	841	55.0	B
SR-126	Hallock Drive to Sespe Ranch Undercrossing*	EB	597	55.0	A	1552	54.5	D
		WB	1375	55.0	C	950	55.0	B

Source: Caltrans District 7, 2016; Chen Ryan Associates, 2018

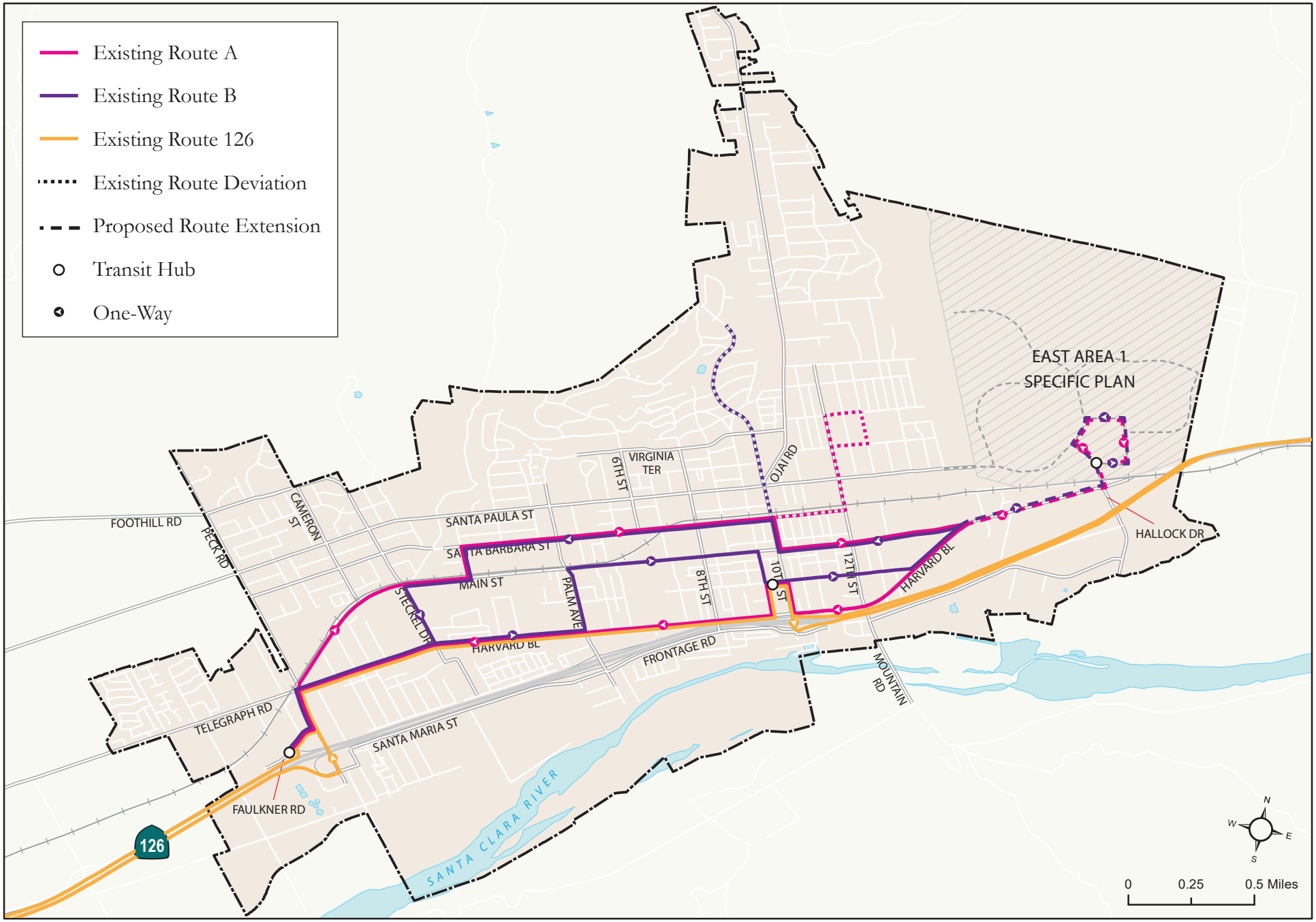
Notes:
pc/hr/ln = passenger cars per hour per lane
* Analysis for this segment utilizes the multi-lane highway methodology as described in Chapter 2.2.4.

5.2 Public Transit Services and Facilities

5.2.1 Planned Transit Improvements

Neither the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) nor the Ventura County Transportation Commission (VCTC) identify specific transit operational or service improvements within Santa Paula, however, the RTP/SCS calls for expanding the public transit network and transit service on both new and existing routes to achieve greater transit accessibility and connectivity throughout the region, an approach corroborated by VCTC and supported at the City level as shown by the current Valley Express service.

Keeping with RTP/SCS objectives, additional Valley Express service is proposed to serve the East Area 1 expansion area of Santa Paula, in the eastern portion of the City. An extension of both Valley Express Routes (Route A and Route B) to serve this developing area, as well as the establishment of a transit hub near the center of East Area 1, positions the City to fulfil these local and regional transit objectives, and ensure that new residents are connected to the local and regional transit network, positioning future growth in such a manner as to lighten the addition of vehicle miles traveled (VMT) to the roadway network. **Figure 5-6** identifies the proposed extension to Valley Express Route A and Route B, as well as the location of the proposed transit center in East Area 1.



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Figure 5-6
Planned Transit Network

5.3 Pedestrian Environment

The degree to which people walk as a means of transportation and recreation is largely determined by the comfort, safety, and convenience of their walking experience. Comfort is influenced by traffic volume, travel speed, separation from vehicular traffic, topography, sidewalk presence and quality, and climate. Safety is influenced by street crossings, traffic speed and volumes, street widths, traffic controls, and overall infrastructure design. Convenience is influenced by a mix of land uses and the distance and directness of travel. As connectivity increases, travel distances decrease and pedestrian route options increase.

The planned land uses identified in the Land Use Element indicate relative stability compared to the present, with incremental infill and redevelopment to guide the moderate growth anticipated to occur in the City over the next few decades.

Mixed use land uses in particular, such as those in central Santa Paula, are supportive of multi-modal transportation, increasing the importance of accommodating pedestrians, bicyclists, and transit users adjacent to these areas. These land uses are found particularly in Downtown, and along Harvard Boulevard. Additionally, the planned transit center in East Area 1 will offer a strong opportunity for balanced transportation options to grow with the area with a compact, walkable center.

5.3.1 Pedestrian Priority Focus Area and Pedestrian Treatment

Priority focus areas are displayed in **Figure 5-7**. Each of these locations will benefit from a pedestrian-oriented focus with appropriate amenities for walking. Additionally, each of these environments currently have or are anticipated to have sizable pedestrian volumes from residential populations, schools, retail, transit connections, and community features.

Table 5-7 provides sample pedestrian treatments to consider with the Downtown and East Area 1 Pedestrian Priority Focus Areas.

Downtown Santa Paula plays an important role as the location of important civic buildings, an existing mixed use environment, regional cultural draws, and proximity to Santa Paula's transit routes and stops. This area also has a variety of existing pedestrian-oriented features, including landscaped walkways, high-visibility pedestrian crossings at convenient intervals, pedestrian-scale lighting, curb bulb outs, and a generally human-scale traffic-calmed environment. As planned growth occurs in East Area 1, similar multimodal features will foster a balanced mix of transportation modes and encourage walking as a viable transportation mode.

Table 5-8 displays potential treatments proposed for the Priority Focus Area along Harvard Boulevard. This focus area will benefit from increased safety features, such as installation of high-visibility crosswalks, advanced stop bars for vehicles, lead pedestrian intervals at signalized intersections, pedestrian countdown signals, and potential new midblock crossings, either by installing a hybrid beacon or rectangular rapid flashing beacon.

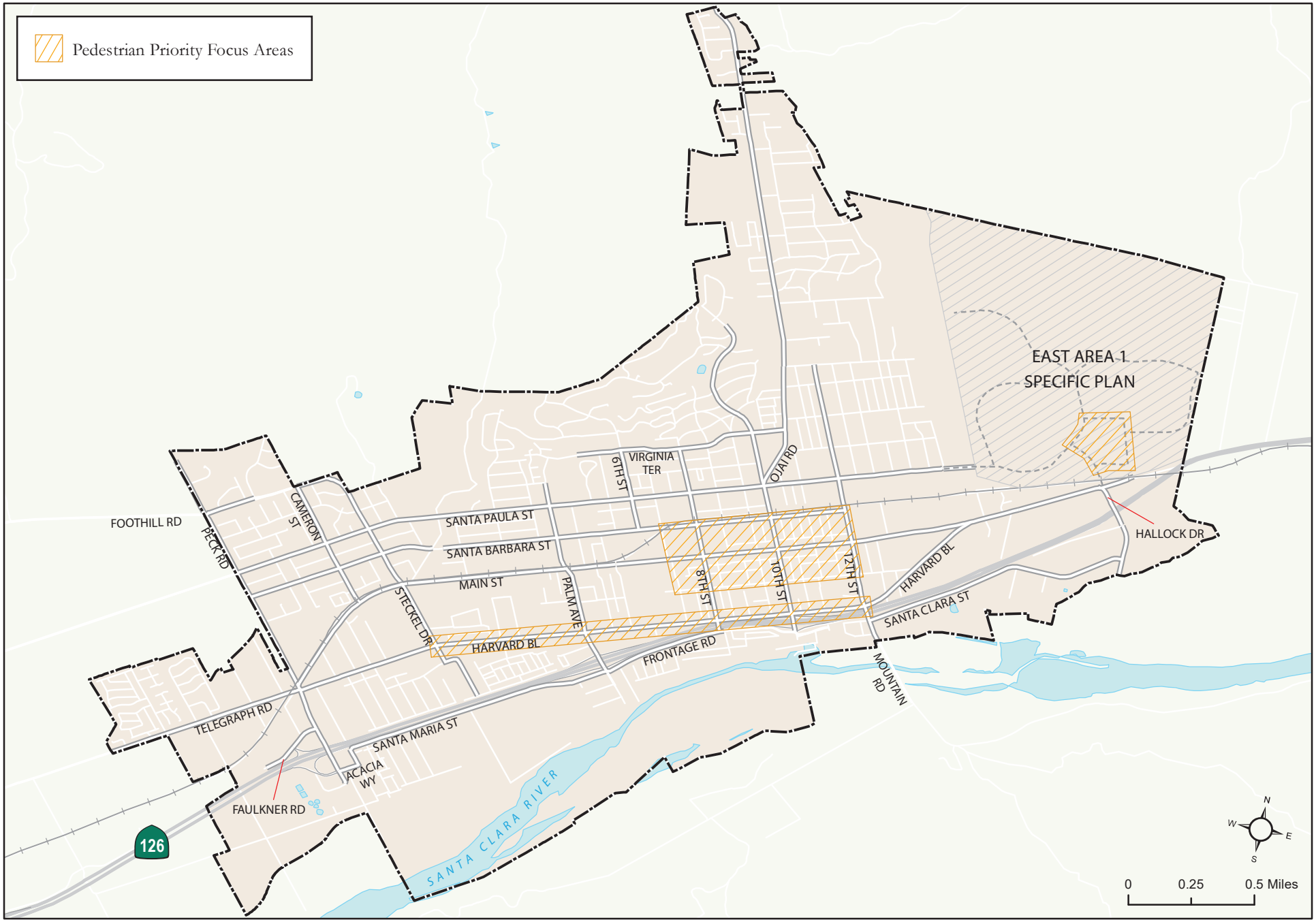
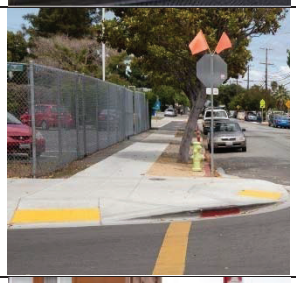
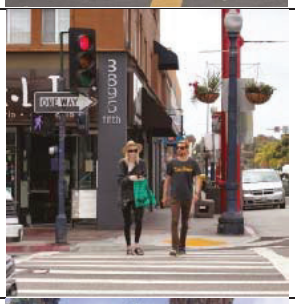
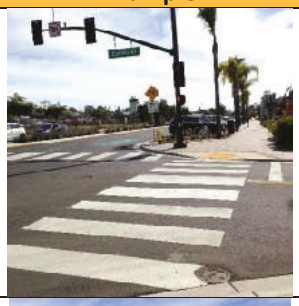
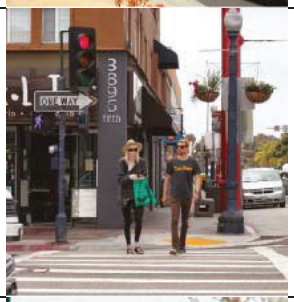


Figure 5-7
Pedestrian Priority Focus Areas

Table 5-7 Downtown/East Area 1 Pedestrian Treatment Toolbox	
Description	**Example**
Decorative Crosswalks improve crosswalk visibility to drivers and are visually appealing. Decorative crosswalks can be used to help brand a district and create an identity, with designs developed from local artists or students.	
Curb Bulb-Outs/Extensions shorten the crossing distance for pedestrians and ensure vehicles make turns at slower speeds.	
Lead Pedestrian Intervals give pedestrians a 3-7 second head start when entering an intersection, reinforcing their right-of-way over turning vehicles.	
Pedestrian Scale Lighting can increase visibility along sidewalks and intersection approaches while creating a more comfortable and inviting pedestrian environment.	
Pedestrian Amenities such as seating, shaded areas, trash cans, and landscaping enhance the pedestrian environment.	

Source: California Streets and Highway Code, 2014; Chen Ryan Associates, 2018.

Table 5-8 Harvard Boulevard Pedestrian Treatment Toolbox	
Description	**Example**
Continental Crosswalks improve crosswalk visibility and reinforce to drivers where to stop. Continental crosswalks may be used in conjunction with advance stop bars.	
Advance Stop Bars/Lines encourage drivers to stop well before the crosswalk, improving pedestrian safety and pedestrian visibility to drivers. May be used at intersections or mid-block crossings with additional signage.	
Lead Pedestrian Intervals give pedestrians a 3-7 second head start when entering an intersection, reinforcing their right-of-way over turning vehicles.	
Pedestrian Countdown Signals indicate to the pedestrian how many seconds are remaining in the pedestrian phase.	
Pedestrian Hybrid Beacon *(top)* is a traffic control device used to stop vehicular traffic and allow pedestrians to cross safely. Vehicular traffic is only stopped when a pedestrian is present and activates the signal. **Rectangular Rapid Flashing Beacons** *(bottom)* are pedestrian activated flashing signs that alert drivers a pedestrian is crossing.	

Source: California Streets and Highway Code, 2014; Chen Ryan Associates, 2018.

5.4 Cycling Environment

Bicycle facilities are an integral component of the City's transportation system. Adequate bicycle facilities encourage non-motorized transportation, enhance recreational opportunities, and help attract visitors. Bikeways not only provide local opportunities for cyclists, but also offer regional connections. This section of the report discusses the Preferred Plan facilities proposed for the City of Santa Paula.

5.4.1 Preferred Plan Bicycle Network

There are approximately 5.0 miles of existing bicycle facilities within Santa Paula today. The existing bicycle facilities include 1.8 miles of Class I multi-use paths, and 3.2 miles of Class II bike lanes. Although bicycle facilities are provided throughout Santa Paula, they are largely fragmented, resulting in a network that lacks connectivity.

Figure 5-8 presents the planned bicycle network comprised of Class I multi-use paths, Class II bike lanes and buffered bike lanes, Class III bike routes, and Class IV cycle tracks. The planned network is intended to enhance connectivity throughout Santa Paula and to networks in adjacent jurisdictions. The network also emphasizes connections to Valley Express, which offers services in the City of Santa Paula, and VCTC Bus 126, which offers connectivity to communities to the east and west.

Additionally, the bicycle network is designed to leverage the recent investment made to develop the Santa Paula Branch Line Rail Trail, which offers excellent cross-town multimodal connectivity and would eventually link neighboring jurisdictions throughout the Santa Clara River Valley. The complete bicycle network is designed to provide complementary on-street facilities that can be used to link users with this trail, as well as serve users using on-street facilities for their entire trip.

The planned bicycle network includes approximately 22.0 miles of total bicycle facilities, including 4.5 miles of multi-use paths, 4.3 miles of bike lanes, 7.2 miles of bike routes, and 6.0 miles of potential buffered bike lanes and/or cycle tracks, which may be determined by the City at a later date.

For the purposes of Santa Paula's planned mobility networks, bicycle facilities may come with the tradeoff of on-street parking along some roadway segments where a surplus of on-street parking exists or where nearby off-street parking is available, but roadway lanes remain unchanged. Additionally, the proposed Circulation Plan would reduce the number of travel lanes on the following street section to capitalized on the excess vehicular capacity, and to benefit from potential multimodal treatments:

- Main Street, from approximately 1,500 feet west of Steckel Drive to Steckel Drive – 4 lanes to 2 lanes.



Figure 5-8
Preferred Plan Bicycle Facilities

The Preferred Plan bicycle network is comprised of a Class I Bike Path within City limits, additional soft-surface Class I trails outside the City, Class II Bike Lanes, Class III Bike Routes, and optional Class IV Cycle Tracks or Buffered Class II Bike Lanes, as the City prefers at the time of installation. This section describes the extents of each of the proposed full network of bicycle facilities.

Class I Multi-Use Paths:

- Continuation of the Santa Paula Branch Line Rail Trail within Santa Paula City limits, with a branch segment connecting to Santa Paula Street,
- A trail along Santa Paula Creek,
- A soft-surface trail in Adams Canyon,
- A soft-surface trail in Fagan Canyon, and
- A soft-surface trail along the Santa Clara River.

Class II Bike Lanes:

North-South Bike Lanes

- Steckel Drive, from Main Street to Harvard Boulevard;
- Palm Avenue, from Santa Paula Street to Santa Maria Street;
- 10th Street/SR-150, from Santa Paula Street to Harvard Boulevard; and
- Newly constructed roadways as East Area 1 development occurs.

Class III Bike Routes:

North-South Bike Routes

- Peck Road, from Santa Paula Street to Acacia Way;
- Steckel Drive, from Santa Paula Street to Main Street;
- 8th Street, rom Santa Paula Street to Satna Maria Street;
- Ojai Road/SR-150 from northern City limits to Santa Paula Street; and
- 12th Street from Santa Paula Street to southern City limits.

East-West Bike Routes

- Main Street, from Palm Avenue to Harvard Boulevard/Telegraph Road;
- Acacia Way/Santa Maria Street, from Peck Road to 8th Street; and
- Harvard Boulevard, from 10th Street to 12th Street.

Buffered Class II Bike Lanes or Class IV Cycle Tracks:

East-West Cycle Tracks/Buffered Bike Lanes

- Santa Paula Street, from Peck Road to eastern terminus/East Area 1 boundary;
- Telegraph Road/Harvard Boulevard, from western City limits to main Street;
- Harvard Boulevard, from 12th Street to Main Street/Telegraph Road; and
- Telegraph Road, from Main Street/Harvard Boulevard to eastern terminus.

Table 5-9 summarizes the existing and Preferred Plan bicycle facility mileage by class in the City of Santa Paula.

Table 5-9
Bicycle Facility Mileage

Facility Type	Existing		Preferred Plan	
	Mileage	Percentage of Total	Mileage	Percentage of Total
Class I – Shared-Use Path	1.8	36.0%	4.5	20.5%
Class II – Bicycle Lane	3.2	64.0%	4.3	19.5%
Class III – Bicycle Route	0.0	0.0%	7.2	32.7%
Class IV – Cycle Track -Or- Buffered Class II Bicycle Lane	0.0	0.0%	6.0	27.3%
Total	**5.0**	**100.0%**	**22.0**	**100.0%**

Source: CVAG Non-Motorized Transportation Plan Update, 2010; Chen Ryan Associates, 2019

As shown, under buildout of the Preferred Plan, there will be a total 22.0 miles of bicycle facilities within the City of Santa Paula.

A comparison between the planned bicycle network relative to existing conditions, as analyzed in 2016, is presented as **Table 5-10**.

Table 5-10
City of Santa Paula Existing Conditions vs. Preferred Plan Bicycle Network Classifications

Location	Existing Classification	Existing Extent	Preferred Plan Classification	Preferred Plan Extent
Santa Paula Street	Class II Bike Lane	Peck Road to 10th Street	Class II Buffered Bike lane or Class IV Cycle Track*	Peck Road to Santa Paula Creek
Santa Paula Branch Line Trail	Class I Multi-Use Path	Steckel Drive to 12th Street (additional branch from Santa Paula Street to Main Street)	Class I Multi-Use Path	Western City Limit to Eastern City Limit (additional branch from Santa Paula Street to Main Street)
Main Street	New Facility		Class III Bike Route	Palm Avenue to Harvard Boulevard
Telegraph Road	New Facility		Class II Buffered Bike lane or Class IV Cycle Track*	Western City Limit to Harvard Boulevard
Harvard Boulevard	New Facility		Class III Bike Route	10th Street to 12th Street
Harvard Boulevard	Class II Bike Lane	12th Street to Main Street/Telegraph Road	Class II Buffered Bike lane or Class IV Cycle Track*	Telegraph Road to Main Street/Telegraph Road
Telegraph Road	New Facility		Class II Buffered Bike lane or Class IV Cycle Track*	Main Street/Harvard Boulevard to eastern terminus
Acacia Way / Santa Maria Street / Frontage Road	New Facility		Class III Bike Route	Peck Road to 8th Street
Peck Road	New Facility		Class III Bike Route	Santa Paula Street to Acacia Way
Freeway Overcrossing at Laurie Lane / SR-126	Class I Multi-Use Path	Santa Maria Street to Santa Cruz Street	Class I Multi-Use Path	Santa Maria Street to Santa Cruz Street
Steckel Drive	New Facility		Class III Bike Route	Santa Paula Street to Main Street
	Class II Bike Lane	Main Street to Harvard Boulevard	Class II Bike Lane	Main Street to Harvard Boulevard
Palm Avenue	Class II Bike Lane	Santa Paula Street to Santa Maria Street / Frontage Road	Class II Bike Lane	Santa Paula Street to Santa Maria Street / Frontage Road
8th Street	New Facility		Class III Bike Route	Santa Paula Street to Harvard Boulevard

Table 5-10 City of Santa Paula Existing Conditions vs. Preferred Plan Bicycle Network Classifications				
Location	**Existing Classification**	**Existing Extent**	**Preferred Plan Classification**	**Preferred Plan Extent**
Ojai Road	New Facility		Class III Bike Route	Northern City Limit to Santa Paula Street
10th Street	New Facility		Class II Bike Lane	Santa Paula Street to Harvard Boulevard
12th Street	New Facility		Class III Bike Route	Santa Paula Street to Southern City Limit
Planned East Area 1 Roadways	New Facilities		Class II Bike Lane	Planned roadways with community connectivity
Adams Canyon	New Facility		Class I Multi-Use Path (soft surface)	Adjacent to City
Fagan Canyon	New Facility		Class I Multi-Use Path (soft surface)	Adjacent to City
Santa Paula Creek	New Facility (sections paved but closed to public)		Class I Multi-Use Path	SR-126 to northern City limit
Santa Clara River	New Facility		Class I Multi-Use Path (soft surface)	Adjacent to City

Note:
* Class II Buffered Bike Lane or Class IV Cycle Track identified based upon available right-of-way. Final determination to be by City of Santa Paula based upon land use and parking tradeoffs.

Source: Chen Ryan Associates, 2019

6.0 Project Scenarios

This section outlines and documents roadway and freeway analyses associated with a No-Project (currently adopted General Plan) scenario, as well as a Reduced Intensity Alternative, eliminating planned land uses in Adams and Fagan Canyons.

6.1 No-Project Scenario

This section outlines and documents roadway and freeway/state highway analyses associated with the No-Project scenario. The *No-Project* scenario represents anticipated development in 2040 under the City of Santa Paula's current General Plan network and land use designations.

Table 6-1 displays the City's currently adopted roadway classification, projected daily roadway volume and corresponding LOS for each Mobility Element roadway under buildout of the No-Project scenario, whereas **Table 6-2** presents the roadway analysis for Caltrans Urban Street roadways (10th Street/Ojai Road/SR-150). A LOS of D is considered acceptable for both City roadways and Caltrans Urban Streets for the purposes of this analysis. Arterial LOS worksheets for Caltrans Urban Streets under the No-Project scenario are presented in **Appendix K**.

As shown in the table, all key study roadway segments except the segment of Palm Avenue between Harvard Boulevard and the westbound SR-126 freeway ramps are projected to operate at LOS D or better under the No-Project scenario. Based on the current 2-lane configuration, this segment of Palm Avenue is projected to operate at LOS E under the 2040 No Project scenario. As shown in Table 5-3, widening this segment to 4 lanes under the proposed Plan would result in LOS A under projected 2040 conditions.

Table 6-1
No-Project Scenario Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Briggs Road	From Santa Paula Street to Telegraph Road	2-Lane Collector	2,000	11,800	0.169	A	Ventura County
	From Telegraph Road to SR-126 WB Ramps	2-Lane Collector	4,300	11,800	0.364	A	Ventura County
	From SR-126 WB Ramps to SR-126 EB Ramps	2-Lane Collector	4,200	11,800	0.356	A	Ventura County
	From SR-126 EB Ramps to Pinkerton Road	2-Lane Collector	3,000	11,800	0.254	A	Santa Paula
Peck Road	From northern terminus to Foothill Road	2-Lane Arterial	200	20,000	0.010	A	Santa Paula
	From Foothill Road to Santa Paula Street	2-Lane Arterial	2,800	20,000	0.140	A	Santa Paula
	From Santa Paula Street to Santa Barbara Street	2-Lane Arterial	3,600	20,000	0.180	A	Santa Paula
	From Santa Barbara Street to Main Street	2-Lane Arterial	4,200	20,000	0.210	A	Santa Paula
	From Main Street to Telegraph Road	2-Lane Arterial	11,100	20,000	0.555	A	Santa Paula
	From Telegraph Road to Faulkner Road	2-Lane Arterial	17,500	20,000	0.875	D	Santa Paula
	From Faulkner Road to SR-126 EB Ramps	2-Lane Arterial	12,500	20,000	0.625	B	Santa Paula
	From SR-126 EB Ramps to southern terminus	2-Lane Arterial	5,400	20,000	0.270	A	Santa Paula
Cameron Street	From Foothill Road to Main Street	2-Lane Collector	2,700	11,800	0.229	A	Santa Paula
Steckel Drive	From Foothill Road to Main Street	2-Lane Collector	2,700	11,800	0.229	A	Santa Paula
	From Main Street to Harvard Boulevard	2-Lane Collector	5,100	11,800	0.432	A	Santa Paula
	From Harvard Boulevard to southern terminus	2-Lane Collector	2,400	11,800	0.203	A	Santa Paula

Table 6-1
No-Project Scenario Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Palm Avenue	From northern terminus to Santa Paula Street	2-Lane Arterial	1,600	20,000	0.080	A	Santa Paula
	From Santa Paula Street to Santa Barbara Street	2-Lane Arterial	5,300	20,000	0.265	A	Santa Paula
	From Santa Barbara Street to Main Street	2-Lane Arterial	7,800	20,000	0.390	A	Santa Paula
	From Main Street to Harvard Boulevard	2-Lane Arterial	15,100	20,000	0.755	C	Santa Paula
	From Harvard Boulevard to SR-126 WB Ramps	2-Lane Arterial	18,700	20,000	0.935	**E**	Santa Paula
	From SR-126 WB Ramps to SR-126 EB Ramps	2-Lane Arterial	10,700	20,000	0.535	A	Santa Paula
	From SR-126 EB Ramps to Santa Maria Street	2-Lane Arterial	700	20,000	0.035	A	Santa Paula
	From SR-126 EB Ramps to southern terminus	2-Lane Arterial	700	20,000	0.035	A	Santa Paula
6th Street	From Virginia Terrace to Santa Barbara Street	2-Lane Collector	2,400	11,800	0.203	A	Santa Paula
8th Street	From Virginia Terrace to Main Street	2-Lane Collector	6,100	11,800	0.517	A	Santa Paula
	From Main Street to Harvard Boulevard	2-Lane Collector	6,100	11,800	0.517	A	Santa Paula
	From Harvard Boulevard to Santa Maria Street	2-Lane Collector	2,200	11,800	0.186	A	Santa Paula
10th Street	From northern terminus to Santa Paula Street	2-Lane Collector	3,700	11,800	0.314	A	Santa Paula
10th Street / SR-150	From Santa Paula Street to Santa Barbara Street	2-Lane Caltrans Urban Street	20,800	*See Table 6-2*			Caltrans
	From Santa Barbara Street to Main Street	2-Lane Caltrans Urban Street	19,000	*See Table 6-2*			Caltrans

Table 6-1
No-Project Scenario Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
10th Street / SR-150	From Main Street to East Ventura Street	2-Lane Caltrans Urban Street	20,700	*See Table 6-2*			Caltrans
10th Street / SR-150	From East Ventura Street to Harvard Boulevard	2-Lane Caltrans Urban Street	20,600	*See Table 6-2*			Caltrans
	From Harvard Boulevard to SR-126 WB Ramps	2-Lane Caltrans Urban Street	18,800	*See Table 6-2*			Caltrans
	From SR-126 WB Ramps to SR-126 EB Ramps	2-Lane Caltrans Urban Street	9,800	*See Table 6-2*			Caltrans
	From SR-126 EB Ramps to Santa Maria Street	2-Lane Caltrans Urban Street	9,800	*See Table 6-2*			Caltrans
Ojai Road / SR-150	From Northern City Limits to Virginia Terrace	2-Lane Caltrans Urban Street	15,500	*See Table 6-2*			Caltrans
	From Virginia Terrace to Santa Paula Street	2-Lane Caltrans Urban Street	17,000	*See Table 6-2*			Caltrans
12th Street	From Richmond Road to Main Street	2-Lane Collector	8,900	11,800	0.754	C	Santa Paula
	From Main Street to Harvard Boulevard	2-Lane Arterial	5,600	20,000	0.280	A	Santa Paula
S. Mountain Road	From Harvard Boulevard to southern terminus	2-Lane Arterial	6,100	20,000	0.305	A	Santa Paula
Hallock Drive	From Telegraph Road to SR-126	4-Lane Arterial	23,600	39,900	0.591	A	Santa Paula
	From SR-126 to Old Hallock Drive	2-Lane Arterial	10,900	20,000	0.545	A	Santa Paula
Foothill Road	From Briggs Road to Peck Road	2-Lane Collector	1,300	11,800	0.110	A	Ventura County

Table 6-1
No-Project Scenario Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Foothill Road	From Peck Road to Ridgecrest Drive	2-Lane Collector	500	11,800	0.042	A	Santa Paula
Virginia Terrace	From western terminus to Ojai Road	2-Lane Collector	2,400	11,800	0.203	A	Santa Paula
Santa Paula Street	From Cummings Road to Peck Road	2-Lane Collector	1,800	11,800	0.153	A	Ventura County
	From Peck Road to Palm Avenue	2-Lane Collector	5,200	11,800	0.441	A	Santa Paula
Santa Paula Street	From Palm Avenue to 10th Street	2-Lane Collector	6,700	11,800	0.568	A	Santa Paula
	From 10th Street to eastern terminus	2-Lane Collector	7,600	11,800	0.644	B	Santa Paula
Santa Barbara Street	From Peck Road to dead end	2-Lane Collector	700	11,800	0.059	A	Santa Paula
	From end to Palm Avenue	2-Lane Collector	2,900	11,800	0.246	A	Santa Paula
	From Palm Avenue to 10th Street	2-Lane Collector	5,000	11,800	0.424	A	Santa Paula
	From 10th Street to 12th Street	2-Lane Collector	3,400	11,800	0.288	A	Santa Paula
Telegraph Road	From Cummings Road to Briggs Road	2-Lane Arterial	5,700	20,000	0.285	A	Ventura County
	From Briggs Road to 950 ft. west of Beckwith Street	2-Lane Arterial	6,500	20,000	0.325	A	Ventura County
	From 950 ft. west of Beckwith Street to Peck Road	2-Lane Arterial	8,300	20,000	0.415	A	Santa Paula
	From Main Street to 850 ft. east of Main Street	4-Lane Arterial	8,300	39,900	0.208	A	Santa Paula
	From 850 ft. east of Main Street to Hallock Drive	2-Lane Arterial	13,400	20,000	0.670	B	Santa Paula
	From Hallock Drive to eastern terminus	2-Lane Arterial	1,500	20,000	0.075	A	Santa Paula

Table 6-1
No-Project Scenario Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Main Street	From Peck Road to 1,500 ft. west of Steckel Drive	4-Lane Arterial	7,100	39,900	0.178	A	Santa Paula
Main Street	From 1,500 ft. west of Steckel Drive to Steckel Drive	4-Lane Arterial	9,500	39,900	0.238	A	Santa Paula
	From Steckel Drive to Palm Avenue	2-Lane Arterial	9,600	20,000	0.480	A	Santa Paula
	From Palm Avenue to 8th Street	2-Lane Arterial	12,700	20,000	0.635	B	Santa Paula
	From 8th Street to 10th Street	2-Lane Arterial	11,800	20,000	0.590	A	Santa Paula
	From 10th Street to 12th Street	2-Lane Arterial	6,800	20,000	0.340	A	Santa Paula
	From 12th Street to Harvard Boulevard	2-Lane Arterial	4,500	20,000	0.225	A	Santa Paula
Harvard Boulevard	From Peck Road to Steckel Drive	3-Lane Arterial*	15,700	29,925	0.525	A	Santa Paula
	From Steckel Drive to Palm Avenue	3-Lane Arterial*	19,400	29,925	0.648	B	Santa Paula
	From Palm Avenue to 8th Street	3-Lane Arterial*	16,200	29,925	0.541	A	Santa Paula
	From 8th Street to 10th Street	3-Lane Arterial*	14,900	29,925	0.498	A	Santa Paula
	From 10th Street to 12th Street	2-Lane Arterial	8,900	20,000	0.445	A	Santa Paula
	From 12th Street to 440 ft. west of Main Street	2-Lane Arterial	3,600	20,000	0.180	A	Santa Paula
	From 440 ft. west of Main Street to Main Street	3-Lane Arterial*	3,300	29,925	0.110	A	Santa Paula
Faulkner Road	From end to SR-126 WB Ramps	4-Lane Arterial	2,000	39,900	0.050	A	Santa Paula
	From SR-126 WB Ramps to Peck Road	2-Lane Arterial	11,100	20,000	0.555	A	Santa Paula

Table 6-1
No-Project Scenario Roadway Segment Level of Service (2040)

Roadway	Segment	Classification	ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
Santa Maria Street	From Acacia Road to Palm Avenue	2-Lane Collector	2,600	11,800	0.220	A	Santa Paula
	From Palm Avenue to dead end	2-Lane Collector	2,100	11,800	0.178	A	Santa Paula

Source: Chen Ryan Associates, 2018

Notes:
*3-lane roadway capacity is calculated at 75% of 4-lane capacity, based on existing configuration.

Table 6-2 Caltrans Urban Street Arterial LOS – No Project Scenario							
Roadway 10th Street/Ojai Road/SR-150	**Direction**	**AM Peak Hour**			**PM Peak Hour**		
		Posted Speed Limit (mph)	**Arterial Speed (mph)**	**LOS**	**Posted Speed Limit (mph)**	**Arterial Speed (mph)**	**LOS**
Northern City Limit to Santa Paula Street	NB	25-40	34.8	B	25-40	34.4	B
	SB	25-40	24.9	C	25-40	30.8	B
Santa Paula Street to Santa Maria Street	NB	25	10.9	D	25	9.3	D
	SB	25	9.3	D	25	13.6	C

Source: Chen Ryan Associates, 2018

Table 6-3 displays study area freeway/state highway segment Level of Service analysis results under the No-Project Scenario. As shown in Table 6-3, similar to the Preferred Plan, all of the key study freeway/state highway segments are projected to operate at LOS D or better under the No-Project scenario. Worksheets for determining freeway/state highway segment LOS under the No-Project scenario are found in **Appendix L**.

6.2 Reduced Development Alternative

The land use proposed under the Reduced Development Alternative would remain the same as the Preferred Alternative, with the exception that proposed land uses would be eliminated in Adams and Fagan Canyons. Rather, the canyons would remain as agricultural, and open space/recreation land uses.

Since the Reduced Development Alternative would result in less development than the Preferred Alternative, it would generate fewer total trips, and thus the impact associated with this Alternative would be less than under the Preferred Plan.

Table 6-3 No-Project Freeway/State Highway Segment Level of Service Results (2040)

Freeway / State Highway	Segment	AM Peak Hour				PM Peak Hour		
		Direction	Density (pc/hr/ln)	Speed (mph)	LOS	Density (pc/hr/ln)	Speed (mph)	LOS
SR-126	SR-118 to Briggs Road	EB	798	70.0	B	2080	61.0	D
		WB	1827	65.4	D	1274	69.9	C
SR-126	Briggs Road to Peck Road	EB	779	70.0	B	2030	62.0	D
		WB	1783	66.1	D	1244	70.0	B
SR-126	Peck Road to Palm Avenue	EB	742	70.0	A	1936	63.7	D
		WB	1700	67.1	C	1186	70.0	B
SR-126	Palm Avenue to 10th Street/SR-150	EB	683	70.0	A	1781	66.1	D
		WB	1564	68.5	C	1090	70.0	B
SR-126	10th Street/SR-150 to Hallock Drive	EB	532	55.0	A	1383	55.0	C
		WB	1218	55.0	C	912	55.0	B
SR-126	Hallock Drive to Sespe Ranch Undercrossing*	EB	601	55.0	A	1562	54.4	D
		WB	1375	55.0	C	1176	55.0	C

Source: Caltrans District 7, 2016; Chen Ryan Associates, 2018

Notes:
pc/hr/ln = passenger cars per hour per lane
* Analysis for this segment utilizes the multi-lane highway methodology as described in Chapter 2.2.4

7.0 Determination of Significant Impacts

This section documents the potential significant traffic impacts on study area roadway and freeway segments, as well as intersections (for the Proposed Plan-to-Ground scenario only) associated with the proposed 2040 Santa Paula General Plan Update. The following comparisons were made for purposes of determining significant traffic impacts:

- Proposed 2040 Santa Paula General Plan to Existing Conditions (Proposed Plan-to-Ground) – this comparison provides the basis for identifying new significant impacts associated with the proposed General Plan update including both the Mobility Element and the Land Use Plan, when comparing to the existing conditions.
- Proposed 2040 Santa Paula General Plan to Adopted Santa Paula General Plan (Proposed Plan-to-Adopted Plan) – this comparison provides the basis for identifying new significant impacts associated with the proposed General Plan update when comparing to the currently Adopted General Plan.

7.1 Comparison of Preferred Plan-to-Ground

Table 7-1 compares the study area projected roadway performance under the proposed 2040 Santa Paula General Plan to existing conditions, whereas **Table 7-2** presents the roadway analysis for Caltrans Urban Street roadways (10th Street/Ojai Road/SR-150).

As shown in Tables 7-1 and 7-2, since all roadway segments would operate at LOS D or better, the Preferred Plan would not result in any significant traffic impacts along any of the study area roadways under the Plan-to-Ground analysis.

Table 7-1
Preferred Plan vs. Ground Comparison

Roadway	Segment	Preferred Plan			Existing			Δ V/C	SI?	Jurisdiction
		ADT	LOS	V/C	ADT	LOS	V/C			
Briggs Road	From Santa Paula Street to Telegraph Road	2,000	A	0.169	1,548	A	0.131	0.038	N	Ventura County
	From Telegraph Road to SR-126 WB Ramps	4,300	A	0.364	3,476	A	0.295	0.069	N	Ventura County
	From SR-126 WB Ramps to SR-126 EB Ramps	4,200	A	0.356	3,069	A	0.2600	0.096	N	Ventura County
	From SR-126 EB Ramps to Pinkerton Road	3,000	A	0.254	2,191	A	0.186	0.068	N	Santa Paula
Peck Road	From northern terminus to Foothill Road	200	A	0.017	122	A	0.006	0.011	N	Santa Paula
	From Foothill Road to Santa Paula Street	3,300	A	0.280	2,654	A	0.133	0.104	N	Santa Paula
	From Santa Paula Street to Santa Barbara Street	4,600	A	0.390	3,139	A	0.157	0.148	N	Santa Paula
	From Santa Barbara Street to Main Street	5,200	A	0.441	3,632	A	0.182	0.174	N	Santa Paula
	From Main Street to Telegraph Road	12,100	B	0.605	8,464	A	0.423	0.182	N	Santa Paula
	From Telegraph Road to Faulkner Road	18,000	D	0.900	13,153	B	0.658	0.217	N	Santa Paula
	From Faulkner Road to SR-126 EB Ramps	13,000	B	0.650	8,272	A	0.414	0.211	N	Santa Paula
	From SR-126 EB Ramps to southern terminus	5,400	A	0.270	1,224	A	0.061	0.209	N	Santa Paula
Cameron Street	From Foothill Road to Main Street	2,700	A	0.229	2,246	A	0.190	0.039	N	Santa Paula
Steckel Drive	From Foothill Road to Main Street	2,900	A	0.246	2,269	A	0.192	0.037	N	Santa Paula
	From Main Street to Harvard Boulevard	5,300	A	0.449	4,650	A	0.394	0.038	N	Santa Paula
	From Harvard Boulevard to southern terminus	2,400	A	0.203	2,138	A	0.181	0.022	N	Santa Paula
Palm Avenue	From northern terminus to Santa Paula Street	1,600	A	0.080	1,177	A	0.059	0.021	N	Santa Paula
	From Santa Paula Street to Santa Barbara Street	5,800	A	0.290	4,460	A	0.223	0.042	N	Santa Paula
	From Santa Barbara Street to Main Street	8,300	A	0.415	6,591	A	0.330	0.06	N	Santa Paula
	From Main Street to Harvard Boulevard	15,100	C	0.755	12,856	B	0.643	0.112	N	Santa Paula

Table 7-1
Preferred Plan vs. Ground Comparison

Roadway	Segment	Preferred Plan			Existing			Δ V/C	SI?	Jurisdiction
		ADT	LOS	V/C	ADT	LOS	V/C			
Palm Avenue	From Harvard Boulevard to SR-126 WB Ramps	18,700	A	0.469	14,693	C	0.735	-0.266	N	Santa Paula
	From SR-126 WB Ramps to SR-126 EB Ramps	10,700	A	0.535	8,416	A	0.421	0.114	N	Santa Paula
	From SR-126 EB Ramps to Santa Maria Street	700	A	0.035	474	A	0.024	0.011	N	Santa Paula
	From SR-126 EB Ramps to southern terminus	700	A	0.035	474	A	0.024	0.011	N	Santa Paula
6th Street	From Virginia Terrace to Santa Barbara Street	2,400	A	0.203	1,924	A	0.163	0.04	N	Santa Paula
8th Street	From Virginia Terrace to Main Street	6,100	A	0.517	4,519	A	0.383	0.134	N	Santa Paula
	From Main Street to Harvard Boulevard	6,100	A	0.517	3,722	A	0.315	0.202	N	Santa Paula
	From Harvard Boulevard to Santa Maria Street	2,200	A	0.186	1,754	A	0.149	0.037	N	Santa Paula
10th Street	From northern terminus to Santa Paula Street	3,700	A	0.314	2,804	A	0.238	0.076	N	Santa Paula
10th Street / SR-150	From Santa Paula Street and Santa Barbara Street	*See Table 7-2*								Caltrans
	From Santa Barbara Street and Main Street	*See Table 7-2*								Caltrans
	From Main Street and East Ventura Street	*See Table 7-2*								Caltrans
	From East Ventura Street to Harvard Boulevard	*See Table 7-2*								Caltrans
	From Harvard Boulevard to SR-126 WB Ramps	*See Table 7-2*								Caltrans
	From SR-126 WB Ramps to SR-126 EB Ramps	*See Table 7-2*								Caltrans
	From SR-126 EB Ramps to Santa Maria Street	*See Table 7-2*								Caltrans
Ojai Road / SR-150	From Northern City Limits to Virginia Terrace	*See Table 7-2*								Caltrans

Table 7-1
Preferred Plan vs. Ground Comparison

Roadway	Segment	Preferred Plan			Existing			Δ V/C	SI?	Jurisdiction
		ADT	LOS	V/C	ADT	LOS	V/C			
Ojai Road / SR-150	From Virginia Terrace and Santa Paula Street	*See Table 7-2*								Caltrans
12th Street	From Richmond Road to Main Street	8,900	C	0.754	6,849	A	0.58	0.174	N	Santa Paula
	From Main Street to Harvard Boulevard	5,600	A	0.475	4,242	A	0.212	0.263	N	Santa Paula
S. Mountain Road	From Harvard Boulevard to southern terminus	6,100	A	0.305	4,457	A	0.223	0.082	N	Santa Paula
Hallock Drive	From Telegraph Road to SR-126	23,500	A	0.589	6,007	A	0.300	0.289	N	Santa Paula
	From SR-126 to Old Hallock Drive	10,900	A	0.545	2,593	A	0.087	0.458	N	Santa Paula
Foothill Road	From Briggs Road to Peck Road	1,300	A	0.110	1,262	A	0.107	0.003	N	Ventura County
	From Peck Road to Ridgecrest Drive	500	A	0.042	472	A	0.04	0.002	N	Santa Paula
Virginia Terrace	From western terminus to Ojai Road	2,400	A	0.203	1,931	A	0.164	0.039	N	Santa Paula
Santa Paula Street	From Cummings Road to Peck Road	2,100	A	0.131	1,571	A	0.133	-0.02	N	Ventura County
	From Peck Road to Palm Avenue	6,200	A	0.388	4,726	A	0.401	-0.013	N	Santa Paula
Santa Paula Street	From Palm Avenue to 10th Street	8,200	A	0.513	5,665	A	0.48	0.033	N	Santa Paula
	From 10th Street to eastern terminus	7,500	A	0.469	1,831	A	0.155	0.314	N	Santa Paula
Santa Barbara Street	From Peck Road to dead end	700	A	0.059	616	A	0.052	0.007	N	Santa Paula
	From end to Palm Avenue	2,900	A	0.246	2,715	A	0.23	0.016	N	Santa Paula
	From Palm Avenue to 10th Street	5,000	A	0.424	4,040	A	0.342	0.082	N	Santa Paula
	From 10th Street to 12th Street	3,400	A	0.288	2,721	A	0.231	0.057	N	Santa Paula
Telegraph Road	From Cummings Road to Briggs Road	5,700	A	0.356	5,414	A	0.271	0.085	N	Ventura County
	From Briggs Road to 950 ft. west of Beckwith Street	6,500	A	0.406	6,177	A	0.309	0.097	N	Ventura County
	From 950 ft. west of Beckwith Street to Peck Road	8,600	A	0.538	6,266	A	0.313	0.225	N	Santa Paula

Table 7-1
Preferred Plan vs. Ground Comparison

Roadway	Segment	Preferred Plan			Existing			Δ V/C	SI?	Jurisdiction
		ADT	LOS	V/C	ADT	LOS	V/C			
Telegraph Road	From Main Street to 850 ft. east of Main Street	11,300	A	0.354	5,870	A	0.147	0.207	N	Santa Paula
	From 850 ft. east of Main Street to Hallock Drive	13,300	A	0.417	5,199	A	0.260	0.157	N	Santa Paula
	From Hallock Drive to eastern terminus	1,500	A	0.047	1,326	A	0.066	-0.019	N	Santa Paula
Main Street	From Peck Road to 1,500 ft. west of Steckel Drive	7,100	A	0.444	5,406	A	0.270	0.174	N	Santa Paula
	From 1,500 ft. west of Steckel Drive to Steckel Drive	9,500	A	0.594	7,559	A	0.189	0.405	N	Santa Paula
	From Steckel Drive to Palm Avenue	9,600	A	0.600	7,673	A	0.384	0.216	N	Santa Paula
	From Palm Avenue to 8th Street	12,700	C	0.794	10,085	A	0.504	0.29	N	Santa Paula
	From 8th Street to 10th Street	11,800	C	0.738	7,024	A	0.351	0.387	N	Santa Paula
Main Street	From 10th Street to 12th Street	6,800	A	0.425	4,637	A	0.232	0.193	N	Santa Paula
	From 12th Street to Harvard Boulevard	4,500	A	0.281	3,907	A	0.195	0.086	N	Santa Paula
Harvard Boulevard	From Peck Road to Steckel Drive	15,700	A	0.492	13,125	A	0.329	0.163	N	Santa Paula
	From Steckel Drive to Palm Avenue	19,400	B	0.608	15,516	A	0.389	0.219	N	Santa Paula
	From Palm Avenue to 8th Street	16,200	A	0.508	12,587	A	0.315	0.193	N	Santa Paula
	From 8th Street to 10th Street	14,900	A	0.467	11,356	A	0.285	0.182	N	Santa Paula
	From 10th Street to 12th Street	8,900	A	0.223	8,017	A	0.401	0.178	N	Santa Paula
	From 12th Street to 440 ft. west of Main Street	3,600	A	0.113	3,290	A	0.082	0.031	N	Santa Paula
	From 440 ft. west of Main Street to Main Street	3,300	A	0.103	2,999	A	0.100	0.003	N	Santa Paula
Faulkner Road	From end to SR-126 WB Ramps	2,000	A	0.100	1,519	A	0.076	0.024	N	Santa Paula
	From SR-126 WB Ramps to Peck Road	11,100	A	0.278	8,090	A	0.203	0.075	N	Santa Paula
Santa Maria Street	From Acacia Road to Palm Avenue	2,600	A	0.220	2,078	A	0.176	0.044	N	Santa Paula
	From Palm Avenue to dead end	2,100	A	0.178	1,651	A	0.140	0.038	N	Santa Paula

Source: Chen Ryan Associates, 2018

Table 7-2 Caltrans Urban Street Arterial LOS – Preferred Plan vs. Ground Comparison

Roadway	Direction	Preferred Plan						Existing Conditions						SI?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
		Posted Speed Limit (mph)	Arterial Speed (mph)	LOS	Posted Speed Limit (mph)	Arterial Speed (mph)	LOS	Posted Speed Limit (mph)	Arterial Speed (mph)	LOS	Posted Speed Limit (mph)	Arterial Speed (mph)	LOS	
10th Street/Ojai Road/SR-150														
Northern City Limit to Santa Paula Street	NB	25-40	34.8	B	25-40	34.4	B	25-40	37.0	A	25-40	36.9	A	N
	SB	25-40	26.2	C	25-40	30.3	B	25-40	12.3	D	25-40	14.7	C	N
Santa Paula Street to Santa Maria Street	NB	25	10.9	D	25	9.3	D	25	14.3	C	25	14.3	C	N
	SB	25	9.3	D	25	13.5	C	25	13.9	C	25	15.8	C	N

Source: Chen Ryan Associates, 2019

Table 7-3 compares key study area intersection performance under the proposed Santa Paula General Plan to existing conditions and displays the change in delay and LOS as the basis for identification of significant impacts.

As shown in the table, since all intersections would operate at LOS D or better, the Preferred Plan would not result in any significant traffic impacts at any of the study area intersections under the Plan-to-Ground analysis.

Table 7-3
Peak Hour Intersection Impact Analysis – Preferred Plan vs. Ground

ID	Intersection	AM Peak Hour		PM Peak Hour		Existing AM/PM Delay	Existing AM/PM LOS	Change in Delay	Significant Impact?	Jurisdiction
		Avg. Delay (Seconds)	LOS	Avg. Delay (Seconds)	LOS					
1	Briggs Road & Telegraph Road	8.2	A	8.1	A	9.3/9.5	A/A	-1.1/-1.4	N	Ventura County
2	Briggs Road & SR-126 WB Ramps	11.8	B	11.2	B	10.9/10.5	B/B	0.9/0.7	N	Caltrans
3	Briggs Road & SR-126 EB Ramps	11.1	B	11.8	B	10.3/10.8	B/B	0.8/1.0	N	Caltrans
4	Peck Road & Foothill Road	10.1	B	9.8	A	9.5/9.3	A/A	0.6/0.5	N	Santa Paula
5	Peck Road & Santa Paula Street	20.1	C	10.4	B	11.9/9.5	B/A	8.2/0.9	N	Santa Paula
6	Peck Road & Santa Barbara Street	12.8	B	11.3	B	11.9/10.6	B/B	0.9/0.7	N	Santa Paula
7	Peck Road & Main Street	13.5	B	7.7	A	9.4/8.2	A/A	4.1/-0.5	N	Santa Paula
8	Peck Road & Telegraph Road	23.2	C	37.9	D	20.4/23.8	C/C	2.8/14.1	N	Santa Paula
9	SR-126 WB Ramps & Faulkner Road	27.5	C	26.7	C	21.5/13.7	C/B	6.0/13.0	N	Caltrans
10	Peck Road & SR-126 EB Ramps	15.3	B	39.3	D	10.2/33.9	B/D	5.1/5.4	N	Santa Paula
11	Steckel Drive & Main Street	23.6	C	29.1	D	14.6/28.4	B/D	9.0/0.7	N	Santa Paula
12	Steckel Drive & Harvard Boulevard	12.4	B	8.7	A	8.8/7.6	A/A	3.6/1.1	N	Santa Paula
13	Palm Avenue & Santa Paula Street	32.6	D	33.3	D	17.8/16.5	C/C	14.8/16.8	N	Santa Paula
14	Palm Avenue & Santa Barbara Street	27.6	D	30.7	D	25.9/15.8	D/C	1.7/14.9	N	Santa Paula
15	Palm Avenue & Main Street	19.3	B	12.4	B	11.7/10.1	B/B	7.6/2.3	N	Santa Paula
16	Palm Avenue & Harvard Boulevard	25.4	C	13.5	B	17.8/13.3	B/B	7.6/0.2	N	Santa Paula
17	Palm Avenue & SR-126 WB Ramps	15.1	C	16.7	C	13.2/16.0	B/C	1.9/0.7	N	Caltrans
18	Palm Avenue & SR-126 EB Ramps	12.0	B	11.5	B	32.6/53.5	D/F	-20.6/-42.0	N	Caltrans
19	Palm Avenue & Santa Maria Street	12.5	B	17.4	C	11.4/14.2	B/B	1.1/3.2	N	Santa Paula
20	8th Street & Main Street	12.4	B	9.7	A	8.9/8.0	A/A	3.5/1.7	N	Santa Paula
21	8th Street & Harvard Boulevard	10.6	B	7.0	A	8.0/7.4	A/A	2.6/-0.4	N	Santa Paula
22	Ojai Road & Virginia Terrace	10.3	B	6.5	A	187.6/60.8	**F/F**	-177.3/-54.3	N	Caltrans
23	10th Street & Santa Paula Street	42.3	D	32.8	C	16.5/16.5	B/B	25.8/16.3	N	Caltrans
24	10th Street & Santa Barbara Street	18.6	B	14.6	B	14.4/9.3	B/A	4.2/5.3	N	Caltrans

Table 7-3
Peak Hour Intersection Impact Analysis – Preferred Plan vs. Ground

ID	Intersection	AM Peak Hour		PM Peak Hour		Existing AM/PM Delay	Existing AM/PM LOS	Change in Delay	Significant Impact?	Jurisdiction
		Avg. Delay (Seconds)	LOS	Avg. Delay (Seconds)	LOS					
25	10th Street & Main Street	26.8	C	18.9	B	13.1/10.2	B/B	13.7/8.7	N	Caltrans
26	10th Street & Harvard Boulevard	31.7	C	32.1	C	21.2/14.1	C/B	10.5/18.0	N	Caltrans
27	10th Street & SR-126 WB Ramps	15.2	C	32.5	D	13.5/15.9	B/C	1.7/16.6	N	Caltrans
28	10th Street & SR-126 EB Off-Ramp	7.2	A	10.7	B	15.7/27.1	C/D	-8.5/-16.4	N	Caltrans
29	10th Street & E. Santa Maria Street/SR-126 EB On-Ramp	5.8	A	5.4	A	8.4/8.5	A/A	-2.6/-3.1	N	Caltrans
30	12th Street & Main Street	13.2	B	11.9	B	11.2/10.1	B/B	2.0/1.8	N	Santa Paula
31	12th Street & Harvard Boulevard	9.2	A	8.9	A	8.0/8.2	A/A	1.2/0.7	N	Santa Paula
32	Harvard Boulevard & Telegraph Road	16.9	B	18.0	B	10.1/10.7	B/B	6.8/7.3	N	Santa Paula
33	Hallock Drive & Telegraph Road	25.1	C	30.3	C	10.1/11.9	B/B	15.0/18.4	N	Santa Paula
34	Hallock Drive & SR-126	38.6	D	50.6	D	10.5/17.0	B/B	28.1/33.6	N	Santa Paula

Source: Chen Ryan Associates, 2019

Table 7-4 compares the study area projected freeway/state highway performance under the proposed Santa Paula General Plan to existing conditions.

As shown in the table, since all roadway segments would operate at LOS D or better, the Preferred Plan would not result in any significant traffic impacts along any of the study area freeway/state highway segments under the Plan-to-Ground analysis.

7.2 Comparison of Preferred Plan-to-Adopted Plan

Table 7-5 compares the projected study area roadway performance under the proposed Santa Paula General Plan to the roadway performance under the Santa Paula Adopted General Plan, and displays the change in Volume/Capacity (V/C) ratio as the basis for identification of significant impacts. **Table 7-6** presents the roadway analysis for Caltrans Urban Street roadways (10th Street/Ojai Road/SR-150).

As shown in Tables 7-5 and 7-6, since all roadway segments would operate at LOS D or better, the Preferred Plan would not result in any significant traffic impacts along any of the study area roadways under the Plan-to-Plan analysis.

Table 7-4 Freeway/State Highway Segment Impact Analysis – Preferred Plan vs. Ground

Freeway / Highway	Segment	Direction	AM Peak Hour				PM Peak Hour				Significant Impact?
			Preferred Plan Speed	Preferred Plan LOS	Existing Speed	Existing LOS	Preferred Plan Speed	Preferred Plan LOS	Existing Speed	Existing LOS	
SR-126	SR-118 to Briggs Road	EB	70.0	B	70.0	A	61.0	D	68.7	C	N
		WB	65.4	D	69.7	C	69.9	C	70.0	B	N
SR-126	Briggs Road to Peck Road	EB	70.0	B	70.0	A	62.0	D	69.0	C	N
		WB	66.1	D	69.9	C	70.0	B	70.0	B	N
SR-126	Peck Road to Palm Avenue	EB	70.0	A	70.0	A	63.7	D	70.0	C	N
		WB	67.1	C	70.0	B	70.0	B	70.0	B	N
SR-126	Palm Avenue to 10th Street/SR-150	EB	70.0	A	70.0	A	66.1	D	70.0	B	N
		WB	68.5	C	70.0	B	70.0	B	70.0	A	N
SR-126	10th Street/SR-150 to Hallock Drive	EB	55.0	A	55.0	A	55.0	C	55.0	B	N
		WB	55.0	C	55.0	B	55.0	B	55.0	A	N
SR-126	Hallock Drive to Sespe Ranch UC	EB	55.0	A	55.0	A	54.4	D	50.0	C	N
		WB	55.0	C	50.0	C	55.0	C	55.0	B	N

Source: Caltrans District 7, 2016; Chen Ryan Associates, 2018

Table 7-5
Preferred Plan to Adopted Plan Comparison

Roadway	Segment	Preferred Plan			Adopted Plan			Δ V/C	SI?	Jurisdiction
		ADT	LOS	V/C	ADT	LOS	V/C			
Briggs Road	From Santa Paula Street to Telegraph Road	2,000	A	0.169	2,000	A	0.169	0.000	N	Ventura County
	From Telegraph Road to SR-126 WB Ramps	4,300	A	0.364	4,300	A	0.364	0.000	N	Ventura County
	From SR-126 WB Ramps to SR-126 EB Ramps	4,200	A	0.356	4,200	A	0.356	0.000	N	Ventura County
	From SR-126 EB Ramps to Pinkerton Road	3,000	A	0.254	3,000	A	0.254	0.000	N	Santa Paula
Peck Road	From northern terminus to Foothill Road	200	A	0.017	200	A	0.010	0.007	N	Santa Paula
	From Foothill Road to Santa Paula Street	2,800	A	0.237	2,800	A	0.140	0.097	N	Santa Paula
	From Santa Paula Street to Santa Barbara Street	3,600	A	0.305	3,600	A	0.180	0.125	N	Santa Paula
	From Santa Barbara Street to Main Street	4,200	A	0.356	4,200	A	0.210	0.146	N	Santa Paula
	From Main Street to Telegraph Road	12,100	B	0.605	11,100	A	0.555	0.050	N	Santa Paula
	From Telegraph Road to Faulkner Road	17,500	D	0.875	17,500	D	0.875	0.000	N	Santa Paula
	From Faulkner Road to SR-126 EB Ramps	12,500	B	0.625	12,500	B	0.625	0.000	N	Santa Paula
	From SR-126 EB Ramps to southern terminus	5,400	A	0.270	5,400	A	0.270	0.000	N	Santa Paula
Cameron Street	From Foothill Road to Main Street	2,700	A	0.229	2,700	A	0.229	0.000	N	Santa Paula
Steckel Drive	From Foothill Road to Main Street	2,700	A	0.229	2,700	A	0.229	0.000	N	Santa Paula
	From Main Street to Harvard Boulevard	5,100	A	0.432	5,100	A	0.432	0.000	N	Santa Paula
	From Harvard Boulevard to southern terminus	2,400	A	0.203	2,400	A	0.203	0.000	N	Santa Paula
Palm Avenue	From northern terminus to Santa Paula Street	1,600	A	0.080	1,600	A	0.080	0.000	N	Santa Paula
	From Santa Paula Street to Santa Barbara Street	5,300	A	0.265	5,300	A	0.265	0.000	N	Santa Paula
	From Santa Barbara Street to Main Street	7,800	A	0.390	7,800	A	0.390	0.000	N	Santa Paula
	From Main Street to Harvard Boulevard	15,100	C	0.755	15,100	C	0.755	0.000	N	Santa Paula
	From Harvard Boulevard to SR-126 WB Ramps	18,700	A	0.469	18,700	**E**	0.935	-0.466	Y	Santa Paula

Table 7-5
Preferred Plan to Adopted Plan Comparison

Roadway	Segment	Preferred Plan			Adopted Plan			Δ V/C	SI?	Jurisdiction
		ADT	LOS	V/C	ADT	LOS	V/C			
Palm Avenue	From SR-126 WB Ramps to SR-126 EB Ramps	10,700	A	0.535	10,700	A	0.535	0.000	N	Santa Paula
	From SR-126 EB Ramps to Santa Maria Street	700	A	0.035	700	A	0.035	0.000	N	Santa Paula
	From SR-126 EB Ramps to southern terminus	700	A	0.035	700	A	0.035	0.000	N	Santa Paula
6th Street	From Virginia Terrace to Santa Barbara Street	2,400	A	0.203	2,400	A	0.203	0.000	N	Santa Paula
8th Street	From Virginia Terrace to Main Street	6,100	A	0.517	6,100	A	0.517	0.000	N	Santa Paula
	From Main Street to Harvard Boulevard	6,100	A	0.517	6,100	A	0.517	0.000	N	Santa Paula
	From Harvard Boulevard to Santa Maria Street	2,200	A	0.186	2,200	A	0.186	0.000	N	Santa Paula
10th Street	From northern terminus to Santa Paula Street	3,700	A	0.314	3,700	A	0.314	0.000	N	Santa Paula
10th Street / SR-150	From Santa Paula Street to Santa Barbara Street	*See Table 7-6*								Caltrans
	From Santa Barbara Street to Main Street	*See Table 7-6*								Caltrans
	From Main Street to East Ventura Street	*See Table 7-6*								Caltrans
	From East Ventura Street to Harvard Boulevard	*See Table 7-6*								Caltrans
	From Harvard Boulevard to SR-126 WB Ramps	*See Table 7-6*								Caltrans
	From SR-126 WB Ramps to SR-126 EB Ramps	*See Table 7-6*								Caltrans
	From SR-126 EB Ramps to Santa Maria Street	*See Table 7-6*								Caltrans
Ojai Road / SR-150	From Richmond Road to Virginia Terrace	*See Table 7-6*								Caltrans
	From Virginia Terrace to Santa Paula Street	*See Table 7-6*								Caltrans
12th Street	From Richmond Road to Main Street	8,900	C	0.754	8,900	C	0.754	0.000	N	Santa Paula
	From Main Street to Harvard Boulevard	5,600	A	0.475	5,600	A	0.280	0.195	N	Santa Paula
S. Mountain Road	From Harvard Boulevard to southern terminus	6,100	A	0.305	6,100	A	0.305	0.000	N	Santa Paula
Hallock Drive	From Telegraph Road to SR-126	23,500	A	0.589	23,600	A	0.591	-0.002	N	Santa Paula
	From SR-126 to Old Hallock Drive	10,900	A	0.545	10,900	A	0.545	0.000	N	Santa Paula

Table 7-5
Preferred Plan to Adopted Plan Comparison

Roadway	Segment	Preferred Plan			Adopted Plan			Δ V/C	SI?	Jurisdiction
		ADT	LOS	V/C	ADT	LOS	V/C			
Foothill Road	From Briggs Road to Peck Road	1,300	A	0.110	1,300	A	0.110	0.000	N	Ventura County
	From Peck Road to Ridgecrest Drive	500	A	0.042	500	A	0.042	0.000	N	Santa Paula
Virginia Terrace	From western terminus to Ojai Road	2,400	A	0.203	2,400	A	0.203	0.000	N	Santa Paula
Santa Paula Street	From Cummings Road to Peck Road	1,800	A	0.113	1,800	A	0.153	-0.040	N	Ventura County
	From Peck Road to Palm Avenue	6,200	A	0.388	5,200	A	0.441	-0.053	N	Santa Paula
Santa Paula Street	From Palm Avenue to 10th Street	8,200	A	0.513	6,700	A	0.568	-0.055	N	Santa Paula
	From 10th Street to eastern terminus	7,500	A	0.469	7,600	B	0.644	-0.175	N	Santa Paula
Santa Barbara Street	From Peck Road to dead end	700	A	0.059	700	A	0.059	0.000	N	Santa Paula
	From end to Palm Avenue	2,900	A	0.246	2,900	A	0.246	0.000	N	Santa Paula
	From Palm Avenue to 10th Street	5,000	A	0.424	5,000	A	0.424	0.000	N	Santa Paula
	From 10th Street to 12th Street	3,400	A	0.288	3,400	A	0.288	0.000	N	Santa Paula
Telegraph Road	From Cummings Road to Briggs Road	5,700	A	0.356	5,700	A	0.285	0.071	N	Ventura County
	From Briggs Road to 950 ft. west of Beckwith Street	6,500	A	0.406	6,500	A	0.325	0.081	N	Ventura County
	From 950 ft. west of Beckwith Street to Peck Road	8,600	A	0.538	8,300	A	0.415	0.123	N	Santa Paula
	From Main Street to 850 ft. east of Main Street	11,300	A	0.354	8,300	A	0.208	0.146	N	Santa Paula
	From 850 ft. east of Main Street to Hallock Drive	13,300	A	0.417	13,400	B	0.670	0.253	N	Santa Paula
	From Hallock Drive to eastern terminus	1,500	A	0.047	1,500	A	0.075	-0.028	N	Santa Paula
Main Street	From Peck Road to 1,500 ft. west of Steckel Drive	7,100	A	0.444	7,100	A	0.178	0.266	N	Santa Paula
	From 1,500 ft. west of Steckel Drive to Steckel Drive	9,500	A	0.594	9,500	A	0.238	0.356	N	Santa Paula
	From Steckel Drive to Palm Avenue	9,600	A	0.600	9,600	A	0.480	0.120	N	Santa Paula

Table 7-5
Preferred Plan to Adopted Plan Comparison

Roadway	Segment	Preferred Plan			Adopted Plan			Δ V/C	SI?	Jurisdiction
		ADT	LOS	V/C	ADT	LOS	V/C			
Main Street	From Palm Avenue to 8th Street	12,700	C	0.794	12,700	B	0.635	0.159	N	Santa Paula
	From 8th Street to 10th Street	11,800	C	0.738	11,800	A	0.590	0.148	N	Santa Paula
	From 10th Street to 12th Street	6,800	A	0.425	6,800	A	0.340	0.085	N	Santa Paula
	From 12th Street to Harvard Boulevard	4,500	A	0.281	4,500	A	0.225	0.056	N	Santa Paula
Harvard Boulevard	From Peck Road to Steckel Drive	15,700	A	0.492	15,700	A	0.525	-0.033	N	Santa Paula
	From Steckel Drive to Palm Avenue	19,400	B	0.608	19,400	B	0.648	-0.040	N	Santa Paula
	From Palm Avenue to 8th Street	16,200	A	0.508	16,200	A	0.541	-0.033	N	Santa Paula
	From 8th Street to 10th Street	14,900	A	0.467	14,900	A	0.498	-0.031	N	Santa Paula
	From 10th Street to 12th Street	8,900	A	0.223	8,900	A	0.445	-0.222	N	Santa Paula
	From 12th Street to 440 ft. west of Main Street	3,600	A	0.113	3,600	A	0.180	-0.067	N	Santa Paula
	From 440 ft. west of Main Street to Main Street	3,300	A	0.103	3,300	A	0.110	0.003	N	Santa Paula
Faulkner Road	From end to SR-126 WB Ramps	2,000	A	0.100	2,000	A	0.050	0.050	N	Santa Paula
	From SR-126 WB Ramps to Peck Road	11,100	A	0.278	11,100	A	0.555	-0.277	N	Santa Paula
Santa Maria Street	From Acacia Road to Palm Avenue	2,600	A	0.220	2,600	A	0.220	0.000	N	Santa Paula
	From Palm Avenue to dead end	2,100	A	0.178	2,100	A	0.178	0.000	N	Santa Paula

Source: Chen Ryan Associates, 2019

Table 7-6 Caltrans Urban Street Arterial LOS – Preferred Plan to Adopted Plan Comparison

Roadway 10th Street/Ojai Road/SR-150	Direction	Preferred Plan						Adopted Plan						SI?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
		Posted Speed Limit (mph)	Arterial Speed (mph)	LOS	Posted Speed Limit (mph)	Arterial Speed (mph)	LOS	Posted Speed Limit (mph)	Arterial Speed (mph)	LOS	Posted Speed Limit (mph)	Arterial Speed (mph)	LOS	
Northern City Limit to Santa Paula Street	NB	25-40	34.8	B	25-40	34.4	B	25-40	34.8	B	25-40	34.4	B	N
	SB	25-40	26.2	C	25-40	30.3	B	25-40	24.9	C	25-40	30.8	B	N
Santa Paula Street to Santa Maria Street	NB	25	10.9	D	25	9.3	D	25	10.9	D	25	9.3	D	N
	SB	25	9.3	D	25	13.5	C	25	9.3	D	25	13.6	C	N

Source: Chen Ryan Associates, 2018

Table 7-7 compares the study area projected freeway mainline performance under the proposed Santa Paula Mobility Element and the currently adopted Santa Paula Circulation Element.

Table 7-7 Freeway/State Highway Segment Impact Analysis – Preferred Plan to Adopted Plan Comparison

Freeway / Highway	Segment	Direction	AM Peak Hour				PM Peak Hour				Significant Impact?
			Preferred Plan Speed	Preferred Plan LOS	Adopted Plan Speed	Adopted Plan LOS	Preferred Plan Speed	Preferred Plan LOS	Adopted Plan Speed	Adopted Plan LOS	
SR-126	SR-118 to Briggs Road	EB	70.0	B	70.0	B	61.0	D	61.0	D	N
		WB	65.4	D	65.4	D	69.9	C	69.9	C	N
SR-126	Briggs Road to Peck Road	EB	70.0	B	70.0	B	62.0	D	62.0	D	N
		WB	66.1	D	66.1	D	70.0	B	70.0	B	N
SR-126	Peck Road to Palm Avenue	EB	70.0	A	70.0	A	63.7	D	63.7	D	N
		WB	67.1	C	67.1	C	70.0	B	70.0	B	N
SR-126	Palm Avenue to 10th Street/SR-150	EB	70.0	A	70.0	A	66.1	D	66.1	D	N
		WB	68.5	C	68.5	C	70.0	B	70.0	B	N
SR-126	10th Street/SR-150 to Hallock Drive	EB	55.0	A	55.0	A	55.0	C	55.0	C	N
		WB	55.0	C	55.0	C	55.0	B	55.0	B	N
SR-126	Hallock Drive to Sespe Ranch UC	EB	55.0	A	55.0	A	54.4	D	54.4	D	N
		WB	55.0	C	55.0	C	55.0	C	55.0	C	N

Source: Caltrans District 7, 2016; Chen Ryan Associates, 2018

As shown in the table, since all intersections would operate at LOS D or better, the Preferred Plan would not result in any significant traffic impacts along any of the study area freeway/state highway segments under the Plan-to-Plan analysis.

7.3 Mitigation of Significant Impacts

The following section summarizes the impacts identified in the previous sections for both the Plan-to-Ground and Plan-to-Plan scenarios and provides the recommended mitigation measures for each identified impact, as necessary.

7.3.1 Plan to Ground Scenario

The following significant impacts were identified under the Plan-to-Ground scenario:

Impacts within the City of Santa Paula

Roadway
- None

Intersection
- None

Impacts to Ventura County

Roadway
- None

Intersection
- None

Caltrans

Urban Street
- None

Freeway/State Highway
- None

7.3.2 Plan-to-Plan Scenario

The following significant impacts were identified under the Plan-to-Plan scenario:

Impacts within the City of Santa Paula

Roadway
- None

Intersection
- None

Impacts to Ventura County

Roadway

- None

Intersection

- None

Caltrans

Urban Street

- None

Freeway/State Highway

- None

Appendix A

Roadway Traffic Counts

1

Counts Unlimited Inc
PO Box 1178
Corona, CA 92878
(951) 268-6268
Email: counts@countsunlimited.com

City of Sanata Paula
Foothill Road
B/ Briggs Road and Peck Road
24 Hour Directional Volume Count

STP001
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	8			0	14				
12:15		0	11			0	9				
12:30		1	12			0	11				
12:45		1	9	4	40	1	7	1	41	5	81
01:00		0	5			0	9				
01:15		1	7			0	9				
01:30		2	7			0	**13**				
01:45		1	7	4	26	0	**18**	0	49	4	75
02:00		1	21			1	**12**				
02:15		0	13			0	**16**				
02:30		0	11			0	8				
02:45		0	11	1	56	2	6	3	42	4	98
03:00		0	14			1	9				
03:15		0	8			1	16				
03:30		0	12			1	17				
03:45		0	16	0	50	0	12	3	54	3	104
04:00		0	16			0	12				
04:15		0	11			0	13				
04:30		0	17			0	18				
04:45		0	12	0	56	1	13	1	56	1	112
05:00		2	**17**			1	1				
05:15		0	**22**			3	10				
05:30		2	**21**			3	10				
05:45		3	**13**	7	73	2	5	9	26	16	99
06:00		3	6			6	9				
06:15		2	6			20	13				
06:30		8	5			16	2				
06:45		5	6	18	23	12	4	54	28	72	51
07:00		2	5			15	1				
07:15		**5**	3			**31**	3				
07:30		**10**	7			**36**	1				
07:45		**15**	6	32	21	**40**	4	122	9	154	30
08:00		**16**	2			**23**	2				
08:15		5	6			19	1				
08:30		7	6			13	2				
08:45		6	4	34	18	14	3	69	8	103	26
09:00		7	4			11	2				
09:15		6	2			13	6				
09:30		6	5			6	0				
09:45		6	6	25	17	3	1	33	9	58	26
10:00		6	2			9	0				
10:15		10	1			9	2				
10:30		7	3			7	1				
10:45		3	2	26	8	8	2	33	5	59	13
11:00		8	2			12	2				
11:15		6	1			6	0				
11:30		10	0			7	1				
11:45		5	1	29	4	6	1	31	4	60	8
Total		180	392	180	392	359	331	359	331	539	723
Combined Total		572		572		690		690		1262	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	46	-	-	-	130	-	-	-	-	-
P.H.F.		0.719				0.813					
PM Peak	-	-	05:00	-	-	-	01:30	-	-	-	-
Vol.	-	-	73	-	-	-	59	-	-	-	-
P.H.F.			0.830				0.819				
Percentage		31.5%	68.5%			52.0%	48.0%				
ADT/AADT		ADT 1,262		AADT 1,262							

2

Counts Unlimited Inc
PO Box 1178
Corona, CA 92878
(951) 268-6268
email.counts@countsunlimited.com

City of Santa Paula
Foothill Road
B/ Peck Road and Ridgecrest Drive
24 Hour Directional Volume Count

STP002
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	1			0	6				
12:15		0	2			0	1				
12:30		1	6			0	2				
12:45		0	3	1	12	1	0	1	9	2	21
01:00		1	1			0	5				
01:15		0	3			0	2				
01:30		0	4			0	8				
01:45		0	3	1	11	1	3	1	18	2	29
02:00		0	4			0	3				
02:15		0	4			0	4				
02:30		0	3			0	2				
02:45		1	8	1	19	0	3	0	12	1	31
03:00		0	2			0	5				
03:15		0	7			0	3				
03:30		0	6			0	4				
03:45		0	3	0	18	0	3	0	15	0	33
04:00		0	4			0	4				
04:15		0	4			1	1				
04:30		0	5			2	5				
04:45		0	**9**	0	22	2	**3**	5	13	5	35
05:00		1	**6**			0	**6**				
05:15		0	**6**			2	**2**				
05:30		0	**10**			2	**8**				
05:45		0	6	1	28	1	3	5	19	6	47
06:00		0	6			1	3				
06:15		1	8			2	3				
06:30		0	8			3	5				
06:45		1	4	2	26	0	4	6	15	8	41
07:00		3	3			**5**	2				
07:15		2	4			**7**	1				
07:30		**4**	3			**8**	3				
07:45		**2**	1	11	11	**9**	4	29	10	40	21
08:00		**5**	5			4	0				
08:15		**6**	2			6	1				
08:30		3	4			5	4				
08:45		3	2	17	13	7	1	22	6	39	19
09:00		2	5			3	0				
09:15		0	2			1	3				
09:30		5	2			3	2				
09:45		4	0	11	9	2	2	9	7	20	16
10:00		4	2			4	0				
10:15		1	1			2	2				
10:30		0	0			2	0				
10:45		6	1	11	4	5	1	13	3	24	7
11:00		3	1			2	0				
11:15		2	0			4	1				
11:30		3	0			1	0				
11:45		3	1	11	2	4	0	11	1	22	3
Total		67	175	67	175	102	128	102	128	169	303
Combined Total		242		242		230		230		472	
AM Peak	-	07:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	17	-	-	-	29	-	-	-	-	-
P.H.F.		0.708				0.806					
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	31	-	-	-	19	-	-	-	-
P.H.F.			0.775				0.594				
Percentage		27.7%	72.3%			44.3%	55.7%				
ADT/AADT		ADT 472		AADT 472							

3

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Corona, CA 92878
(951) 268-6268
email.counts@countsunlimited.com

City of Santa Paula
Virginia Terrace
B/ End and Ojai Road
24 Hour Directional Volume Count

STP003
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	14			0	7				
12:15		0	18			0	10				
12:30		0	18			4	17				
12:45		0	9	2	59	1	15	5	49	7	108
01:00		1	15			1	10				
01:15		2	11			0	10				
01:30		1	13			0	16				
01:45		1	18	5	57	0	20	1	56	6	113
02:00		1	26			0	**34**				
02:15		0	15			0	**33**				
02:30		0	8			0	**18**				
02:45		2	14	3	63	0	**25**	0	110	3	173
03:00		1	40			0	30				
03:15		2	15			2	16				
03:30		0	17			1	17				
03:45		0	6	3	78	0	12	3	75	6	153
04:00		0	21			0	19				
04:15		1	19			0	18				
04:30		0	**22**			1	18				
04:45		2	**19**	3	81	0	25	1	80	4	161
05:00		3	**20**			2	21				
05:15		1	**32**			1	32				
05:30		4	18			6	32				
05:45		4	19	12	89	3	16	12	101	24	190
06:00		4	20			3	17				
06:15		5	18			8	17				
06:30		11	12			12	7				
06:45		14	14	34	64	11	18	34	59	68	123
07:00		**17**	7			**31**	12				
07:15		**23**	18			**70**	7				
07:30		**34**	10			**71**	10				
07:45		**22**	4	96	39	**13**	7	185	36	281	75
08:00		6	11			14	7				
08:15		8	8			10	10				
08:30		6	10			12	7				
08:45		6	12	26	41	7	9	43	33	69	74
09:00		4	4			7	7				
09:15		11	7			9	6				
09:30		9	3			9	2				
09:45		9	5	33	19	10	3	35	18	68	37
10:00		16	4			9	2				
10:15		11	4			13	0				
10:30		12	1			8	0				
10:45		9	2	48	11	7	0	37	2	85	13
11:00		5	4			11	3				
11:15		6	1			15	0				
11:30		15	3			7	0				
11:45		9	1	35	9	8	2	41	5	76	14
Total		300	610	300	610	397	624	397	624	697	1234
Combined Total		910		910		1021		1021		1931	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	96	-	-	-	185	-	-	-	-	-
P.H.F.		0.706				0.651					
PM Peak	-	-	04:30	-	-	-	02:00	-	-	-	-
Vol.	-	-	93	-	-	-	110	-	-	-	-
P.H.F.			0.581				0.809				
Percentage		33.0%	67.0%			38.9%	61.1%				
ADT/AADT		ADT 1,931		AADT 1,931							

4

Counts Unlimited Inc
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Corona, CA 92878
(951) 268-6268
email.counts@countsunlimited.com

City of Santa Paula
Santa Paula Street
B/ Cummings Road and Peck Road
24 Hour Directional Volume Count

STP004
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	10			0	12				
12:15		0	4			1	5				
12:30		4	10			1	14				
12:45		8	6	16	30	0	10	2	41	18	71
01:00		1	11			0	16				
01:15		4	16			2	17				
01:30		1	18			0	8				
01:45		0	9	6	54	2	5	4	46	10	100
02:00		1	18			0	11				
02:15		0	15			1	12				
02:30		0	16			1	22				
02:45		0	14	1	63	0	5	2	50	3	113
03:00		0	14			0	**14**				
03:15		0	29			0	**15**				
03:30		0	28			1	**21**				
03:45		0	22	0	93	0	**9**	1	59	1	152
04:00		2	28			2	10				
04:15		1	27			2	11				
04:30		0	**35**			3	13				
04:45		0	**29**	3	119	6	14	13	48	16	167
05:00		0	**26**			4	3				
05:15		1	**34**			9	13				
05:30		3	24			6	11				
05:45		3	18	7	102	9	18	28	45	35	147
06:00		3	21			16	10				
06:15		4	12			37	6				
06:30		6	5			26	3				
06:45		2	19	15	57	**24**	6	103	25	118	82
07:00		**7**	6			**25**	2				
07:15		**7**	10			**46**	3				
07:30		**19**	6			**42**	5				
07:45		**13**	7	46	29	20	5	133	15	179	44
08:00		5	5			12	2				
08:15		4	4			7	2				
08:30		5	3			11	1				
08:45		6	6	20	18	10	5	40	10	60	28
09:00		6	5			5	2				
09:15		4	5			9	1				
09:30		4	3			13	0				
09:45		6	3	20	16	11	0	38	3	58	19
10:00		4	2			4	1				
10:15		9	4			11	3				
10:30		3	2			7	4				
10:45		11	1	27	9	7	1	29	9	56	18
11:00		7	0			5	0				
11:15		9	2			9	0				
11:30		8	1			11	0				
11:45		11	0	35	3	13	0	38	0	73	3
Total		196	593	196	593	431	351	431	351	627	944
Combined Total		789		789		782		782		1571	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	46	-	-	-	137	-	-	-	-	-
P.H.F.		0.605				0.745					
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	124	-	-	-	59	-	-	-	-
P.H.F.			0.886				0.670				
Percentage		24.8%	75.2%			55.1%	44.9%				
ADT/AADT		ADT 1,571		AADT 1,571							

5

Counts Unlimited Inc
PO Box 1178
Corona, CA 92878
(951) 268-6268
email.counts@countsunlimited.com

City of Santa Paula
Santa Paula Street
B/ Peck Road and Palm Avenue
24 Hour Directional Volume Count

STP005
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	30			2	25				
12:15		0	32			1	23				
12:30		5	26			2	29				
12:45		8	34	17	122	1	28	6	105	23	227
01:00		1	32			0	23				
01:15		4	40			2	34				
01:30		0	47			1	39				
01:45		2	46	7	165	1	42	4	138	11	303
02:00		2	63			1	43				
02:15		0	46			0	41				
02:30		0	46			0	30				
02:45		0	49	2	204	0	26	1	140	3	344
03:00		0	48			1	65				
03:15		0	69			0	40				
03:30		1	63			1	45				
03:45		0	65	1	245	0	36	2	186	3	431
04:00		6	48			2	38				
04:15		1	73			4	**48**				
04:30		0	66			3	**41**				
04:45		4	**82**	11	269	4	**49**	13	176	24	445
05:00		4	**76**			7	**50**				
05:15		4	**95**			16	39				
05:30		9	**73**			10	42				
05:45		16	45	33	289	13	49	46	180	79	469
06:00		11	39			35	32				
06:15		20	36			54	24				
06:30		20	38			39	35				
06:45		20	24	71	137	41	30	169	121	240	258
07:00		**32**	26			**61**	24				
07:15		**64**	26			**100**	20				
07:30		**64**	22			**92**	23				
07:45		**63**	25	223	99	**57**	20	310	87	533	186
08:00		24	17			40	13				
08:15		21	27			25	16				
08:30		30	10			31	20				
08:45		18	18	93	72	21	15	117	64	210	136
09:00		25	16			20	18				
09:15		14	21			17	8				
09:30		31	8			25	8				
09:45		23	9	93	54	34	4	96	38	189	92
10:00		23	5			22	4				
10:15		29	6			26	4				
10:30		23	10			15	7				
10:45		20	9	95	30	32	4	95	19	190	49
11:00		27	6			19	2				
11:15		35	6			27	0				
11:30		38	5			30	3				
11:45		43	3	143	20	34	3	110	8	253	28
Total		789	1706	789	1706	969	1262	969	1262	1758	2968
Combined Total		2495		2495		2231		2231		4726	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	223	-	-	-	310	-	-	-	-	-
P.H.F.		0.871				0.775					
PM Peak	-	-	04:45	-	-	-	04:15	-	-	-	-
Vol.	-	-	326	-	-	-	188	-	-	-	-
P.H.F.			0.858				0.940				
Percentage		31.6%	68.4%			43.4%	56.6%				
ADT/AADT		ADT 4,726		AADT 4,726							

Counts Unlimited Inc
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City of Santa Paula
Santa Paula Street
B/ Palm Avenue and 10th Street
24 Hour Directional Volume Count

STP006
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	38			3	45				
12:15		0	47			2	37				
12:30		6	47			0	34				
12:45		2	38	10	170	1	33	6	149	16	319
01:00		1	36			3	30				
01:15		3	37			2	41				
01:30		0	59			0	37				
01:45		1	64	5	196	1	50	6	158	11	354
02:00		0	56			1	65				
02:15		0	42			0	61				
02:30		3	43			5	55				
02:45		0	39	3	180	1	50	7	231	10	411
03:00		1	81			0	38				
03:15		2	73			2	44				
03:30		0	54			2	53				
03:45		1	59	4	267	2	50	6	185	10	452
04:00		1	72			0	42				
04:15		8	**75**			5	55				
04:30		3	**70**			0	76				
04:45		6	**71**	18	288	4	63	9	236	27	524
05:00		5	**80**			8	**69**				
05:15		6	72			11	**80**				
05:30		12	70			12	**85**				
05:45		13	48	36	270	15	**74**	46	308	82	578
06:00		17	66			33	61				
06:15		18	69			25	55				
06:30		23	57			36	41				
06:45		17	36	75	228	40	46	134	203	209	431
07:00		**62**	35			**49**	45				
07:15		**68**	45			**79**	39				
07:30		**70**	36			**76**	42				
07:45		**42**	29	242	145	**51**	38	255	164	497	309
08:00		47	39			37	54				
08:15		26	18			42	46				
08:30		31	23			33	31				
08:45		25	19	129	99	28	23	140	154	269	253
09:00		27	16			23	13				
09:15		33	9			16	18				
09:30		35	15			31	15				
09:45		21	14	116	54	20	13	90	59	206	113
10:00		25	9			30	7				
10:15		17	3			23	11				
10:30		30	3			30	7				
10:45		34	6	106	21	30	8	113	33	219	54
11:00		31	6			25	4				
11:15		36	4			38	4				
11:30		34	2			26	1				
11:45		53	4	154	16	39	4	128	13	282	29
Total		898	1934	898	1934	940	1893	940	1893	1838	3827
Combined Total		2832		2832		2833		2833		5665	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	242	-	-	-	255	-	-	-	-	-
P.H.F.		0.864				0.807					
PM Peak	-	-	04:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	296	-	-	-	308	-	-	-	-
P.H.F.			0.925				0.906				
Percentage		31.7%	68.3%			33.2%	66.8%				
ADT/AADT		ADT 5,665		AADT 5,665							

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Counts Unlimited Inc
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City of Santa Paula
Santa Paula Street
B/ 10th Street and End
24 Hour Directional Volume Count

STP007
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	9			0	10				
12:15		1	8			0	10				
12:30		2	11			1	11				
12:45		0	20	4	48	1	13	2	44	6	92
01:00		0	13			0	6				
01:15		1	12			0	14				
01:30		0	11			0	16				
01:45		0	6	1	42	1	17	1	53	2	95
02:00		0	30			1	23				
02:15		0	17			0	29				
02:30		0	13			2	17				
02:45		0	18	0	78	0	24	3	93	3	171
03:00		0	23			0	24				
03:15		0	20			0	23				
03:30		2	**18**			1	21				
03:45		0	**27**	2	88	1	20	2	88	4	176
04:00		1	**22**			1	16				
04:15		1	**25**			1	27				
04:30		1	18			0	23				
04:45		0	24	3	89	4	25	6	91	9	180
05:00		1	22			1	**29**				
05:15		4	16			2	**24**				
05:30		6	23			3	**29**				
05:45		5	20	16	81	2	**26**	8	108	24	189
06:00		13	11			4	18				
06:15		8	12			13	10				
06:30		5	12			8	7				
06:45		7	16	33	51	13	13	38	48	71	99
07:00		5	10			**17**	11				
07:15		13	10			**46**	9				
07:30		**23**	10			**53**	14				
07:45		**17**	7	58	37	**17**	13	133	47	191	84
08:00		**22**	8			16	12				
08:15		**20**	5			13	7				
08:30		8	5			3	7				
08:45		14	5	64	23	6	6	38	32	102	55
09:00		7	6			5	3				
09:15		5	1			4	3				
09:30		5	4			9	5				
09:45		9	5	26	16	9	5	27	16	53	32
10:00		7	3			6	1				
10:15		5	0			12	2				
10:30		10	1			15	2				
10:45		9	1	31	5	14	0	47	5	78	10
11:00		13	3			14	3				
11:15		11	1			10	2				
11:30		5	3			14	0				
11:45		14	1	43	8	11	0	49	5	92	13
Total		281	566	281	566	354	630	354	630	635	1196
Combined Total		847		847		984		984		1831	
AM Peak	-	07:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	82	-	-	-	133	-	-	-	-	-
P.H.F.		0.891				0.627					
PM Peak	-	-	03:30	-	-	-	05:00	-	-	-	-
Vol.	-	-	92	-	-	-	108	-	-	-	-
P.H.F.			0.852				0.931				
Percentage		33.2%	66.8%			36.0%	64.0%				
ADT/AADT		ADT 1,831		AADT 1,831							

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City of Santa Paula
Santa Barbara Street
B/ Peck Road and Dead End
24 Hour Directional Volume Count

STP008
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	1			0	1				
12:15		0	1			2	3				
12:30		0	2			1	2				
12:45		0	2	0	6	0	1	3	7	3	13
01:00		0	4			0	1				
01:15		0	6			0	3				
01:30		0	2			0	2				
01:45		0	2	0	14	0	6	0	12	0	26
02:00		0	2			0	4				
02:15		0	14			0	6				
02:30		0	5			0	5				
02:45		0	2	0	23	0	4	0	19	0	42
03:00		0	4			0	3				
03:15		0	4			0	2				
03:30		0	10			0	5				
03:45		0	3	0	21	1	2	1	12	1	33
04:00		0	5			1	3				
04:15		0	10			0	5				
04:30		2	7			1	5				
04:45		0	8	2	30	0	**5**	2	18	4	48
05:00		2	5			0	**3**				
05:15		1	9			2	**10**				
05:30		4	5			0	**12**				
05:45		2	**12**	9	31	2	3	4	28	13	59
06:00		4	**12**			8	4				
06:15		0	**4**			6	9				
06:30		3	**12**			6	5				
06:45		0	5	7	33	5	4	25	22	32	55
07:00		3	2			3	4				
07:15		5	4			**7**	4				
07:30		**11**	7			**9**	7				
07:45		**11**	7	30	20	**13**	6	32	21	62	41
08:00		**8**	3			**4**	8				
08:15		**7**	5			4	1				
08:30		4	4			3	2				
08:45		5	5	24	17	2	4	13	15	37	32
09:00		2	4			8	2				
09:15		5	7			5	3				
09:30		1	1			4	6				
09:45		0	3	8	15	1	1	18	12	26	27
10:00		2	5			4	3				
10:15		2	0			2	0				
10:30		1	1			2	2				
10:45		2	0	7	6	3	0	11	5	18	11
11:00		7	1			2	0				
11:15		1	1			4	0				
11:30		7	2			1	0				
11:45		4	0	19	4	3	0	10	0	29	4
Total		106	220	106	220	119	171	119	171	225	391
Combined Total		326		326		290		290		616	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	37	-	-	-	33	-	-	-	-	-
P.H.F.		0.841				0.635					
PM Peak	-	-	05:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	40	-	-	-	30	-	-	-	-
P.H.F.			0.833				0.625				
Percentage		32.5%	67.5%			41.0%	59.0%				
ADT/AADT		ADT 616		AADT 616							

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Counts Unlimited Inc
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City of Santa Paula
Santa Barbara Street
B/ Dead End and Palm Avenue
24 Hour Directional Volume Count

STP009
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	21			2	25				
12:15		3	19			4	22				
12:30		1	13			2	18				
12:45		1	13	6	66	1	13	9	78	15	144
01:00		1	9			0	13				
01:15		4	18			1	24				
01:30		0	19			0	23				
01:45		0	21	5	67	2	31	3	91	8	158
02:00		2	27			1	25				
02:15		0	29			0	32				
02:30		0	20			0	33				
02:45		1	27	3	103	0	28	1	118	4	221
03:00		0	27			0	40				
03:15		0	**33**			2	42				
03:30		1	**33**			0	31				
03:45		2	**31**	3	124	0	29	2	142	5	266
04:00		3	**31**			1	**37**				
04:15		0	27			1	**44**				
04:30		2	32			0	**36**				
04:45		3	27	8	117	0	**34**	2	151	10	268
05:00		4	21			5	35				
05:15		7	36			9	26				
05:30		9	28			9	31				
05:45		14	28	34	113	7	35	30	127	64	240
06:00		20	16			11	29				
06:15		14	14			20	26				
06:30		14	15			8	30				
06:45		15	16	63	61	10	21	49	106	112	167
07:00		**17**	15			**13**	21				
07:15		**60**	16			**29**	23				
07:30		**35**	18			**45**	23				
07:45		**20**	17	132	66	**15**	16	102	83	234	149
08:00		10	19			9	18				
08:15		14	10			13	12				
08:30		19	10			23	13				
08:45		14	10	57	49	16	16	61	59	118	108
09:00		9	2			14	12				
09:15		6	5			10	5				
09:30		15	3			9	3				
09:45		14	7	44	17	13	12	46	32	90	49
10:00		8	3			12	4				
10:15		12	3			12	7				
10:30		7	2			28	5				
10:45		11	0	38	8	20	2	72	18	110	26
11:00		18	1			10	1				
11:15		17	4			19	3				
11:30		17	10			11	2				
11:45		16	1	68	16	18	1	58	7	126	23
Total		461	807	461	807	435	1012	435	1012	896	1819
Combined Total		1268		1268		1447		1447		2715	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	132	-	-	-	102	-	-	-	-	-
P.H.F.		0.550				0.567					
PM Peak	-	-	03:15	-	-	-	04:00	-	-	-	-
Vol.	-	-	128	-	-	-	151	-	-	-	-
P.H.F.			0.970				0.858				
Percentage		36.4%	63.6%			30.1%	69.9%				
ADT/AADT		ADT 2,715		AADT 2,715							

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Counts Unlimited Inc
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City of Santa Paula
Sanata Barbara Street
B/ Palm Avenue and 10th Street
24 Hour Directional Volume Count

STP010
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	31			0	24				
12:15		3	48			1	23				
12:30		3	40			1	28				
12:45		2	45	8	164	0	22	2	97	10	261
01:00		0	38			0	27				
01:15		2	43			0	28				
01:30		1	53			0	31				
01:45		1	43	4	177	0	27	0	113	4	290
02:00		0	42			0	**57**				
02:15		0	65			0	**46**				
02:30		0	44			1	**42**				
02:45		0	51	0	202	0	**29**	1	174	1	376
03:00		0	61			0	28				
03:15		3	63			0	36				
03:30		2	44			0	37				
03:45		0	48	5	216	1	40	1	141	6	357
04:00		3	44			0	35				
04:15		2	**51**			0	26				
04:30		2	**63**			1	29				
04:45		4	**55**	11	213	2	39	3	129	14	342
05:00		4	**60**			2	25				
05:15		6	49			3	29				
05:30		7	50			12	42				
05:45		15	42	32	201	5	34	22	130	54	331
06:00		14	55			8	31				
06:15		17	42			16	35				
06:30		20	52			10	23				
06:45		22	34	73	183	16	25	50	114	123	297
07:00		**33**	26			16	28				
07:15		**84**	38			**30**	10				
07:30		**85**	27			**53**	19				
07:45		**44**	23	246	114	**29**	18	128	75	374	189
08:00		16	20			**22**	18				
08:15		19	15			18	16				
08:30		23	14			21	9				
08:45		33	16	91	65	26	5	87	48	178	113
09:00		24	11			14	10				
09:15		24	7			18	5				
09:30		37	4			22	6				
09:45		28	8	113	30	21	3	75	24	188	54
10:00		37	12			18	3				
10:15		19	6			10	3				
10:30		31	0			31	5				
10:45		41	4	128	22	23	1	82	12	210	34
11:00		31	1			20	0				
11:15		35	0			24	1				
11:30		28	2			26	2				
11:45		35	2	129	5	27	0	97	3	226	8
Total		840	1592	840	1592	548	1060	548	1060	1388	2652
Combined Total		2432		2432		1608		1608		4040	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	246	-	-	-	134	-	-	-	-	-
P.H.F.		0.724				0.632					
PM Peak	-	-	04:15	-	-	-	02:00	-	-	-	-
Vol.	-	-	229	-	-	-	174	-	-	-	-
P.H.F.			0.909				0.763				
Percentage		34.5%	65.5%			34.1%	65.9%				
ADT/AADT		ADT 4,040		AADT 4,040							

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Counts Unlimited Inc
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City of Santa Paula
Santa Barbara Street
B/ 10th Street and 12th Street
24 Hour Directional Volume Count

STP011
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	24			0	15				
12:15		3	26			1	21				
12:30		1	16			0	16				
12:45		1	19	5	85	0	17	1	69	6	154
01:00		0	19			1	24				
01:15		1	19			0	25				
01:30		1	17			1	25				
01:45		0	17	2	72	0	27	2	101	4	173
02:00		0	22			3	47				
02:15		0	20			0	27				
02:30		1	23			0	21				
02:45		0	23	1	88	0	28	3	123	4	211
03:00		1	26			0	28				
03:15		0	**36**			1	27				
03:30		1	**28**			2	23				
03:45		2	**21**	4	111	1	28	4	106	8	217
04:00		1	**41**			0	16				
04:15		3	32			1	**39**				
04:30		0	21			5	**40**				
04:45		4	22	8	116	2	**35**	8	130	16	246
05:00		3	34			5	**35**				
05:15		4	28			5	30				
05:30		10	27			9	31				
05:45		9	21	26	110	10	27	29	123	55	233
06:00		7	27			12	29				
06:15		10	20			10	29				
06:30		23	26			13	21				
06:45		13	23	53	96	23	18	58	97	111	193
07:00		**14**	14			**30**	8				
07:15		**23**	16			**65**	16				
07:30		**37**	21			**56**	17				
07:45		**30**	8	104	59	**25**	11	176	52	280	111
08:00		12	10			25	21				
08:15		10	12			17	13				
08:30		11	10			18	7				
08:45		13	9	46	41	21	1	81	42	127	83
09:00		6	8			12	5				
09:15		15	6			21	5				
09:30		15	6			25	5				
09:45		12	2	48	22	16	0	74	15	122	37
10:00		13	7			18	5				
10:15		19	2			15	0				
10:30		25	4			21	3				
10:45		22	4	79	17	11	1	65	9	144	26
11:00		18	7			19	1				
11:15		23	0			18	1				
11:30		15	1			28	1				
11:45		10	3	66	11	15	0	80	3	146	14
Total		442	828	442	828	581	870	581	870	1023	1698
Combined Total		1270		1270		1451		1451		2721	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	104	-	-	-	176	-	-	-	-	-
P.H.F.		0.703				0.677					
PM Peak	-	-	03:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	126	-	-	-	149	-	-	-	-
P.H.F.			0.768				0.931				
Percentage		34.8%	65.2%			40.0%	60.0%				
ADT/AADT		ADT 2,721		AADT 2,721							

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City of Santa Paula
Telegraph Road
B/ Cummings Road and Briggs Road
24 Hour Directional Volume Count

STP012
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	54			3	38				
12:15		1	43			2	34				
12:30		5	43			1	33				
12:45		10	44	20	184	0	29	6	134	26	318
01:00		6	60			0	43				
01:15		4	52			3	38				
01:30		1	44			0	42				
01:45		0	36	11	192	1	33	4	156	15	348
02:00		1	61			4	43				
02:15		1	38			1	34				
02:30		1	56			2	44				
02:45		3	55	6	210	2	30	9	151	15	361
03:00		2	52			0	35				
03:15		4	67			1	48				
03:30		1	**90**			0	42				
03:45		4	**88**	11	297	3	**56**	4	181	15	478
04:00		7	**72**			7	**42**				
04:15		3	**94**			5	**38**				
04:30		7	89			8	**56**				
04:45		6	69	23	324	10	49	30	185	53	509
05:00		8	78			11	31				
05:15		11	93			26	30				
05:30		6	83			42	37				
05:45		18	64	43	318	26	42	105	140	148	458
06:00		15	46			50	40				
06:15		26	35			78	24				
06:30		37	33			69	26				
06:45		28	33	106	147	54	22	251	112	357	259
07:00		20	27			**63**	26				
07:15		31	27			**81**	20				
07:30		39	32			**77**	18				
07:45		35	20	125	106	**67**	28	288	92	413	198
08:00		38	21			55	21				
08:15		23	24			36	14				
08:30		22	16			37	11				
08:45		20	21	103	82	30	11	158	57	261	139
09:00		30	17			29	8				
09:15		26	22			33	15				
09:30		37	12			30	9				
09:45		35	14	128	65	28	4	120	36	248	101
10:00		46	7			34	4				
10:15		31	9			29	6				
10:30		31	8			37	7				
10:45		**47**	12	155	36	45	5	145	22	300	58
11:00		**45**	3			40	5				
11:15		**36**	1			42	4				
11:30		**38**	2			27	1				
11:45		43	6	162	12	40	3	149	13	311	25
Total		893	1973	893	1973	1269	1279	1269	1279	2162	3252
Combined Total		2866		2866		2548		2548		5414	
AM Peak	-	10:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	166	-	-	-	288	-	-	-	-	-
P.H.F.		0.883				0.889					
PM Peak	-	-	03:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	344	-	-	-	192	-	-	-	-
P.H.F.			0.915				0.857				
Percentage		31.2%	68.8%			49.8%	50.2%				
ADT/AADT		ADT 5,414		AADT 5,414							

Counts Unlimited Inc
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City of Santa Paula
Telegraph Road
B/ Briggs Road and 950' W Beckwith Road
24 Hour Directional Volume Count

STP013
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	54			5	43				
12:15		4	59			1	33				
12:30		5	43			0	40				
12:45		10	55	23	211	1	46	7	162	30	373
01:00		4	57			0	43				
01:15		4	54			0	36				
01:30		5	52			1	48				
01:45		5	60	18	223	3	55	4	182	22	405
02:00		0	64			1	48				
02:15		1	55			2	62				
02:30		1	80			1	39				
02:45		1	66	3	265	1	38	5	187	8	452
03:00		2	65			0	49				
03:15		1	116			4	42				
03:30		3	96			3	**62**				
03:45		5	88	11	365	8	**55**	15	208	26	573
04:00		1	87			4	**53**				
04:15		3	**138**			7	**49**				
04:30		5	**91**			13	51				
04:45		5	**92**	14	408	12	41	36	194	50	602
05:00		6	**105**			33	35				
05:15		8	97			38	45				
05:30		20	92			45	36				
05:45		19	73	53	367	45	42	161	158	214	525
06:00		27	47			72	35				
06:15		26	42			75	20				
06:30		41	40			72	22				
06:45		25	39	119	168	**67**	30	286	107	405	275
07:00		23	31			**76**	17				
07:15		**41**	26			**90**	22				
07:30		**71**	29			**102**	15				
07:45		**50**	25	185	111	59	27	327	81	512	192
08:00		**32**	27			50	16				
08:15		21	21			34	12				
08:30		29	18			35	13				
08:45		27	26	109	92	38	11	157	52	266	144
09:00		29	28			29	12				
09:15		26	15			34	13				
09:30		37	16			40	11				
09:45		39	17	131	76	29	6	132	42	263	118
10:00		41	11			35	7				
10:15		31	9			37	6				
10:30		51	10			34	5				
10:45		42	5	165	35	40	2	146	20	311	55
11:00		40	1			43	6				
11:15		48	3			36	3				
11:30		40	6			36	2				
11:45		49	4	177	14	34	5	149	16	326	30
Total		1008	2335	1008	2335	1425	1409	1425	1409	2433	3744
Combined Total		3343		3343		2834		2834		6177	
AM Peak	-	07:15	-	-	-	06:45	-	-	-	-	-
Vol.	-	194	-	-	-	335	-	-	-	-	-
P.H.F.		0.683				0.821					
PM Peak	-	-	04:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	426	-	-	-	219	-	-	-	-
P.H.F.			0.772				0.883				
Percentage		30.2%	69.8%			50.3%	49.7%				
ADT/AADT		ADT 6,177		AADT 6,177							

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Counts Unlimited Inc
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City of Santa Paula
Telegraph Road
B/ 950' W Beckwith Road and Peck Road
24 Hour Directional Volume Count

STP014
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	58			3	41				
12:15		3	64			0	36				
12:30		6	48			1	36				
12:45		10	56	22	226	1	46	5	159	27	385
01:00		3	63			0	42				
01:15		4	54			1	38				
01:30		6	60			1	44				
01:45		4	55	17	232	4	55	6	179	23	411
02:00		1	64			1	41				
02:15		1	65			2	61				
02:30		2	81			1	43				
02:45		1	69	5	279	1	40	5	185	10	464
03:00		1	71			0	46				
03:15		1	111			2	46				
03:30		4	103			3	**61**				
03:45		5	83	11	368	7	**51**	12	204	23	572
04:00		2	91			4	**47**				
04:15		3	**121**			7	**49**				
04:30		7	**103**			12	50				
04:45		2	**98**	14	413	10	46	33	192	47	605
05:00		8	**100**			32	30				
05:15		3	99			40	49				
05:30		15	96			60	41				
05:45		19	73	45	368	41	48	173	168	218	536
06:00		24	55			65	32				
06:15		31	37			74	21				
06:30		47	40			71	24				
06:45		29	38	131	170	62	28	272	105	403	275
07:00		28	33			**69**	24				
07:15		**40**	26			**88**	25				
07:30		**69**	32			**98**	17				
07:45		**54**	30	191	121	**63**	30	318	96	509	217
08:00		**34**	21			45	16				
08:15		19	24			28	14				
08:30		26	15			40	15				
08:45		26	26	105	86	38	12	151	57	256	143
09:00		34	25			23	12				
09:15		32	14			34	15				
09:30		38	16			44	8				
09:45		39	17	143	72	34	8	135	43	278	115
10:00		38	12			32	7				
10:15		38	13			38	6				
10:30		46	8			29	6				
10:45		42	8	164	41	43	3	142	22	306	63
11:00		44	1			47	4				
11:15		39	1			40	7				
11:30		49	5			44	2				
11:45		49	3	181	10	40	5	171	18	352	28
Total		1029	2386	1029	2386	1423	1428	1423	1428	2452	3814
Combined Total		3415		3415		2851		2851		6266	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	197	-	-	-	318	-	-	-	-	-
P.H.F.		0.714				0.811					
PM Peak	-	-	04:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	422	-	-	-	208	-	-	-	-
P.H.F.			0.872				0.852				
Percentage		30.1%	69.9%			49.9%	50.1%				
ADT/AADT		ADT 6,266		AADT 6,266							

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City of Santa Paula
Main Street
B/ Peck Road and 1500' W Steckel Drive
24 Hour Directional Volume Count

STP015
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	38			5	41				
12:15		8	24			5	42				
12:30		2	27			2	31				
12:45		5	26	21	115	2	25	14	139	35	254
01:00		1	37			3	37				
01:15		3	38			2	32				
01:30		1	39			1	35				
01:45		3	39	8	153	1	45	7	149	15	302
02:00		0	63			1	59				
02:15		1	54			0	45				
02:30		1	64			2	38				
02:45		1	66	3	247	0	38	3	180	6	427
03:00		1	42			3	**60**				
03:15		0	73			8	**78**				
03:30		1	73			4	**50**				
03:45		0	65	2	253	4	**45**	19	233	21	486
04:00		4	64			7	48				
04:15		3	67			11	55				
04:30		2	**81**			18	40				
04:45		1	**63**	10	275	14	45	50	188	60	463
05:00		4	**79**			24	48				
05:15		9	**77**			32	43				
05:30		10	68			41	36				
05:45		12	61	35	285	54	37	151	164	186	449
06:00		18	52			55	31				
06:15		18	38			66	30				
06:30		31	48			52	34				
06:45		13	41	80	179	55	29	228	124	308	303
07:00		**31**	34			**58**	34				
07:15		**42**	31			**59**	24				
07:30		**51**	37			**92**	16				
07:45		**50**	22	174	124	**71**	37	280	111	454	235
08:00		31	29			32	14				
08:15		26	24			46	18				
08:30		28	22			31	20				
08:45		23	33	108	108	34	13	143	65	251	173
09:00		22	27			37	22				
09:15		27	31			37	21				
09:30		27	11			38	8				
09:45		21	14	97	83	25	15	137	66	234	149
10:00		22	9			31	11				
10:15		28	16			29	2				
10:30		28	6			29	4				
10:45		29	4	107	35	30	3	119	20	226	55
11:00		36	4			33	4				
11:15		35	11			43	3				
11:30		34	3			25	13				
11:45		31	4	136	22	30	5	131	25	267	47
Total		781	1879	781	1879	1282	1464	1282	1464	2063	3343
Combined Total		2660		2660		2746		2746		5406	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	174	-	-	-	280	-	-	-	-	-
P.H.F.		0.853				0.761					
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	300	-	-	-	233	-	-	-	-
P.H.F.			0.926				0.747				
Percentage		29.4%	70.6%			46.7%	53.3%				
ADT/AADT		ADT 5,406		AADT 5,406							

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City of Santa Paula
Main Street
B/ 1500' W Steckel Drive and Steckel Drive
24 Hour Directional Volume Count

STP016
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	43			8	71				
12:15		5	48			6	56				
12:30		4	48			4	83				
12:45		1	52	14	191	3	69	21	279	35	470
01:00		8	37			0	58				
01:15		0	64			3	51				
01:30		4	50			1	76				
01:45		0	62	12	213	1	45	5	230	17	443
02:00		4	50			1	78				
02:15		0	75			3	97				
02:30		2	52			1	79				
02:45		0	72	6	249	1	60	6	314	12	563
03:00		3	75			1	67				
03:15		0	78			2	**112**				
03:30		1	93			2	**90**				
03:45		2	**99**	6	345	3	**79**	8	348	14	693
04:00		3	**91**			2	**73**				
04:15		6	**96**			4	83				
04:30		5	**102**			6	84				
04:45		3	74	17	363	6	80	18	320	35	683
05:00		5	81			6	89				
05:15		14	82			18	72				
05:30		11	91			26	80				
05:45		16	85	46	339	31	72	81	313	127	652
06:00		21	68			37	83				
06:15		20	62			49	69				
06:30		24	60			56	66				
06:45		38	64	103	254	44	71	186	289	289	543
07:00		18	56			41	65				
07:15		**42**	50			49	60				
07:30		**81**	38			71	50				
07:45		**62**	40	203	184	75	48	236	223	439	407
08:00		**38**	29			55	50				
08:15		33	30			48	44				
08:30		38	31			38	33				
08:45		49	30	158	120	48	34	189	161	347	281
09:00		25	35			44	30				
09:15		24	25			51	29				
09:30		39	20			59	20				
09:45		40	13	128	93	48	18	202	97	330	190
10:00		30	16			55	21				
10:15		33	15			53	16				
10:30		39	16			47	12				
10:45		44	7	146	54	**65**	8	220	57	366	111
11:00		43	7			**68**	8				
11:15		50	10			**58**	10				
11:30		53	10			**76**	8				
11:45		39	8	185	35	57	7	259	33	444	68
Total		1024	2440	1024	2440	1431	2664	1431	2664	2455	5104
Combined Total		3464		3464		4095		4095		7559	
AM Peak	-	07:15	-	-	-	10:45	-	-	-	-	-
Vol.	-	223	-	-	-	267	-	-	-	-	-
P.H.F.		0.688				0.878					
PM Peak	-	-	03:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	388	-	-	-	354	-	-	-	-
P.H.F.			0.951				0.790				
Percentage		29.6%	70.4%			34.9%	65.1%				
ADT/AADT		ADT 7,559		AADT 7,559							

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City of Santa Paula
Main Street
B/ Steckel Drive and Palm Avenue
24 Hour Directional Volume Count

STP017
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	64			3	44				
12:15		2	72			5	59				
12:30		1	66			1	67				
12:45		3	52	7	254	1	47	10	217	17	471
01:00		1	65			3	48				
01:15		1	70			1	49				
01:30		0	75			0	52				
01:45		3	64	5	274	0	51	4	200	9	474
02:00		1	120			1	64				
02:15		1	72			1	64				
02:30		2	84			0	56				
02:45		0	87	4	363	0	51	2	235	6	598
03:00		3	89			1	**100**				
03:15		0	120			1	**65**				
03:30		2	89			3	**72**				
03:45		2	**117**	7	415	2	**56**	7	293	14	708
04:00		8	**193**			5	62				
04:15		8	**204**			6	68				
04:30		4	**116**			2	74				
04:45		7	109	27	622	4	72	17	276	44	898
05:00		18	107			14	54				
05:15		10	103			10	70				
05:30		16	95			8	51				
05:45		18	86	62	391	12	66	44	241	106	632
06:00		21	77			25	62				
06:15		24	86			35	42				
06:30		35	72			36	60				
06:45		21	71	101	306	22	49	118	213	219	519
07:00		**51**	62			**39**	45				
07:15		**118**	60			**66**	42				
07:30		**120**	56			**84**	30				
07:45		**63**	45	352	223	**40**	43	229	160	581	383
08:00		48	36			32	31				
08:15		38	39			31	27				
08:30		41	24			35	31				
08:45		34	30	161	129	31	19	129	108	290	237
09:00		43	22			42	25				
09:15		43	21			48	12				
09:30		40	21			40	12				
09:45		42	15	168	79	46	17	176	66	344	145
10:00		45	19			33	15				
10:15		55	14			38	9				
10:30		56	13			49	7				
10:45		56	15	212	61	59	6	179	37	391	98
11:00		62	8			40	6				
11:15		61	8			58	5				
11:30		55	3			48	6				
11:45		71	4	249	23	48	6	194	23	443	46
Total		1355	3140	1355	3140	1109	2069	1109	2069	2464	5209
Combined Total		4495		4495		3178		3178		7673	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	352	-	-	-	229	-	-	-	-	-
P.H.F.		0.733				0.682					
PM Peak	-	-	03:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	630	-	-	-	293	-	-	-	-
P.H.F.			0.772				0.733				
Percentage		30.1%	69.9%			34.9%	65.1%				
ADT/AADT		ADT 7,673		AADT 7,673							

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City of Santa Paula
Main Street
B/ Palm Avenue and 8th Street
24 Hour Directional Volume Count

STP018
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	96			1	80				
12:15		5	101			1	80				
12:30		4	124			1	83				
12:45		2	125	21	446	2	92	5	335	26	781
01:00		2	101			1	73				
01:15		4	85			0	69				
01:30		3	82			0	71				
01:45		2	106	11	374	0	60	1	273	12	647
02:00		1	106			1	63				
02:15		0	115			1	100				
02:30		2	133			2	90				
02:45		3	115	6	469	0	65	4	318	10	787
03:00		3	102			1	71				
03:15		3	114			3	**115**				
03:30		3	134			0	**85**				
03:45		0	121	9	471	0	**99**	4	370	13	841
04:00		4	122			3	**86**				
04:15		9	123			3	76				
04:30		3	133			1	86				
04:45		10	**143**	26	521	4	90	11	338	37	859
05:00		11	**128**			6	91				
05:15		12	**139**			9	81				
05:30		13	**137**			15	91				
05:45		29	112	65	516	29	77	59	340	124	856
06:00		32	135			33	68				
06:15		36	113			42	62				
06:30		38	95			42	79				
06:45		34	106	140	449	39	64	156	273	296	722
07:00		36	89			28	62				
07:15		70	58			39	55				
07:30		**124**	61			80	61				
07:45		**171**	64	401	272	77	53	224	231	625	503
08:00		**93**	62			54	45				
08:15		**75**	48			52	44				
08:30		67	46			49	51				
08:45		83	47	318	203	40	33	195	173	513	376
09:00		63	37			29	33				
09:15		72	30			31	22				
09:30		80	33			54	14				
09:45		66	20	281	120	62	16	176	85	457	205
10:00		76	17			53	16				
10:15		78	15			52	10				
10:30		85	12			70	3				
10:45		90	8	329	52	71	8	246	37	575	89
11:00		93	11			**64**	5				
11:15		90	6			**71**	2				
11:30		104	7			**86**	3				
11:45		84	9	371	33	**95**	1	316	11	687	44
Total		1978	3926	1978	3926	1397	2784	1397	2784	3375	6710
Combined Total		5904		5904		4181		4181		10085	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	463	-	-	-	316	-	-	-	-	-
P.H.F.		0.677				0.832					
PM Peak	-	-	04:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	547	-	-	-	385	-	-	-	-
P.H.F.			0.956				0.837				
Percentage		33.5%	66.5%			33.4%	66.6%				
ADT/AADT		ADT 10,085		AADT 10,085							

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City of Santa Paula
Main Street
B/ 8th Street and 10th Street
24 Hour Directional Volume Count

STP019
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	82			1	61				
12:15		3	66			1	65				
12:30		3	78			2	78				
12:45		3	66	12	292	1	54	5	258	17	550
01:00		1	67			0	56				
01:15		1	68			0	49				
01:30		2	72			1	51				
01:45		1	70	5	277	0	61	1	217	6	494
02:00		1	81			1	65				
02:15		1	89			2	60				
02:30		3	90			0	46				
02:45		2	60	7	320	1	53	4	224	11	544
03:00		2	77			1	64				
03:15		0	72			2	62				
03:30		0	78			0	76				
03:45		1	71	3	298	1	56	4	258	7	556
04:00		7	**85**			0	60				
04:15		2	**91**			2	74				
04:30		3	**86**			3	65				
04:45		6	**80**	18	342	11	71	16	270	34	612
05:00		10	78			3	56				
05:15		10	81			8	**79**				
05:30		23	79			15	**60**				
05:45		22	78	65	316	21	**67**	47	262	112	578
06:00		26	70			23	**68**				
06:15		28	71			20	64				
06:30		28	72			19	52				
06:45		23	66	105	279	23	48	85	232	190	511
07:00		41	53			24	48				
07:15		62	52			40	37				
07:30		82	60			44	36				
07:45		51	44	236	209	35	35	143	156	379	365
08:00		30	34			41	42				
08:15		36	30			43	33				
08:30		40	37			27	34				
08:45		35	31	141	132	44	25	155	134	296	266
09:00		48	25			43	11				
09:15		48	19			59	19				
09:30		57	16			48	7				
09:45		60	12	213	72	36	8	186	45	399	117
10:00		53	6			46	7				
10:15		57	9			57	1				
10:30		**57**	6			63	4				
10:45		**69**	6	236	27	49	3	215	15	451	42
11:00		**56**	4			**54**	2				
11:15		**68**	7			**60**	1				
11:30		55	5			**60**	1				
11:45		50	5	229	21	**58**	1	232	5	461	26
Total		1270	2585	1270	2585	1093	2076	1093	2076	2363	4661
Combined Total		3855		3855		3169		3169		7024	
AM Peak	-	10:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	250	-	-	-	232	-	-	-	-	-
P.H.F.		0.906				0.967					
PM Peak	-	-	04:00	-	-	-	05:15	-	-	-	-
Vol.	-	-	342	-	-	-	274	-	-	-	-
P.H.F.			0.940				0.867				
Percentage		32.9%	67.1%			34.5%	65.5%				
ADT/AADT		ADT 7,024		AADT 7,024							

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City of Santa Paula
Main Street
B/ 10th Street and 12th Street
24 Hour Directional Volume Count

STP020
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	32			0	56				
12:15		0	44			1	44				
12:30		3	47			1	45				
12:45		2	40	9	163	2	41	4	186	13	349
01:00		3	58			1	32				
01:15		1	49			0	35				
01:30		0	31			0	41				
01:45		1	49	5	187	1	44	2	152	7	339
02:00		2	33			1	47				
02:15		0	44			0	46				
02:30		1	44			3	55				
02:45		2	46	5	167	1	33	5	181	10	348
03:00		0	44			1	42				
03:15		1	38			2	51				
03:30		0	32			1	**75**				
03:45		1	44	2	158	2	**61**	6	229	8	387
04:00		3	38			0	**57**				
04:15		2	**39**			3	**52**				
04:30		0	**42**			10	62				
04:45		0	**59**	5	178	6	72	19	243	24	421
05:00		2	**62**			10	58				
05:15		3	38			6	48				
05:30		9	40			10	63				
05:45		20	38	34	178	18	57	44	226	78	404
06:00		20	44			22	47				
06:15		19	37			22	54				
06:30		19	36			32	35				
06:45		19	28	77	145	14	31	90	167	167	312
07:00		15	29			29	25				
07:15		17	32			31	21				
07:30		**33**	37			42	28				
07:45		**50**	26	115	124	42	28	144	102	259	226
08:00		**37**	25			36	19				
08:15		**29**	13			31	19				
08:30		29	24			25	10				
08:45		28	12	123	74	31	11	123	59	246	133
09:00		15	22			35	19				
09:15		25	12			23	15				
09:30		31	7			36	11				
09:45		28	13	99	54	23	7	117	52	216	106
10:00		22	11			29	7				
10:15		35	3			28	1				
10:30		27	5			36	2				
10:45		35	2	119	21	**32**	4	125	14	244	35
11:00		38	2			**41**	4				
11:15		33	1			**41**	4				
11:30		34	3			**38**	1				
11:45		29	4	134	10	32	0	152	9	286	19
Total		727	1459	727	1459	831	1620	831	1620	1558	3079
Combined Total		2186		2186		2451		2451		4637	
AM Peak	-	07:30	-	-	-	10:45	-	-	-	-	-
Vol.	-	149	-	-	-	152	-	-	-	-	-
P.H.F.		0.745				0.905					
PM Peak	-	-	04:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	202	-	-	-	245	-	-	-	-
P.H.F.			0.815				0.817				
Percentage		33.3%	66.7%			33.9%	66.1%				
ADT/AADT		ADT 4,637		AADT 4,637							

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Counts Unlimited Inc
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City of Santa Paula
Main Street
B/ 12th Street and Harvard Boulevard
24 Hour Directional Volume Count

STP021
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	34			1	32				
12:15		1	31			3	35				
12:30		2	26			2	28				
12:45		2	31	5	122	0	22	6	117	11	239
01:00		1	33			0	34				
01:15		0	15			1	30				
01:30		1	32			0	34				
01:45		2	19	4	99	5	49	6	147	10	246
02:00		0	26			0	42				
02:15		3	35			2	28				
02:30		2	29			1	46				
02:45		3	32	8	122	1	40	4	156	12	278
03:00		3	36			0	44				
03:15		2	25			0	66				
03:30		1	30			4	60				
03:45		5	38	11	129	0	45	4	215	15	344
04:00		7	**34**			1	**53**				
04:15		6	**33**			5	**77**				
04:30		4	**39**			3	**63**				
04:45		10	**47**	27	153	7	**70**	16	263	43	416
05:00		11	28			0	52				
05:15		16	28			4	54				
05:30		20	32			16	51				
05:45		14	32	61	120	15	39	35	196	96	316
06:00		**27**	28			16	33				
06:15		**41**	25			20	37				
06:30		**41**	22			28	29				
06:45		**20**	13	129	88	25	20	89	119	218	207
07:00		20	14			**26**	25				
07:15		32	21			**36**	18				
07:30		35	19			**49**	19				
07:45		31	9	118	63	**29**	10	140	72	258	135
08:00		22	7			25	9				
08:15		14	18			32	10				
08:30		21	10			36	12				
08:45		26	12	83	47	28	7	121	38	204	85
09:00		24	12			16	12				
09:15		23	6			38	12				
09:30		17	9			23	8				
09:45		21	5	85	32	26	16	103	48	188	80
10:00		19	5			24	4				
10:15		15	6			28	3				
10:30		34	3			40	5				
10:45		27	1	95	15	17	3	109	15	204	30
11:00		33	0			35	3				
11:15		35	2			21	6				
11:30		33	3			29	1				
11:45		23	0	124	5	46	2	131	12	255	17
Total		750	995	750	995	764	1398	764	1398	1514	2393
Combined Total		1745		1745		2162		2162		3907	
AM Peak	-	06:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	129	-	-	-	140	-	-	-	-	-
P.H.F.		0.787				0.714					
PM Peak	-	-	04:00	-	-	-	04:00	-	-	-	-
Vol.	-	-	153	-	-	-	263	-	-	-	-
P.H.F.			0.814				0.854				
Percentage		43.0%	57.0%			35.3%	64.7%				
ADT/AADT		ADT 3,907		AADT 3,907							

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City of Santa Paula
Harvard Boulevard
B/ Peck Road and Steckel Drive
24 Hour Directional Volume Count

STP022
Site Code: 99-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	132			10	122				
12:15		13	114			6	104				
12:30		5	119			5	96				
12:45		5	100	34	465	3	100	24	422	58	887
01:00		5	121			2	101				
01:15		2	101			3	86				
01:30		1	111			0	109				
01:45		3	122	11	455	4	89	9	385	20	840
02:00		2	120			3	105				
02:15		1	130			1	113				
02:30		4	123			2	134				
02:45		1	133	8	506	3	120	9	472	17	978
03:00		5	137			2	112				
03:15		3	137			8	121				
03:30		4	158			8	115				
03:45		6	167	18	599	0	115	18	463	36	1062
04:00		2	139			3	**115**				
04:15		4	154			13	**154**				
04:30		7	**188**			10	**159**				
04:45		11	**189**	24	670	20	**120**	46	548	70	1218
05:00		9	**168**			21	104				
05:15		17	**158**			32	106				
05:30		28	154			40	131				
05:45		35	146	89	626	65	106	158	447	247	1073
06:00		42	123			57	131				
06:15		44	128			93	92				
06:30		59	119			91	104				
06:45		53	110	198	480	84	89	325	416	523	896
07:00		45	100			58	85				
07:15		77	82			**94**	72				
07:30		124	76			**115**	79				
07:45		86	86	332	344	**122**	63	389	299	721	643
08:00		91	74			**88**	70				
08:15		77	64			65	56				
08:30		61	49			68	62				
08:45		81	57	310	244	69	55	290	243	600	487
09:00		72	59			78	44				
09:15		64	41			66	57				
09:30		90	47			83	32				
09:45		88	34	314	181	76	26	303	159	617	340
10:00		81	33			82	22				
10:15		86	21			100	17				
10:30		106	17			81	18				
10:45		86	14	359	85	93	12	356	69	715	154
11:00		**105**	11			83	9				
11:15		**108**	10			114	9				
11:30		**110**	11			101	6				
11:45		**114**	14	437	46	109	9	407	33	844	79
Total		2134	4701	2134	4701	2334	3956	2334	3956	4468	8657
Combined Total		6835		6835		6290		6290		13125	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	437	-	-	-	419	-	-	-	-	-
P.H.F.		0.958				0.859					
PM Peak	-	-	04:30	-	-	-	04:00	-	-	-	-
Vol.	-	-	703	-	-	-	548	-	-	-	-
P.H.F.			0.930				0.862				
Percentage		31.2%	68.8%			37.1%	62.9%				
ADT/AADT		ADT 13,125		AADT 13,125							

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City of Santa Paula
Harvard Boulevard
B/ Steckel Drive and Palm Avenue
24 Hour Directional Volume Count

STP023
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	143			9	133				
12:15		11	132			12	104				
12:30		6	149			6	109				
12:45		8	131	36	555	1	114	28	460	64	1015
01:00		4	145			4	98				
01:15		3	122			2	137				
01:30		1	133			4	105				
01:45		4	149	12	549	3	112	13	452	25	1001
02:00		1	136			3	126				
02:15		0	167			0	121				
02:30		3	155			1	172				
02:45		3	136	7	594	2	145	6	564	13	1158
03:00		4	149			2	134				
03:15		1	145			3	142				
03:30		8	173			0	131				
03:45		7	156	20	623	1	132	6	539	26	1162
04:00		7	99			2	**167**				
04:15		6	56			5	**146**				
04:30		12	75			4	**160**				
04:45		21	179	46	409	7	**169**	18	642	64	1051
05:00		24	**198**			14	165				
05:15		39	**180**			16	128				
05:30		51	**145**			20	172				
05:45		61	**183**	175	706	60	143	110	608	285	1314
06:00		57	165			48	167				
06:15		82	135			68	140				
06:30		92	144			72	122				
06:45		102	131	333	575	69	118	257	547	590	1122
07:00		72	142			57	116				
07:15		98	117			**109**	99				
07:30		177	89			**166**	123				
07:45		141	125	488	473	**95**	88	427	426	915	899
08:00		109	118			**123**	103				
08:15		103	67			109	72				
08:30		86	90			67	74				
08:45		115	64	413	339	88	78	387	327	800	666
09:00		84	69			73	71				
09:15		98	58			88	64				
09:30		92	61			93	46				
09:45		107	44	381	232	103	46	357	227	738	459
10:00		114	42			91	38				
10:15		103	32			105	28				
10:30		120	18			94	18				
10:45		106	16	443	108	95	11	385	95	828	203
11:00		**123**	16			108	12				
11:15		**136**	10			131	20				
11:30		**128**	12			119	9				
11:45		**146**	13	533	51	131	4	489	45	1022	96
Total		2887	5214	2887	5214	2483	4932	2483	4932	5370	10146
Combined Total		8101		8101		7415		7415		15516	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	533	-	-	-	493	-	-	-	-	-
P.H.F.		0.913				0.742					
PM Peak	-	-	05:00	-	-	-	04:00	-	-	-	-
Vol.	-	-	706	-	-	-	642	-	-	-	-
P.H.F.			0.891				0.950				
Percentage		35.6%	64.4%			33.5%	66.5%				
ADT/AADT		ADT 15,516		AADT 15,516							

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Counts Unlimited Inc
PO Box 1178
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City of Santa Paula
HArvard Boulevard
B/ Palm Avenue and 8th Street
24 Hour Directional Volume Count

STP024
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	96			7	119				
12:15		7	78			10	122				
12:30		6	92			3	104				
12:45		3	88	26	354	1	107	21	452	47	806
01:00		3	94			1	118				
01:15		4	79			3	142				
01:30		2	90			0	111				
01:45		3	100	12	363	4	98	8	469	20	832
02:00		1	86			1	112				
02:15		2	88			2	174				
02:30		2	126			2	170				
02:45		3	91	8	391	1	138	6	594	14	985
03:00		4	89			6	109				
03:15		2	75			8	124				
03:30		2	118			1	134				
03:45		1	105	9	387	2	135	17	502	26	889
04:00		1	72			5	154				
04:15		0	53			9	130				
04:30		8	51			14	144				
04:45		6	**126**	15	302	11	**143**	39	571	54	873
05:00		10	**107**			17	**169**				
05:15		16	**122**			30	**142**				
05:30		16	**89**			38	**157**				
05:45		38	109	80	427	63	143	148	611	228	1038
06:00		43	108			72	131				
06:15		48	89			83	138				
06:30		56	95			84	103				
06:45		63	88	210	380	56	117	295	489	505	869
07:00		46	95			75	93				
07:15		57	78			**111**	77				
07:30		**119**	62			**240**	98				
07:45		**92**	86	314	321	**218**	94	644	362	958	683
08:00		**72**	85			**117**	89				
08:15		**70**	52			82	70				
08:30		57	61			68	72				
08:45		52	28	251	226	79	76	346	307	597	533
09:00		61	52			90	45				
09:15		58	38			86	50				
09:30		65	41			90	45				
09:45		51	30	235	161	83	30	349	170	584	331
10:00		74	34			94	30				
10:15		67	31			106	24				
10:30		87	15			103	16				
10:45		74	9	302	89	89	12	392	82	694	171
11:00		65	8			99	11				
11:15		81	10			104	7				
11:30		85	10			140	6				
11:45		80	5	311	33	135	4	478	28	789	61
Total		1773	3434	1773	3434	2743	4637	2743	4637	4516	8071
Combined Total		5207		5207		7380		7380		12587	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	353	-	-	-	686	-	-	-	-	-
P.H.F.		0.742				0.715					
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	444	-	-	-	611	-	-	-	-
P.H.F.			0.881				0.904				
Percentage		34.1%	65.9%			37.2%	62.8%				
ADT/AADT		ADT 12,587		AADT 12,587							

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Counts Unlimited Inc
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City of Santa Paula
Harvard Boulevard
B/ 8th Street and 10th Street
24 Hour Directional Volume Count

STP025
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	86			0	93				
12:15		5	85			6	103				
12:30		8	87			3	104				
12:45		3	88	20	346	2	88	11	388	31	734
01:00		1	81			3	94				
01:15		1	67			2	89				
01:30		3	79			0	78				
01:45		0	69	5	296	5	82	10	343	15	639
02:00		4	76			3	159				
02:15		5	101			0	126				
02:30		3	98			0	109				
02:45		1	90	13	365	7	89	10	483	23	848
03:00		3	86			0	121				
03:15		3	86			5	118				
03:30		1	118			2	118				
03:45		6	111	13	401	5	134	12	491	25	892
04:00		7	103			5	136				
04:15		9	92			5	114				
04:30		5	**117**			4	139				
04:45		15	**115**	36	427	15	**142**	29	531	65	958
05:00		16	**111**			21	**145**				
05:15		21	**114**			29	**138**				
05:30		38	101			23	**140**				
05:45		45	82	120	408	44	109	117	532	237	940
06:00		54	101			48	123				
06:15		75	106			63	117				
06:30		65	104			54	105				
06:45		56	87	250	398	68	81	233	426	483	824
07:00		**63**	79			71	81				
07:15		**101**	63			**153**	73				
07:30		**123**	81			**153**	64				
07:45		**71**	55	358	278	**105**	68	482	286	840	564
08:00		61	66			**87**	85				
08:15		65	55			68	57				
08:30		59	47			69	43				
08:45		53	43	238	211	67	34	291	219	529	430
09:00		64	40			67	45				
09:15		67	35			83	36				
09:30		65	36			81	26				
09:45		64	36	260	147	65	26	296	133	556	280
10:00		66	22			67	14				
10:15		66	14			77	17				
10:30		57	15			75	4				
10:45		66	6	255	57	71	16	290	51	545	108
11:00		106	8			91	9				
11:15		87	4			104	5				
11:30		73	6			93	5				
11:45		71	7	337	25	113	8	401	27	738	52
Total		1905	3359	1905	3359	2182	3910	2182	3910	4087	7269
Combined Total		5264		5264		6092		6092		11356	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	358	-	-	-	498	-	-	-	-	-
P.H.F.		0.728				0.814					
PM Peak	-	-	04:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	457	-	-	-	565	-	-	-	-
P.H.F.			0.976				0.974				
Percentage		36.2%	63.8%			35.8%	64.2%				
ADT/AADT		ADT 11,356		AADT 11,356							

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Counts Unlimited Inc
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City of Santa Paula
Harvard Boulevard
B/ 10th Street and 12th Street
24 Hour Directional Volume Count

STP026
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	46			4	53				
12:15		3	41			2	62				
12:30		6	52			1	51				
12:45		2	46	14	185	3	64	10	230	24	415
01:00		2	53			1	56				
01:15		1	42			1	67				
01:30		2	49			1	60				
01:45		0	42	5	186	1	59	4	242	9	428
02:00		1	48			4	101				
02:15		2	67			2	90				
02:30		5	60			2	89				
02:45		4	56	12	231	4	75	12	355	24	586
03:00		1	63			1	88				
03:15		5	59			5	95				
03:30		7	86			8	76				
03:45		2	81	15	289	4	**126**	18	385	33	674
04:00		2	**83**			8	**108**				
04:15		9	**82**			9	**105**				
04:30		6	**87**			9	**117**				
04:45		13	**82**	30	334	14	104	40	434	70	768
05:00		20	71			16	102				
05:15		18	94			38	103				
05:30		39	85			43	108				
05:45		45	52	122	302	55	91	152	404	274	706
06:00		46	84			55	73				
06:15		68	47			65	66				
06:30		61	57			53	57				
06:45		54	46	229	234	57	47	230	243	459	477
07:00		**55**	43			**92**	50				
07:15		**61**	27			**124**	46				
07:30		**78**	44			**95**	34				
07:45		**61**	34	255	148	**87**	34	398	164	653	312
08:00		55	23			63	45				
08:15		58	25			55	40				
08:30		39	23			58	22				
08:45		37	29	189	100	50	22	226	129	415	229
09:00		42	19			54	34				
09:15		40	17			55	19				
09:30		35	12			52	15				
09:45		38	21	155	69	45	19	206	87	361	156
10:00		35	16			38	14				
10:15		39	10			58	13				
10:30		36	6			50	6				
10:45		39	8	149	40	47	9	193	42	342	82
11:00		69	6			64	5				
11:15		46	1			65	4				
11:30		56	4			62	2				
11:45		52	6	223	17	73	5	264	16	487	33
Total		1398	2135	1398	2135	1753	2731	1753	2731	3151	4866
Combined Total		3533		3533		4484		4484		8017	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	255	-	-	-	398	-	-	-	-	-
P.H.F.		0.817				0.802					
PM Peak	-	-	04:00	-	-	-	03:45	-	-	-	-
Vol.	-	-	334	-	-	-	456	-	-	-	-
P.H.F.			0.960				0.905				
Percentage		39.6%	60.4%			39.1%	60.9%				
ADT/AADT		ADT 8,017		AADT 8,017							

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City of Santa Paula
HArvard Boulevard
B/ 12th Street and 440' W Main Street
24 Hour Directional Volume Count

STP027
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	35			2	29				
12:15		0	31			3	23				
12:30		2	33			1	34				
12:45		1	36	7	135	1	35	7	121	14	256
01:00		1	28			0	31				
01:15		2	38			1	29				
01:30		1	28			0	30				
01:45		4	26	8	120	1	17	2	107	10	227
02:00		1	21			3	25				
02:15		0	19			2	26				
02:30		2	34			0	36				
02:45		0	30	3	104	1	29	6	116	9	220
03:00		0	21			1	31				
03:15		0	31			0	28				
03:30		3	**33**			0	**38**				
03:45		2	**56**	5	141	1	**45**	2	142	7	283
04:00		1	**38**			2	**42**				
04:15		0	**34**			1	**34**				
04:30		0	31			0	26				
04:45		0	32	1	135	3	39	6	141	7	276
05:00		4	32			3	31				
05:15		6	29			6	28				
05:30		10	54			6	32				
05:45		9	33	29	148	17	29	32	120	61	268
06:00		11	26			14	21				
06:15		20	41			18	20				
06:30		19	18			17	19				
06:45		17	15	67	100	10	13	59	73	126	173
07:00		22	18			9	23				
07:15		14	18			19	11				
07:30		18	7			33	15				
07:45		32	17	86	60	25	10	86	59	172	119
08:00		27	13			32	9				
08:15		26	13			28	8				
08:30		38	10			15	19				
08:45		23	6	114	42	27	4	102	40	216	82
09:00		18	7			12	7				
09:15		24	6			25	13				
09:30		23	4			26	8				
09:45		27	4	92	21	18	3	81	31	173	52
10:00		34	6			15	5				
10:15		24	5			16	6				
10:30		29	5			26	3				
10:45		**33**	2	120	18	29	1	86	15	206	33
11:00		**30**	5			**26**	4				
11:15		**48**	0			**39**	0				
11:30		**42**	0			**38**	2				
11:45		29	2	149	7	**35**	0	138	6	287	13
Total		681	1031	681	1031	607	971	607	971	1288	2002
Combined Total		1712		1712		1578		1578		3290	
AM Peak	-	10:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	153	-	-	-	138	-	-	-	-	-
P.H.F.		0.797				0.885					
PM Peak	-	-	03:30	-	-	-	03:30	-	-	-	-
Vol.	-	-	161	-	-	-	159	-	-	-	-
P.H.F.			0.719				0.883				
Percentage		39.8%	60.2%			38.5%	61.5%				
ADT/AADT		ADT 3,290		AADT 3,290							

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Counts Unlimited Inc
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City of Santa Paula
Harvard Boulevard
B/ 440' W Main Street and Main Street
24 Hour Directional Volume Count

STP028
Site Code: 99-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	23			0	24				
12:15		1	**23**			4	25				
12:30		2	**37**			3	37				
12:45		4	**27**	7	110	0	26	7	112	14	222
01:00		2	**36**			0	21				
01:15		0	22			1	32				
01:30		7	27			3	14				
01:45		1	17	10	102	0	26	4	93	14	195
02:00		2	29			1	25				
02:15		1	25			1	31				
02:30		2	29			1	27				
02:45		0	26	5	109	1	27	4	110	9	219
03:00		0	21			0	30				
03:15		1	28			0	35				
03:30		0	25			0	28				
03:45		1	31	2	105	1	**33**	1	126	3	231
04:00		4	30			2	**34**				
04:15		2	31			0	**32**				
04:30		0	25			1	**47**				
04:45		3	29	9	115	2	30	5	143	14	258
05:00		7	15			4	25				
05:15		7	29			6	19				
05:30		14	18			12	30				
05:45		18	22	46	84	13	19	35	93	81	177
06:00		18	19			14	18				
06:15		28	14			21	13				
06:30		15	20			15	14				
06:45		24	16	85	69	12	15	62	60	147	129
07:00		22	8			16	11				
07:15		11	13			31	10				
07:30		21	8			32	9				
07:45		24	10	78	39	26	11	105	41	183	80
08:00		19	3			31	6				
08:15		39	10			16	7				
08:30		20	4			24	5				
08:45		21	4	99	21	15	8	86	26	185	47
09:00		27	3			31	5				
09:15		22	2			22	3				
09:30		28	4			23	3				
09:45		41	4	118	13	19	4	95	15	213	28
10:00		24	2			16	6				
10:15		20	6			24	4				
10:30		**46**	4			**41**	3				
10:45		**33**	4	123	16	**33**	2	114	15	237	31
11:00		**34**	1			**34**	1				
11:15		**38**	2			**39**	5				
11:30		30	2			32	1				
11:45		29	2	131	7	32	0	137	7	268	14
Total		713	790	713	790	655	841	655	841	1368	1631
Combined Total		1503		1503		1496		1496		2999	
AM Peak	-	10:30	-	-	-	10:30	-	-	-	-	-
Vol.	-	151	-	-	-	147	-	-	-	-	-
P.H.F.		0.821				0.896					
PM Peak	-	-	00:15	-	-	-	03:45	-	-	-	-
Vol.	-	-	123	-	-	-	146	-	-	-	-
P.H.F.			0.831				0.777				
Percentage		47.4%	52.6%			43.8%	56.2%				
ADT/AADT		ADT 2,999		AADT 2,999							

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City of Santa Paula
Telegraph Road
B/ Main Street and 850' E Main Street
24 Hour Directional Volume Count

STP029
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	43			4	53				
12:15		0	39			3	53				
12:30		2	41			3	39				
12:45		3	58	9	181	3	62	13	207	22	388
01:00		5	53			0	36				
01:15		2	59			1	50				
01:30		0	29			1	47				
01:45		6	50	13	191	2	43	4	176	17	367
02:00		2	27			5	72				
02:15		2	44			1	51				
02:30		5	55			2	50				
02:45		1	42	10	168	3	69	11	242	21	410
03:00		2	37			1	68				
03:15		3	44			2	61				
03:30		5	44			1	95				
03:45		3	44	13	169	3	78	7	302	20	471
04:00		4	52			2	70				
04:15		11	**53**			3	**76**				
04:30		8	**56**			5	**98**				
04:45		7	**49**	30	210	7	**89**	17	333	47	543
05:00		13	**63**			6	**78**				
05:15		15	38			6	76				
05:30		21	46			13	67				
05:45		32	38	81	185	27	71	52	292	133	477
06:00		29	44			25	48				
06:15		50	38			32	56				
06:30		59	40			37	37				
06:45		53	33	191	155	39	27	133	168	324	323
07:00		40	26			31	38				
07:15		34	20			41	23				
07:30		40	31			**71**	31				
07:45		47	23	161	100	**66**	22	209	114	370	214
08:00		39	18			**52**	14				
08:15		31	9			**53**	14				
08:30		39	24			39	14				
08:45		37	11	146	62	55	17	199	59	345	121
09:00		35	15			34	13				
09:15		44	14			46	16				
09:30		35	9			44	14				
09:45		36	8	150	46	43	8	167	51	317	97
10:00		51	10			37	17				
10:15		37	6			35	10				
10:30		29	9			49	6				
10:45		**53**	5	170	30	59	7	180	40	350	70
11:00		**37**	4			40	5				
11:15		**58**	1			50	2				
11:30		**62**	3			42	11				
11:45		42	6	199	14	58	2	190	20	389	34
Total		1173	1511	1173	1511	1182	2004	1182	2004	2355	3515
Combined Total		2684		2684		3186		3186		5870	
AM Peak	-	10:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	210	-	-	-	242	-	-	-	-	-
P.H.F.		0.847				0.852					
PM Peak	-	-	04:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	221	-	-	-	341	-	-	-	-
P.H.F.			0.877				0.870				
Percentage		43.7%	56.3%			37.1%	62.9%				
ADT/AADT		ADT 5,870		AADT 5,870							

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City of Santa Paula
Telegraph Road
B/ 850' E Main Street and Hallcock Drive
24 Hour Directional Volume Count

STP030
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	33			2	54				
12:15		2	**40**			4	37				
12:30		3	**52**			3	46				
12:45		6	**44**	11	169	0	24	9	161	20	330
01:00		2	**55**			1	47				
01:15		0	27			1	37				
01:30		7	45			0	37				
01:45		3	24	12	151	5	59	7	180	19	331
02:00		2	35			1	39				
02:15		5	47			2	48				
02:30		2	31			2	58				
02:45		3	27	12	140	1	49	6	194	18	334
03:00		3	38			1	50				
03:15		6	35			0	94				
03:30		3	36			2	69				
03:45		5	49	17	158	0	66	3	279	20	437
04:00		10	49			4	63				
04:15		8	44			4	**85**				
04:30		7	44			3	**85**				
04:45		11	54	36	191	10	**73**	21	306	57	497
05:00		14	32			7	**66**				
05:15		21	40			11	63				
05:30		33	32			26	64				
05:45		35	38	103	142	23	40	67	233	170	375
06:00		**53**	31			30	51				
06:15		**63**	32			22	30				
06:30		**57**	20			29	23				
06:45		**42**	19	215	102	27	23	108	127	323	229
07:00		33	17			34	17				
07:15		40	32			**55**	29				
07:30		40	19			**63**	20				
07:45		35	14	148	82	**42**	14	194	80	342	162
08:00		29	6			**52**	13				
08:15		41	17			32	11				
08:30		37	12			39	13				
08:45		30	10	137	45	32	12	155	49	292	94
09:00		41	9			40	16				
09:15		33	7			40	8				
09:30		40	7			34	7				
09:45		48	9	162	32	26	15	140	46	302	78
10:00		37	5			35	10				
10:15		30	8			40	8				
10:30		53	5			56	8				
10:45		38	5	158	23	31	5	162	31	320	54
11:00		56	1			45	2				
11:15		53	2			43	10				
11:30		37	8			51	1				
11:45		36	2	182	13	43	5	182	18	364	31
Total		1193	1248	1193	1248	1054	1704	1054	1704	2247	2952
Combined Total		2441		2441		2758		2758		5199	
AM Peak	-	06:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	215	-	-	-	212	-	-	-	-	-
P.H.F.		0.853				0.841					
PM Peak	-	-	00:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	191	-	-	-	309	-	-	-	-
P.H.F.			0.868				0.909				
Percentage		48.9%	51.1%			38.2%	61.8%				
ADT/AADT		ADT 5,199		AADT 5,199							

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City of Santa Paula
Telegraph Road
B/ Hallcock Drive and End
24 Hour Directional Volume Count

STP031
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	9			3	19				
12:15		0	8			5	11				
12:30		2	14			1	18				
12:45		0	6	3	37	2	10	11	58	14	95
01:00		1	11			0	14				
01:15		0	6			3	16				
01:30		1	9			2	7				
01:45		0	4	2	30	0	12	5	49	7	79
02:00		0	10			3	9				
02:15		4	7			0	6				
02:30		3	4			5	6				
02:45		0	10	7	31	2	19	10	40	17	71
03:00		0	3			8	11				
03:15		0	7			2	**12**				
03:30		0	7			0	**15**				
03:45		0	6	0	23	0	**13**	10	51	10	74
04:00		0	**11**			3	**22**				
04:15		3	**1**			3	7				
04:30		0	**19**			7	13				
04:45		0	**11**	3	42	3	18	16	60	19	102
05:00		0	1			3	16				
05:15		3	4			2	8				
05:30		3	9			8	15				
05:45		3	7	9	21	3	5	16	44	25	65
06:00		2	5			16	21				
06:15		16	6			12	12				
06:30		15	4			13	5				
06:45		11	6	44	21	14	5	55	43	99	64
07:00		14	5			20	5				
07:15		7	6			4	6				
07:30		7	5			9	8				
07:45		8	4	36	20	3	9	36	28	72	48
08:00		9	4			15	6				
08:15		14	2			10	4				
08:30		7	0			13	2				
08:45		**15**	5	45	11	16	6	54	18	99	29
09:00		**16**	0			**22**	3				
09:15		**22**	2			**18**	2				
09:30		**12**	0			**24**	3				
09:45		10	1	60	3	**19**	2	83	10	143	13
10:00		8	3			12	9				
10:15		4	1			12	1				
10:30		8	1			17	3				
10:45		5	0	25	5	6	4	47	17	72	22
11:00		16	0			16	0				
11:15		7	4			11	1				
11:30		4	1			13	0				
11:45		11	0	38	5	3	0	43	1	81	6
Total		272	249	272	249	386	419	386	419	658	668
Combined Total		521		521		805		805		1326	
AM Peak	-	08:45	-	-	-	09:00	-	-	-	-	-
Vol.	-	65	-	-	-	83	-	-	-	-	-
P.H.F.		0.739				0.865					
PM Peak	-	-	04:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	42	-	-	-	62	-	-	-	-
P.H.F.			0.553				0.705				
Percentage		52.2%	47.8%			48.0%	52.0%				
ADT/AADT		ADT 1,326		AADT 1,326							

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City of Santa Paula
Faulkner Road
B/ End and State Route 126 WB Ramps
24 Hour Directional Volume Count

STP032
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	13			0	6				
12:15		0	21			0	11				
12:30		0	12			0	10				
12:45		0	6	0	52	0	11	0	38	0	90
01:00		0	6			0	11				
01:15		0	12			0	12				
01:30		0	8			1	7				
01:45		0	7	0	33	0	6	1	36	1	69
02:00		0	9			0	8				
02:15		0	10			0	16				
02:30		0	11			0	17				
02:45		0	16	0	46	0	15	0	56	0	102
03:00		0	14			0	24				
03:15		0	18			0	22				
03:30		0	11			0	16				
03:45		0	14	0	57	0	15	0	77	0	134
04:00		0	20			0	24				
04:15		0	18			4	7				
04:30		0	16			36	17				
04:45		0	10	0	64	4	10	44	58	44	122
05:00		0	8			2	8				
05:15		2	16			1	9				
05:30		3	9			0	22				
05:45		39	**20**	44	53	2	**25**	5	64	49	117
06:00		3	**17**			1	**15**				
06:15		4	**15**			9	**13**				
06:30		0	**20**			7	**32**				
06:45		5	17	12	69	6	8	23	68	35	137
07:00		7	7			11	1				
07:15		8	8			5	5				
07:30		10	9			9	10				
07:45		5	15	30	39	**16**	5	41	21	71	60
08:00		12	2			**23**	2				
08:15		13	5			**15**	2				
08:30		12	16			**18**	4				
08:45		6	26	43	49	11	2	67	10	110	59
09:00		7	17			11	0				
09:15		7	9			11	4				
09:30		20	4			10	3				
09:45		11	3	45	33	9	1	41	8	86	41
10:00		10	0			11	0				
10:15		13	0			13	0				
10:30		9	0			9	0				
10:45		12	0	44	0	4	0	37	0	81	0
11:00		**14**	0			11	0				
11:15		**23**	0			13	0				
11:30		**8**	0			13	0				
11:45		**15**	0	60	0	14	0	51	0	111	0
Total		278	495	278	495	310	436	310	436	588	931
Combined Total		773		773		746		746		1519	
AM Peak	-	11:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	60	-	-	-	72	-	-	-	-	-
P.H.F.		0.652				0.783					
PM Peak	-	-	05:45	-	-	-	05:45	-	-	-	-
Vol.	-	-	72	-	-	-	85	-	-	-	-
P.H.F.			0.900				0.664				
Percentage		36.0%	64.0%			41.6%	58.4%				
ADT/AADT		ADT 1,519		AADT 1,519							

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City of Santa Paula
Faulkner Road
B/ State Route 126 WB Ramps and Peck Road
24 Hour Directional Volume Count

STP033
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	37			6	86				
12:15		6	45			3	72				
12:30		0	40			2	66				
12:45		0	33	12	155	4	69	15	293	27	448
01:00		0	49			4	84				
01:15		2	55			5	77				
01:30		4	43			4	69				
01:45		3	48	9	195	6	74	19	304	28	499
02:00		0	40			2	81				
02:15		1	57			2	89				
02:30		1	46			7	67				
02:45		1	51	3	194	3	91	14	328	17	522
03:00		1	56			9	85				
03:15		1	57			15	109				
03:30		1	39			8	94				
03:45		1	**55**	4	207	14	72	46	360	50	567
04:00		7	**69**			18	**95**				
04:15		5	**69**			36	**94**				
04:30		3	**53**			45	**90**				
04:45		4	46	19	237	35	**107**	134	386	153	623
05:00		4	43			59	73				
05:15		12	54			72	79				
05:30		27	44			73	73				
05:45		44	57	87	198	103	85	307	310	394	508
06:00		24	45			113	68				
06:15		16	37			135	73				
06:30		38	51			84	56				
06:45		24	46	102	179	**118**	48	450	245	552	424
07:00		31	36			**127**	36				
07:15		35	23			**114**	53				
07:30		47	28			**108**	48				
07:45		41	28	154	115	86	34	435	171	589	286
08:00		31	27			86	35				
08:15		31	22			121	26				
08:30		25	25			78	34				
08:45		34	41	121	115	88	34	373	129	494	244
09:00		22	33			81	39				
09:15		34	20			81	33				
09:30		55	11			65	21				
09:45		40	22	151	86	80	20	307	113	458	199
10:00		35	8			77	11				
10:15		34	7			78	7				
10:30		32	3			69	6				
10:45		33	1	134	19	74	5	298	29	432	48
11:00		**37**	3			79	7				
11:15		**54**	5			81	3				
11:30		**50**	1			73	5				
11:45		**48**	4	189	13	77	1	310	16	499	29
Total		985	1713	985	1713	2708	2684	2708	2684	3693	4397
Combined Total		2698		2698		5392		5392		8090	
AM Peak	-	11:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	189	-	-	-	467	-	-	-	-	-
P.H.F.		0.875				0.919					
PM Peak	-	-	03:45	-	-	-	04:00	-	-	-	-
Vol.	-	-	246	-	-	-	386	-	-	-	-
P.H.F.			0.891				0.885				
Percentage		36.5%	63.5%			50.2%	49.8%				
ADT/AADT		ADT 8,090		AADT 8,090							

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City of Santa Paula
Santa Maria Street
B/ Acacia Road and Palm Avenue
24 Hour Directional Volume Count

STP034
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	19			2	14				
12:15		1	19			1	16				
12:30		1	20			2	15				
12:45		0	12	3	70	0	19	5	64	8	134
01:00		1	25			2	12				
01:15		0	22			2	24				
01:30		1	22			0	19				
01:45		0	16	2	85	0	21	4	76	6	161
02:00		0	**19**			0	23				
02:15		1	**12**			0	19				
02:30		3	**37**			0	**21**				
02:45		0	**25**	4	93	0	**19**	0	82	4	175
03:00		1	14			0	**22**				
03:15		1	16			0	**28**				
03:30		1	18			1	11				
03:45		1	9	4	57	0	15	1	76	5	133
04:00		3	24			1	27				
04:15		2	22			0	14				
04:30		0	18			2	19				
04:45		2	20	7	84	0	19	3	79	10	163
05:00		3	27			1	22				
05:15		6	24			2	14				
05:30		10	19			5	25				
05:45		7	17	26	87	9	23	17	84	43	171
06:00		4	17			3	21				
06:15		16	18			3	13				
06:30		16	21			12	12				
06:45		8	14	44	70	21	12	39	58	83	128
07:00		**15**	5			11	15				
07:15		**23**	9			12	14				
07:30		**37**	7			6	14				
07:45		**20**	8	95	29	18	9	47	52	142	81
08:00		6	8			17	10				
08:15		22	2			9	8				
08:30		19	10			11	11				
08:45		12	3	59	23	14	5	51	34	110	57
09:00		22	3			2	7				
09:15		16	3			16	11				
09:30		15	6			14	10				
09:45		16	2	69	14	13	6	45	34	114	48
10:00		11	2			17	5				
10:15		24	3			11	2				
10:30		19	0			16	2				
10:45		9	2	63	7	12	7	56	16	119	23
11:00		23	1			**12**	3				
11:15		9	5			**24**	1				
11:30		18	2			**15**	0				
11:45		21	2	71	10	**21**	3	72	7	143	17
Total		447	629	447	629	340	662	340	662	787	1291
Combined Total		1076		1076		1002		1002		2078	
AM Peak	-	07:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	95	-	-	-	72	-	-	-	-	-
P.H.F.		0.642				0.750					
PM Peak	-	-	02:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	93	-	-	-	90	-	-	-	-
P.H.F.			0.628				0.804				
Percentage		41.5%	58.5%			33.9%	66.1%				
ADT/AADT		ADT 2,078		AADT 2,078							

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City of Santa Paula
Santa Maria Street
B/ Palm Avenue and Dead end
24 Hour Directional Volume Count

STP035
Site Code: 999-16055

Start	02-Feb-16	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	18			0	13				
12:15		0	15			0	17				
12:30		2	15			1	10				
12:45		1	12	3	60	0	5	1	45	4	105
01:00		1	21			0	6				
01:15		0	16			1	13				
01:30		0	17			0	7				
01:45		0	23	1	77	0	5	1	31	2	108
02:00		0	15			0	15				
02:15		0	19			1	11				
02:30		1	25			0	4				
02:45		1	25	2	84	0	8	1	38	3	122
03:00		0	12			1	7				
03:15		0	15			0	13				
03:30		0	17			0	6				
03:45		0	29	0	73	1	10	2	36	2	109
04:00		1	28			0	**21**				
04:15		0	33			2	**8**				
04:30		0	22			2	**18**				
04:45		2	**32**	3	115	0	**11**	4	58	7	173
05:00		1	**33**			1	10				
05:15		0	**49**			2	7				
05:30		1	**40**			2	15				
05:45		5	31	7	153	5	15	10	47	17	200
06:00		8	17			2	12				
06:15		13	22			6	4				
06:30		2	21			9	6				
06:45		11	21	34	81	9	3	26	25	60	106
07:00		12	14			4	8				
07:15		11	15			5	3				
07:30		**30**	7			16	2				
07:45		**23**	12	76	48	11	7	36	20	112	68
08:00		**13**	10			7	3				
08:15		**19**	3			6	4				
08:30		13	5			6	3				
08:45		21	5	66	23	7	2	26	12	92	35
09:00		9	4			6	5				
09:15		17	9			7	2				
09:30		16	7			6	5				
09:45		17	3	59	23	8	2	27	14	86	37
10:00		11	6			6	2				
10:15		11	3			**9**	1				
10:30		14	1			**13**	1				
10:45		9	2	45	12	**15**	1	43	5	88	17
11:00		11	2			**10**	0				
11:15		11	1			9	1				
11:30		18	4			12	1				
11:45		9	1	49	8	8	0	39	2	88	10
Total		345	757	345	757	216	333	216	333	561	1090
Combined Total		1102		1102		549		549		1651	
AM Peak	-	07:30	-	-	-	10:15	-	-	-	-	-
Vol.	-	85	-	-	-	47	-	-	-	-	-
P.H.F.		0.708				0.783					
PM Peak	-	-	04:45	-	-	-	04:00	-	-	-	-
Vol.	-	-	154	-	-	-	58	-	-	-	-
P.H.F.			0.786				0.690				
Percentage		31.3%	68.7%			39.3%	60.7%				
ADT/AADT		ADT 1,651		AADT 1,651							

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City of Santa Paula
Santa Maria Street
B/ Dead End and 10th Street
24 Hour Directional Volume Count

STP036
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	13			0	0				
12:15		0	5			0	3				
12:30		2	3			0	2				
12:45		1	7	3	28	0	6	0	11	3	39
01:00		0	5			0	4				
01:15		0	3			0	6				
01:30		0	2			0	6				
01:45		0	11	0	21	0	3	0	19	0	40
02:00		0	14			0	2				
02:15		0	4			0	**7**				
02:30		0	3			0	**2**				
02:45		0	7	0	28	0	**7**	0	18	0	46
03:00		0	3			0	**7**				
03:15		0	3			0	1				
03:30		0	1			0	0				
03:45		0	5	0	12	0	5	0	13	0	25
04:00		0	9			0	1				
04:15		0	8			0	3				
04:30		0	**11**			0	4				
04:45		0	**6**	0	34	0	1	0	9	0	43
05:00		0	**9**			0	4				
05:15		0	**11**			0	3				
05:30		0	11			1	4				
05:45		3	3	3	34	1	4	2	15	5	49
06:00		1	7			0	3				
06:15		0	4			0	2				
06:30		2	2			4	0				
06:45		0	3	3	16	0	1	4	6	7	22
07:00		2	3			1	1				
07:15		1	4			0	2				
07:30		1	2			1	0				
07:45		1	4	5	13	3	2	5	5	10	18
08:00		5	1			6	1				
08:15		1	0			1	2				
08:30		**4**	3			1	2				
08:45		**11**	1	21	5	3	1	11	6	32	11
09:00		**6**	0			2	0				
09:15		**3**	0			2	0				
09:30		0	1			2	0				
09:45		5	0	14	1	4	0	10	0	24	1
10:00		1	3			1	0				
10:15		5	0			**5**	0				
10:30		6	2			**6**	0				
10:45		4	1	16	6	**3**	1	15	1	31	7
11:00		0	2			**5**	0				
11:15		7	0			1	0				
11:30		6	0			6	0				
11:45		0	0	13	2	7	0	19	0	32	2
Total		78	200	78	200	66	103	66	103	144	303
Combined Total		278		278		169		169		447	
AM Peak	-	08:30	-	-	-	10:15	-	-	-	-	-
Vol.	-	24	-	-	-	19	-	-	-	-	-
P.H.F.		0.545				0.792					
PM Peak	-	-	04:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	37	-	-	-	23	-	-	-	-
P.H.F.			0.841				0.821				
Percentage		28.1%	71.9%			39.1%	60.9%				
ADT/AADT		ADT 447		AADT 447							

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City of Santa Paula
Santa Maria Street
B/10th Street and Dead End
24 Hour Directional Volume Count

STP037
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	**2**			0	0				
12:15		0	**4**			0	3				
12:30		0	**5**			0	4				
12:45		0	**0**	0	11	0	2	0	9	0	20
01:00		0	1			0	3				
01:15		0	1			1	1				
01:30		0	1			0	0				
01:45		1	1	1	4	0	2	1	6	2	10
02:00		0	1			0	2				
02:15		0	0			0	3				
02:30		0	3			0	2				
02:45		0	0	0	4	0	0	0	7	0	11
03:00		0	2			0	3				
03:15		0	2			0	0				
03:30		0	1			0	2				
03:45		0	0	0	5	0	2	0	7	0	12
04:00		0	1			0	3				
04:15		0	3			0	**5**				
04:30		0	1			0	**2**				
04:45		0	1	0	6	0	**5**	0	15	0	21
05:00		2	0			1	**4**				
05:15		0	0			1	2				
05:30		0	2			0	1				
05:45		0	1	2	3	0	2	2	9	4	12
06:00		1	0			2	1				
06:15		0	1			0	1				
06:30		2	1			0	1				
06:45		0	1	3	3	0	3	2	6	5	9
07:00		3	1			1	0				
07:15		1	2			0	0				
07:30		3	1			2	1				
07:45		1	0	8	4	0	3	3	4	11	8
08:00		1	0			0	1				
08:15		2	2			2	2				
08:30		2	0			1	0				
08:45		1	1	6	3	1	1	4	4	10	7
09:00		2	2			1	0				
09:15		3	0			1	0				
09:30		3	1			4	1				
09:45		2	0	10	3	2	1	8	2	18	5
10:00		1	0			2	0				
10:15		0	0			0	0				
10:30		**2**	1			3	0				
10:45		**7**	0	10	1	3	0	8	0	18	1
11:00		**1**	0			**5**	0				
11:15		**1**	0			**0**	0				
11:30		2	0			**3**	0				
11:45		3	0	7	0	**4**	0	12	0	19	0
Total		47	47	47	47	40	69	40	69	87	116
Combined Total		94		94		109		109		203	
AM Peak	-	10:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	11	-	-	-	12	-	-	-	-	-
P.H.F.		0.393				0.600					
PM Peak	-	-	12:00	-	-	-	04:15	-	-	-	-
Vol.	-	-	11	-	-	-	16	-	-	-	-
P.H.F.			0.550				0.800				
Percentage		50.0%	50.0%			36.7%	63.3%				
ADT/AADT		ADT 203		AADT 203							

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City of Santa Paula
Briggs Road
B/ Santa Paula Street and Telegraph Road
24 Hour Directional Volume Count

STP038
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	12			1	23				
12:15		2	8			1	10				
12:30		0	9			0	8				
12:45		0	9	3	38	0	12	2	53	5	91
01:00		0	10			0	20				
01:15		1	14			1	27				
01:30		0	12			1	20				
01:45		1	19	2	55	1	26	3	93	5	148
02:00		2	13			1	28				
02:15		0	15			0	28				
02:30		0	17			2	24				
02:45		0	9	2	54	1	22	4	102	6	156
03:00		0	12			0	21				
03:15		0	9			0	20				
03:30		0	14			1	30				
03:45		0	20	0	55	1	24	2	95	2	150
04:00		0	16			0	27				
04:15		1	15			2	28				
04:30		1	**21**			4	**39**				
04:45		0	**25**	2	77	3	**39**	9	133	11	210
05:00		0	**16**			2	**28**				
05:15		0	**19**			4	**31**				
05:30		1	17			8	24				
05:45		2	23	3	75	8	33	22	116	25	191
06:00		3	9			5	20				
06:15		3	11			12	15				
06:30		9	10			18	12				
06:45		6	4	21	34	16	3	51	50	72	84
07:00		9	11			21	13				
07:15		**13**	7			**33**	7				
07:30		**25**	4			**66**	7				
07:45		**40**	3	87	25	**77**	3	197	30	284	55
08:00		**15**	9			**39**	9				
08:15		11	5			23	6				
08:30		5	6			9	6				
08:45		4	1	35	21	11	2	82	23	117	44
09:00		9	5			18	4				
09:15		9	5			12	9				
09:30		6	2			16	5				
09:45		5	3	29	15	7	2	53	20	82	35
10:00		8	4			15	5				
10:15		7	1			19	2				
10:30		8	1			14	2				
10:45		5	1	28	7	15	1	63	10	91	17
11:00		8	2			11	3				
11:15		6	0			10	0				
11:30		6	0			14	0				
11:45		9	0	29	2	18	0	53	3	82	5
Total		241	458	241	458	541	728	541	728	782	1186
Combined Total		699		699		1269		1269		1968	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	93	-	-	-	215	-	-	-	-	-
P.H.F.		0.581				0.698					
PM Peak	-	-	04:30	-	-	-	04:30	-	-	-	-
Vol.	-	-	81	-	-	-	137	-	-	-	-
P.H.F.			0.810				0.878				
Percentage		34.5%	65.5%			42.6%	57.4%				
ADT/AADT		ADT 1,548		AADT 1,548							

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Counts Unlimited Inc
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City of Santa Paula
Briggs Road
B/ Telegraph Road and State Route 126 WB Ramps
24 Hour Directional Volume Count

STP039
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	32			3	22				
12:15		1	31			0	14				
12:30		1	27			2	9				
12:45		6	22	10	112	1	32	6	77	16	189
01:00		4	38			1	19				
01:15		4	31			4	16				
01:30		6	39			1	12				
01:45		9	24	23	132	0	18	6	65	29	197
02:00		0	39			1	11				
02:15		0	42			5	28				
02:30		2	36			4	18				
02:45		0	41	2	158	1	15	11	72	13	230
03:00		1	33			2	20				
03:15		2	53			7	22				
03:30		1	52			3	33				
03:45		2	35	6	173	3	24	15	99	21	272
04:00		4	40			5	27				
04:15		4	**45**			12	23				
04:30		7	**60**			8	**35**				
04:45		4	**49**	19	194	11	**29**	36	114	55	308
05:00		5	**47**			19	**32**				
05:15		7	35			30	**35**				
05:30		18	52			23	22				
05:45		23	34	53	168	18	24	90	113	143	281
06:00		26	23			21	17				
06:15		32	27			35	11				
06:30		50	22			35	1				
06:45		**28**	27	136	99	25	16	116	45	252	144
07:00		**36**	18			**35**	6				
07:15		**47**	12			**50**	10				
07:30		**63**	9			**42**	14				
07:45		24	16	170	55	**38**	11	165	41	335	96
08:00		30	14			30	6				
08:15		26	19			17	6				
08:30		24	7			16	7				
08:45		25	12	105	52	14	6	77	25	182	77
09:00		26	16			18	13				
09:15		16	7			15	4				
09:30		12	7			19	4				
09:45		24	8	78	38	17	3	69	24	147	62
10:00		21	10			25	2				
10:15		17	8			20	4				
10:30		32	6			19	3				
10:45		31	3	101	27	22	3	86	12	187	39
11:00		27	5			20	1				
11:15		19	4			17	3				
11:30		29	3			14	2				
11:45		32	2	107	14	21	2	72	8	179	22
Total		810	1222	810	1222	749	695	749	695	1559	1917
Combined Total		2032		2032		1444		1444		3476	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	174	-	-	-	165	-	-	-	-	-
P.H.F.		0.690				0.825					
PM Peak	-	-	04:15	-	-	-	04:30	-	-	-	-
Vol.	-	-	201	-	-	-	131	-	-	-	-
P.H.F.			0.838				0.936				
Percentage		39.9%	60.1%			51.9%	48.1%				
ADT/AADT		ADT 3,476		AADT 3,476							

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City of Santa Paula
Briggs Road
B/ State Route 126 WB Ramps and State Route 126 EB Ramps
24 Hour Directional Volume Count

STP040
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	39			2	20				
12:15		2	29			0	14				
12:30		6	36			4	12				
12:45		4	30	13	134	3	**41**	9	87	22	221
01:00		2	23			0	**23**				
01:15		1	42			2	**13**				
01:30		5	51			3	**23**				
01:45		5	34	13	150	0	20	5	79	18	229
02:00		0	45			0	11				
02:15		0	50			1	18				
02:30		3	34			1	17				
02:45		0	32	3	161	1	20	3	66	6	227
03:00		5	42			0	11				
03:15		2	55			7	22				
03:30		0	49			1	19				
03:45		3	32	10	178	2	19	10	71	20	249
04:00		5	39			5	11				
04:15		6	**53**			5	14				
04:30		4	**60**			5	21				
04:45		2	**46**	17	198	17	23	32	69	49	267
05:00		5	**48**			12	12				
05:15		8	39			21	18				
05:30		14	43			11	16				
05:45		19	34	46	164	9	11	53	57	99	221
06:00		41	25			10	14				
06:15		26	22			16	6				
06:30		40	14			22	3				
06:45		19	20	126	81	18	9	66	32	192	113
07:00		31	18			**22**	3				
07:15		28	14			**19**	6				
07:30		31	8			**32**	6				
07:45		26	4	116	44	**19**	12	92	27	208	71
08:00		20	12			18	4				
08:15		27	15			7	5				
08:30		21	5			9	6				
08:45		24	8	92	40	9	4	43	19	135	59
09:00		31	13			13	10				
09:15		20	5			14	3				
09:30		27	9			15	4				
09:45		34	8	112	35	15	2	57	19	169	54
10:00		22	6			18	0				
10:15		26	4			15	1				
10:30		27	7			19	1				
10:45		33	1	108	18	21	2	73	4	181	22
11:00		**31**	3			26	1				
11:15		**31**	6			20	2				
11:30		**28**	3			20	3				
11:45		**40**	2	130	14	20	1	86	7	216	21
Total		786	1217	786	1217	529	537	529	537	1315	1754
Combined Total		2003		2003		1066		1066		3069	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	130	-	-	-	92	-	-	-	-	-
P.H.F.		0.793				0.719					
PM Peak	-	-	04:15	-	-	-	00:45	-	-	-	-
Vol.	-	-	207	-	-	-	100	-	-	-	-
P.H.F.			0.863				0.610				
Percentage		39.2%	60.8%			49.6%	50.4%				
ADT/AADT		ADT 3,069		AADT 3,069							

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City of Santa Paula
Briggs Road
B/ State Route 12 EB Ramps and Pinkerton Road
24 Hour Directional Volume Count

STP041
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	27			0	28				
12:15		1	27			0	19				
12:30		4	30			0	19				
12:45		0	21	9	105	0	31	0	97	9	202
01:00		0	25			0	22				
01:15		1	20			2	16				
01:30		2	**39**			2	**32**				
01:45		13	**29**	16	113	0	**23**	4	93	20	206
02:00		0	**25**			0	**30**				
02:15		0	**29**			0	**17**				
02:30		1	30			0	11				
02:45		0	13	1	97	0	15	0	73	1	170
03:00		2	31			1	9				
03:15		2	37			0	13				
03:30		2	21			4	12				
03:45		7	13	13	102	0	6	5	40	18	142
04:00		7	21			2	6				
04:15		3	19			3	11				
04:30		4	29			5	14				
04:45		11	26	25	95	6	9	16	40	41	135
05:00		8	20			10	3				
05:15		13	19			10	4				
05:30		11	12			20	7				
05:45		19	10	51	61	11	1	51	15	102	76
06:00		18	3			12	2				
06:15		9	4			23	3				
06:30		6	6			36	2				
06:45		17	6	50	19	23	2	94	9	144	28
07:00		34	3			14	2				
07:15		15	7			9	1				
07:30		12	1			37	2				
07:45		22	4	83	15	23	1	83	6	166	21
08:00		8	6			16	0				
08:15		16	5			10	1				
08:30		12	0			11	1				
08:45		16	1	52	12	20	0	57	2	109	14
09:00		15	1			20	1				
09:15		29	2			21	1				
09:30		21	2			25	2				
09:45		34	1	99	6	14	3	80	7	179	13
10:00		15	0			14	0				
10:15		27	1			20	0				
10:30		26	1			23	0				
10:45		17	9	85	11	**19**	2	76	2	161	13
11:00		**30**	3			**23**	0				
11:15		**20**	3			**30**	0				
11:30		**30**	0			**26**	0				
11:45		**36**	0	116	6	19	1	98	1	214	7
Total		600	642	600	642	564	385	564	385	1164	1027
Combined Total		1242		1242		949		949		2191	
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	116	-	-	-	98	-	-	-	-	-
P.H.F.		0.806				0.662					
PM Peak	-	-	01:30	-	-	-	01:30	-	-	-	-
Vol.	-	-	122	-	-	-	102	-	-	-	-
P.H.F.			0.782				0.797				
Percentage		48.3%	51.7%			59.4%	40.6%				
ADT/AADT		ADT 2,191		AADT 2,191							

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City of Sanat Paula
Peck Road
B/ End and Foothill Road
24 Hour Directional Volume Count

STP042
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	2			0	1				
12:15		0	0			0	2				
12:30		0	0			0	1				
12:45		0	0	0	2	0	0	0	4	0	6
01:00		0	1			0	1				
01:15		0	0			0	1				
01:30		0	0			0	0				
01:45		0	3	0	4	0	1	0	3	0	7
02:00		0	0			0	0				
02:15		0	1			0	0				
02:30		0	3			0	1				
02:45		1	3	1	7	0	1	0	2	1	9
03:00		0	0			1	1				
03:15		0	1			0	2				
03:30		0	1			0	1				
03:45		0	2	0	4	0	1	1	5	1	9
04:00		0	1			0	1				
04:15		0	0			0	0				
04:30		0	**3**			0	1				
04:45		0	**1**	0	5	0	**0**	0	2	0	7
05:00		0	**3**			1	**2**				
05:15		0	**2**			0	**1**				
05:30		0	1			1	**3**				
05:45		0	2	0	8	0	0	2	6	2	14
06:00		0	1			0	0				
06:15		0	0			1	0				
06:30		0	1			0	1				
06:45		0	0	0	2	0	0	1	1	1	3
07:00		1	3			1	0				
07:15		0	1			**2**	1				
07:30		**2**	1			**2**	0				
07:45		**2**	1	5	6	**1**	0	6	1	11	7
08:00		**2**	0			**3**	0				
08:15		**1**	0			0	0				
08:30		0	1			0	0				
08:45		2	2	5	3	1	0	4	0	9	3
09:00		0	2			1	0				
09:15		2	2			0	1				
09:30		0	1			3	3				
09:45		1	0	3	5	1	0	5	4	8	9
10:00		0	0			2	0				
10:15		0	0			2	0				
10:30		1	0			0	0				
10:45		1	0	2	0	1	0	5	0	7	0
11:00		1	0			1	0				
11:15		0	0			0	0				
11:30		1	0			2	0				
11:45		1	0	3	0	2	0	5	0	8	0
Total		19	46	19	46	29	28	29	28	48	74
Combined Total		65		65		57		57		122	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	7	-	-	-	8	-	-	-	-	-
P.H.F.		0.875				0.667					
PM Peak	-	-	04:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	9	-	-	-	6	-	-	-	-
P.H.F.			0.750				0.500				
Percentage		29.2%	70.8%			50.9%	49.1%				
ADT/AADT		ADT 122		AADT 122							

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City of Santa Paula
Peck Road
B/ Foothill Road and Santa Paula Street
24 Hour Directional Volume Count

STP043
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	13			1	16				
12:15		1	18			1	19				
12:30		1	19			1	18				
12:45		1	15	3	65	1	9	4	62	7	127
01:00		1	16			2	26				
01:15		1	18			1	19				
01:30		1	26			1	22				
01:45		1	19	4	79	3	34	7	101	11	180
02:00		0	18			0	25				
02:15		0	18			0	15				
02:30		1	18			0	23				
02:45		1	12	2	66	1	31	1	94	3	160
03:00		1	30			0	29				
03:15		2	27			1	25				
03:30		0	26			0	37				
03:45		0	27	3	110	0	29	1	120	4	230
04:00		0	18			1	30				
04:15		0	**41**			3	23				
04:30		0	**29**			2	**40**				
04:45		2	**17**	2	105	6	**34**	12	127	14	232
05:00		0	**35**			4	**40**				
05:15		3	22			4	**45**				
05:30		6	28			11	35				
05:45		5	26	14	111	7	16	26	136	40	247
06:00		14	25			9	22				
06:15		22	22			18	12				
06:30		21	16			14	18				
06:45		18	24	75	87	14	9	55	61	130	148
07:00		**26**	19			**27**	9				
07:15		**49**	14			**34**	10				
07:30		**45**	18			**32**	14				
07:45		**41**	10	161	61	**34**	8	127	41	288	102
08:00		25	11			15	10				
08:15		16	13			13	9				
08:30		22	9			25	8				
08:45		10	12	73	45	21	4	74	31	147	76
09:00		18	15			16	7				
09:15		11	8			18	15				
09:30		8	2			17	8				
09:45		11	6	48	31	14	6	65	36	113	67
10:00		11	6			15	8				
10:15		9	0			18	1				
10:30		18	5			8	3				
10:45		20	3	58	14	25	3	66	15	124	29
11:00		17	3			22	3				
11:15		16	1			21	2				
11:30		20	2			26	4				
11:45		18	4	71	10	16	0	85	9	156	19
Total		514	784	514	784	523	833	523	833	1037	1617
Combined Total		1298		1298		1356		1356		2654	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	161	-	-	-	127	-	-	-	-	-
P.H.F.		0.821				0.934					
PM Peak	-	-	04:15	-	-	-	04:30	-	-	-	-
Vol.	-	-	122	-	-	-	159	-	-	-	-
P.H.F.			0.744				0.883				
Percentage		39.6%	60.4%			38.6%	61.4%				
ADT/AADT		ADT 2,654		AADT 2,654							

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City of Santa Paula
Peck Road
B/ Santa Paula Street and Santa Barbara Street
24 Hour Directional Volume Count

STP044
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	18			3	17				
12:15		0	20			1	18				
12:30		1	23			1	20				
12:45		1	19	3	80	0	10	5	65	8	145
01:00		1	16			2	26				
01:15		1	30			1	20				
01:30		0	27			2	22				
01:45		1	15	3	88	2	33	7	101	10	189
02:00		1	40			1	34				
02:15		2	32			0	19				
02:30		0	38			0	22				
02:45		1	28	4	138	1	22	2	97	6	235
03:00		1	31			0	38				
03:15		1	32			2	31				
03:30		0	34			0	29				
03:45		0	47	2	144	1	25	3	123	5	267
04:00		1	27			2	31				
04:15		1	41			6	19				
04:30		0	41			3	**31**				
04:45		4	**38**	6	147	5	**33**	16	114	22	261
05:00		2	**48**			8	**36**				
05:15		0	**44**			10	**29**				
05:30		6	**49**			10	25				
05:45		7	33	15	174	8	24	36	114	51	288
06:00		10	31			15	21				
06:15		18	26			29	11				
06:30		17	35			20	21				
06:45		18	22	63	114	21	21	85	74	148	188
07:00		**25**	20			**42**	13				
07:15		**32**	20			**43**	18				
07:30		**38**	23			**58**	20				
07:45		**43**	17	138	80	**30**	13	173	64	311	144
08:00		21	13			24	12				
08:15		17	20			21	10				
08:30		16	10			28	8				
08:45		9	18	63	61	17	5	90	35	153	96
09:00		17	18			16	13				
09:15		13	15			19	9				
09:30		14	4			18	6				
09:45		17	9	61	46	23	4	76	32	137	78
10:00		15	8			19	6				
10:15		15	3			19	4				
10:30		19	7			14	3				
10:45		23	6	72	24	28	3	80	16	152	40
11:00		19	9			28	3				
11:15		25	5			18	1				
11:30		22	3			20	4				
11:45		28	3	94	20	16	1	82	9	176	29
Total		524	1116	524	1116	655	844	655	844	1179	1960
Combined Total		1640		1640		1499		1499		3139	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	138	-	-	-	173	-	-	-	-	-
P.H.F.		0.802				0.746					
PM Peak	-	-	04:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	179	-	-	-	129	-	-	-	-
P.H.F.			0.913				0.896				
Percentage		32.0%	68.0%			43.7%	56.3%				
ADT/AADT		ADT 3,139		AADT 3,139							

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City of Sanata Paula
Peck Road
B/ Santa Barbara Street and Main Street
24 Hour Directional Volume Count

STP045
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	27			3	24				
12:15		1	17			1	18				
12:30		2	25			1	23				
12:45		1	21	7	90	0	12	5	77	12	167
01:00		4	20			1	29				
01:15		1	31			1	23				
01:30		0	28			2	27				
01:45		1	14	6	93	2	33	6	112	12	205
02:00		2	66			1	32				
02:15		1	36			0	20				
02:30		0	41			1	24				
02:45		0	32	3	175	1	26	3	102	6	277
03:00		1	37			0	**47**				
03:15		1	42			3	**39**				
03:30		0	37			1	**33**				
03:45		0	49	2	165	2	**31**	6	150	8	315
04:00		3	33			3	34				
04:15		1	42			6	23				
04:30		0	43			4	32				
04:45		3	**48**	7	166	6	33	19	122	26	288
05:00		2	**52**			8	40				
05:15		2	**50**			12	29				
05:30		7	**56**			10	30				
05:45		10	39	21	197	11	26	41	125	62	322
06:00		9	40			20	26				
06:15		19	32			36	12				
06:30		17	40			24	25				
06:45		15	28	60	140	26	21	106	84	166	224
07:00		**25**	24			**47**	14				
07:15		**36**	27			**58**	19				
07:30		**51**	25			**75**	22				
07:45		**59**	20	171	96	**31**	14	211	69	382	165
08:00		24	16			28	16				
08:15		17	22			31	11				
08:30		21	12			25	9				
08:45		9	22	71	72	20	8	104	44	175	116
09:00		18	25			18	14				
09:15		14	16			24	11				
09:30		14	9			21	8				
09:45		18	12	64	62	26	5	89	38	153	100
10:00		19	8			23	7				
10:15		15	4			24	4				
10:30		28	9			16	3				
10:45		23	7	85	28	29	3	92	17	177	45
11:00		21	9			28	3				
11:15		26	6			23	2				
11:30		25	3			22	4				
11:45		34	3	106	21	18	2	91	11	197	32
Total		603	1305	603	1305	773	951	773	951	1376	2256
Combined Total		1908		1908		1724		1724		3632	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	171	-	-	-	211	-	-	-	-	-
P.H.F.		0.725				0.703					
PM Peak	-	-	04:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	206	-	-	-	150	-	-	-	-
P.H.F.			0.920				0.798				
Percentage		31.6%	68.4%			44.8%	55.2%				
ADT/AADT		ADT 3,632		AADT 3,632							

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City of Santa Paula
Peck Road
B/ Main Street and Telegraph Road
24 Hour Directional Volume Count

STP046
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	48			6	53				
12:15		6	63			7	61				
12:30		6	55			5	44				
12:45		2	52	17	218	2	53	20	211	37	429
01:00		0	40			2	43				
01:15		3	58			5	53				
01:30		4	52			3	69				
01:45		3	50	10	200	1	91	11	256	21	456
02:00		1	52			3	62				
02:15		1	94			6	76				
02:30		2	85			1	67				
02:45		2	59	6	290	0	92	10	297	16	587
03:00		1	**66**			0	94				
03:15		3	**93**			2	84				
03:30		8	**119**			1	88				
03:45		5	**69**	17	347	1	102	4	368	21	715
04:00		5	61			2	102				
04:15		12	81			5	88				
04:30		20	67			6	105				
04:45		16	67	53	276	1	**124**	14	419	67	695
05:00		21	83			3	**110**				
05:15		30	78			8	**124**				
05:30		45	53			7	**116**				
05:45		51	57	147	271	19	116	37	466	184	737
06:00		67	58			23	100				
06:15		71	62			39	108				
06:30		89	41			44	59				
06:45		78	58	305	219	63	86	169	353	474	572
07:00		67	40			30	62				
07:15		**91**	48			**46**	64				
07:30		**112**	50			**102**	34				
07:45		**117**	51	387	189	**115**	54	293	214	680	403
08:00		**128**	40			**52**	40				
08:15		56	28			46	39				
08:30		68	24			33	40				
08:45		57	25	309	117	35	28	166	147	475	264
09:00		53	25			39	58				
09:15		57	31			33	51				
09:30		59	29			39	51				
09:45		52	16	221	101	35	21	146	181	367	282
10:00		51	16			44	21				
10:15		43	15			39	12				
10:30		46	3			40	16				
10:45		48	5	188	39	50	13	173	62	361	101
11:00		58	9			53	8				
11:15		50	4			52	17				
11:30		71	2			56	14				
11:45		52	2	231	17	62	10	223	49	454	66
Total		1891	2284	1891	2284	1266	3023	1266	3023	3157	5307
Combined Total		4175		4175		4289		4289		8464	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	448	-	-	-	315	-	-	-	-	-
P.H.F.		0.875				0.685					
PM Peak	-	-	03:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	347	-	-	-	474	-	-	-	-
P.H.F.			0.729				0.956				
Percentage		45.3%	54.7%			29.5%	70.5%				
ADT/AADT		ADT 8,464		AADT 8,464							

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City of Santa Paula
Peck Road
B/ Telegraph Road and Faulkner Road
24 Hour Directional Volume Count

STP047
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		17	94			8	80				
12:15		11	99			2	92				
12:30		2	94			2	83				
12:45		5	93	35	380	4	77	16	332	51	712
01:00		2	110			7	80				
01:15		4	129			5	81				
01:30		4	114			6	84				
01:45		6	127	16	480	9	82	27	327	43	807
02:00		2	109			3	119				
02:15		3	128			3	106				
02:30		3	121			8	81				
02:45		5	141	13	499	8	**98**	22	404	35	903
03:00		4	135			7	**107**				
03:15		4	152			13	**132**				
03:30		3	151			7	**118**				
03:45		0	154	11	592	13	94	40	451	51	1043
04:00		8	175			24	103				
04:15		10	**185**			34	112				
04:30		10	**196**			40	100				
04:45		9	**166**	37	722	35	102	133	417	170	1139
05:00		9	**177**			64	101				
05:15		15	176			85	94				
05:30		36	189			88	76				
05:45		50	170	110	712	119	94	356	365	466	1077
06:00		46	160			113	75				
06:15		61	123			149	77				
06:30		73	131			97	71				
06:45		55	105	235	519	115	61	474	284	709	803
07:00		65	76			**140**	55				
07:15		99	61			**144**	62				
07:30		112	78			**135**	61				
07:45		61	76	337	291	**122**	46	541	224	878	515
08:00		72	64			96	38				
08:15		70	57			110	37				
08:30		71	78			92	37				
08:45		71	83	284	282	95	39	393	151	677	433
09:00		50	61			88	41				
09:15		77	65			85	38				
09:30		93	39			81	22				
09:45		91	38	311	203	81	24	335	125	646	328
10:00		76	27			93	15				
10:15		75	38			85	11				
10:30		78	28			72	9				
10:45		99	18	328	111	76	14	326	49	654	160
11:00		**92**	24			103	6				
11:15		**110**	20			79	4				
11:30		**99**	12			84	12				
11:45		**103**	15	404	71	87	3	353	25	757	96
Total		2121	4862	2121	4862	3016	3154	3016	3154	5137	8016
Combined Total		6983		6983		6170		6170		13153	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	404	-	-	-	541	-	-	-	-	-
P.H.F.		0.918				0.939					
PM Peak	-	-	04:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	724	-	-	-	455	-	-	-	-
P.H.F.			0.923				0.862				
Percentage		30.4%	69.6%			48.9%	51.1%				
ADT/AADT		ADT 13,153		AADT 13,153							

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City of Santa Paula
Peck Road
B/ Faulkner Road and State Route 126 EB Ramps
24 Hour Directional Volume Count

STP048
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	86			3	30				
12:15		6	78			2	34				
12:30		2	68			0	28				
12:45		6	75	26	307	1	29	6	121	32	428
01:00		2	85			2	22				
01:15		3	101			2	28				
01:30		1	103			3	40				
01:45		5	94	11	383	4	36	11	126	22	509
02:00		2	100			1	54				
02:15		2	101			0	60				
02:30		3	107			1	43				
02:45		5	131	12	439	5	**46**	7	203	19	642
03:00		4	113			2	**52**				
03:15		4	134			0	**65**				
03:30		4	133			1	**52**				
03:45		4	132	16	512	3	46	6	215	22	727
04:00		8	140			8	41				
04:15		10	151			5	56				
04:30		22	**166**			8	39				
04:45		11	**152**	51	609	8	32	29	168	80	777
05:00		16	**153**			9	36				
05:15		16	**155**			22	45				
05:30		34	166			37	26				
05:45		35	126	101	600	39	36	107	143	208	743
06:00		54	147			27	31				
06:15		71	104			32	25				
06:30		59	101			39	44				
06:45		58	84	242	436	27	37	125	137	367	573
07:00		61	53			**34**	28				
07:15		90	53			**49**	24				
07:30		92	63			**65**	31				
07:45		44	60	287	229	**46**	27	194	110	481	339
08:00		61	53			25	18				
08:15		72	47			23	20				
08:30		60	64			28	17				
08:45		54	61	247	225	18	22	94	77	341	302
09:00		40	47			20	22				
09:15		70	51			31	13				
09:30		64	41			42	13				
09:45		68	28	242	167	26	16	119	64	361	231
10:00		57	23			36	7				
10:15		69	31			27	7				
10:30		75	27			28	5				
10:45		**89**	18	290	99	19	8	110	27	400	126
11:00		**79**	23			45	1				
11:15		**86**	15			32	2				
11:30		**83**	12			36	9				
11:45		76	11	324	61	29	3	142	15	466	76
Total		1849	4067	1849	4067	950	1406	950	1406	2799	5473
Combined Total		5916		5916		2356		2356		8272	
AM Peak	-	10:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	337	-	-	-	194	-	-	-	-	-
P.H.F.		0.947				0.746					
PM Peak	-	-	04:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	626	-	-	-	215	-	-	-	-
P.H.F.			0.943				0.827				
Percentage		31.3%	68.7%			40.3%	59.7%				
ADT/AADT		ADT 8,272		AADT 8,272							

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Counts Unlimited Inc
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City of Santa Paula
Peck Road
B/ State Route 126 and End
24 Hour Directional Volume Count

STP049
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	10			0	**15**				
12:15		0	16			0	**7**				
12:30		0	10			0	**9**				
12:45		0	5	0	41	0	**7**	0	38	0	79
01:00		0	12			0	12				
01:15		0	7			0	8				
01:30		0	9			0	10				
01:45		2	12	2	40	2	6	2	36	4	76
02:00		0	9			0	6				
02:15		0	27			0	10				
02:30		0	11			0	13				
02:45		0	19	0	66	1	7	1	36	1	102
03:00		0	8			2	7				
03:15		0	**24**			0	10				
03:30		0	**18**			1	5				
03:45		0	**22**	0	72	0	7	3	29	3	101
04:00		4	**22**			2	4				
04:15		1	9			2	5				
04:30		6	14			5	6				
04:45		8	17	19	62	6	4	15	19	34	81
05:00		6	19			5	4				
05:15		1	13			8	5				
05:30		0	10			27	1				
05:45		2	8	9	50	15	4	55	14	64	64
06:00		6	7			9	2				
06:15		13	2			7	2				
06:30		6	6			19	3				
06:45		6	12	31	27	12	6	47	13	78	40
07:00		3	2			11	1				
07:15		6	0			**18**	1				
07:30		6	0			**26**	0				
07:45		10	0	25	2	**19**	1	74	3	99	5
08:00		8	3			**12**	0				
08:15		5	1			8	0				
08:30		10	2			9	0				
08:45		5	0	28	6	11	0	40	0	68	6
09:00		9	0			11	0				
09:15		15	1			14	1				
09:30		10	4			15	2				
09:45		22	0	56	5	19	0	59	3	115	8
10:00		11	0			13	0				
10:15		9	1			5	0				
10:30		9	0			8	0				
10:45		10	0	39	1	9	0	35	0	74	1
11:00		**30**	0			5	0				
11:15		**13**	0			11	0				
11:30		**14**	0			15	0				
11:45		**23**	0	80	0	10	0	41	0	121	0
Total		289	372	289	372	372	191	372	191	661	563
Combined Total		661		661		563		563		1224	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	80	-	-	-	75	-	-	-	-	-
P.H.F.		0.667				0.721					
PM Peak	-	-	03:15	-	-	-	12:00	-	-	-	-
Vol.	-	-	86	-	-	-	38	-	-	-	-
P.H.F.			0.896				0.633				
Percentage		43.7%	56.3%			66.1%	33.9%				
ADT/AADT		ADT 1,224		AADT 1,224							

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City of Santa Paula
Cameron Street
B/ Foothill Road and Main Street
24 Hour Directional Volume Count

STP050
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	21			1	15				
12:15		2	18			2	22				
12:30		0	13			1	17				
12:45		0	13	2	65	4	16	8	70	10	135
01:00		0	18			0	25				
01:15		0	20			0	11				
01:30		2	18			0	16				
01:45		2	21	4	77	1	19	1	71	5	148
02:00		0	31			0	29				
02:15		0	15			0	15				
02:30		1	18			2	22				
02:45		0	17	1	81	0	17	2	83	3	164
03:00		0	23			1	18				
03:15		0	23			4	29				
03:30		0	30			1	26				
03:45		0	21	0	97	1	20	7	93	7	190
04:00		0	23			3	20				
04:15		2	27			6	17				
04:30		0	26			9	**28**				
04:45		0	24	2	100	6	**26**	24	91	26	191
05:00		0	**33**			9	**37**				
05:15		2	**29**			14	**27**				
05:30		4	**37**			12	24				
05:45		6	**34**	12	133	11	22	46	110	58	243
06:00		4	16			14	26				
06:15		3	27			27	0				
06:30		8	15			21	0				
06:45		4	20	19	78	20	0	82	26	101	104
07:00		**11**	10			**19**	0				
07:15		**32**	15			**22**	0				
07:30		**34**	10			**30**	0				
07:45		**20**	15	97	50	**28**	13	99	13	196	63
08:00		9	13			8	14				
08:15		9	12			16	16				
08:30		8	9			13	7				
08:45		10	13	36	47	12	8	49	45	85	92
09:00		10	17			12	8				
09:15		5	7			8	8				
09:30		10	3			14	4				
09:45		12	7	37	34	10	5	44	25	81	59
10:00		12	1			17	4				
10:15		11	3			9	2				
10:30		7	5			14	4				
10:45		14	1	44	10	16	0	56	10	100	20
11:00		12	1			12	2				
11:15		24	1			15	5				
11:30		16	3			24	3				
11:45		17	2	69	7	28	0	79	10	148	17
Total		323	779	323	779	497	647	497	647	820	1426
Combined Total		1102		1102		1144		1144		2246	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	97	-	-	-	99	-	-	-	-	-
P.H.F.		0.713				0.825					
PM Peak	-	-	05:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	133	-	-	-	118	-	-	-	-
P.H.F.			0.899				0.797				
Percentage		29.3%	70.7%			43.4%	56.6%				
ADT/AADT		ADT 2,246		AADT 2,246							

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Counts Unlimited Inc
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City of Santa Paula
Steckel Drive
B/ Foothill Road and Main Street
24 Hour Directional Volume Count

STP051
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	21			2	18				
12:15		1	13			1	8				
12:30		0	5			1	22				
12:45		2	12	5	51	1	17	5	65	10	116
01:00		2	12			0	19				
01:15		1	20			0	18				
01:30		3	20			0	15				
01:45		1	12	7	64	0	12	0	64	7	128
02:00		0	16			0	20				
02:15		0	25			0	18				
02:30		1	17			0	21				
02:45		1	28	2	86	0	14	0	73	2	159
03:00		2	15			0	22				
03:15		1	25			1	23				
03:30		0	23			1	33				
03:45		0	**30**	3	93	1	23	3	101	6	194
04:00		0	**46**			0	12				
04:15		1	**31**			2	23				
04:30		1	**38**			1	22				
04:45		0	25	2	140	7	28	10	85	12	225
05:00		0	24			0	22				
05:15		1	35			4	**29**				
05:30		0	44			3	**24**				
05:45		3	42	4	145	2	**22**	9	97	13	242
06:00		7	22			6	**29**				
06:15		9	23			9	28				
06:30		9	26			3	21				
06:45		22	21	47	92	7	17	25	95	72	187
07:00		**7**	14			8	18				
07:15		**23**	12			**12**	18				
07:30		**33**	12			**26**	10				
07:45		**37**	17	100	55	**25**	10	71	56	171	111
08:00		7	9			**20**	17				
08:15		11	14			7	13				
08:30		11	10			11	12				
08:45		8	7	37	40	17	3	55	45	92	85
09:00		9	8			16	1				
09:15		7	5			13	11				
09:30		10	14			16	3				
09:45		7	9	33	36	16	6	61	21	94	57
10:00		11	3			9	6				
10:15		7	7			9	5				
10:30		13	2			16	5				
10:45		20	1	51	13	17	3	51	19	102	32
11:00		23	11			17	3				
11:15		13	6			13	0				
11:30		15	2			11	2				
11:45		18	4	69	23	12	2	53	7	122	30
Total		360	838	360	838	343	728	343	728	703	1566
Combined Total		1198		1198		1071		1071		2269	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	100	-	-	-	83	-	-	-	-	-
P.H.F.		0.676				0.798					
PM Peak	-	-	03:45	-	-	-	05:15	-	-	-	-
Vol.	-	-	145	-	-	-	104	-	-	-	-
P.H.F.			0.788				0.897				
Percentage		30.1%	69.9%			32.0%	68.0%				
ADT/AADT		ADT 2,269		AADT 2,269							

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City of Santa Paula
Steckel Drive
B/ Main Street and Harvard Boulevard
24 Hour Directional Volume Count

STP052
Site Code: 999-16055

Start	04-Feb-16	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	39			1	19				
12:15		3	36			5	35				
12:30		2	29			2	29				
12:45		2	33	11	137	2	32	10	115	21	252
01:00		1	30			3	18				
01:15		0	33			0	25				
01:30		0	68			2	21				
01:45		4	62	5	193	0	31	5	95	10	288
02:00		0	44			0	86				
02:15		1	46			0	32				
02:30		0	46			1	38				
02:45		3	44	4	180	3	44	4	200	8	380
03:00		1	58			2	39				
03:15		0	43			2	51				
03:30		0	**58**			1	41				
03:45		0	**71**	1	230	1	**52**	6	183	7	413
04:00		1	**112**			6	**51**				
04:15		2	**106**			5	**52**				
04:30		2	53			9	**51**				
04:45		3	59	8	330	8	37	28	191	36	521
05:00		0	64			11	46				
05:15		6	61			11	60				
05:30		6	56			11	48				
05:45		15	39	27	220	16	49	49	203	76	423
06:00		7	36			19	40				
06:15		12	45			19	46				
06:30		14	35			21	31				
06:45		14	32	47	148	18	35	77	152	124	300
07:00		**41**	25			**22**	26				
07:15		**104**	26			**40**	26				
07:30		**136**	31			**65**	26				
07:45		**24**	29	305	111	**52**	27	179	105	484	216
08:00		24	24			21	16				
08:15		13	16			21	15				
08:30		21	18			25	13				
08:45		23	27	81	85	18	12	85	56	166	141
09:00		14	10			19	12				
09:15		16	14			17	13				
09:30		24	10			21	10				
09:45		15	11	69	45	23	7	80	42	149	87
10:00		21	7			16	1				
10:15		22	4			18	4				
10:30		27	2			36	2				
10:45		34	6	104	19	40	4	110	11	214	30
11:00		38	12			29	3				
11:15		36	6			32	2				
11:30		25	6			38	3				
11:45		39	3	138	27	27	5	126	13	264	40
Total		800	1725	800	1725	759	1366	759	1366	1559	3091
Combined Total		2525		2525		2125		2125		4650	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	305	-	-	-	179	-	-	-	-	-
P.H.F.		0.561				0.688					
PM Peak	-	-	03:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	347	-	-	-	206	-	-	-	-
P.H.F.			0.775				0.990				
Percentage		31.7%	68.3%			35.7%	64.3%				
ADT/AADT		ADT 4,650		AADT 4,650							

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City of Santa Paula
Steckel Drive
B/ Harvard Boulevard and End
24 Hour Directional Volume Count

STP053
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	10			3	13				
12:15		0	14			1	13				
12:30		0	14			1	21				
12:45		0	10	0	48	1	13	6	60	6	108
01:00		2	14			2	22				
01:15		1	11			0	17				
01:30		1	9			0	11				
01:45		1	12	5	46	1	24	3	74	8	120
02:00		0	3			0	21				
02:15		0	2			0	28				
02:30		1	8			2	27				
02:45		2	8	3	21	0	34	2	110	5	131
03:00		1	13			0	22				
03:15		1	19			1	21				
03:30		2	23			0	34				
03:45		0	26	4	81	0	30	1	107	5	188
04:00		0	14			1	20				
04:15		1	7			0	6				
04:30		3	2			2	9				
04:45		3	15	7	38	1	26	4	61	11	99
05:00		3	24			2	**30**				
05:15		10	**27**			1	**23**				
05:30		6	**26**			1	**28**				
05:45		5	**26**	24	103	8	**40**	12	121	36	224
06:00		2	**26**			16	29				
06:15		17	22			11	24				
06:30		12	28			6	19				
06:45		11	15	42	91	16	26	49	98	91	189
07:00		**16**	21			3	29				
07:15		**23**	16			**11**	17				
07:30		**27**	14			**34**	10				
07:45		**23**	9	89	60	**32**	21	80	77	169	137
08:00		10	14			**36**	14				
08:15		14	9			9	7				
08:30		11	8			8	8				
08:45		14	10	49	41	12	15	65	44	114	85
09:00		18	13			5	15				
09:15		5	9			9	16				
09:30		14	7			11	17				
09:45		15	4	52	33	6	15	31	63	83	96
10:00		4	5			16	7				
10:15		12	2			6	11				
10:30		10	1			6	8				
10:45		11	1	37	9	8	5	36	31	73	40
11:00		5	3			13	7				
11:15		0	3			28	2				
11:30		1	0			18	5				
11:45		16	2	22	8	14	3	73	17	95	25
Total		334	579	334	579	362	863	362	863	696	1442
Combined Total		913		913		1225		1225		2138	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	89	-	-	-	113	-	-	-	-	-
P.H.F.		0.824				0.785					
PM Peak	-	-	05:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	105	-	-	-	121	-	-	-	-
P.H.F.			0.972				0.756				
Percentage		36.6%	63.4%			29.6%	70.4%				
ADT/AADT		ADT 2,138		AADT 2,138							

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Counts Unlimited Inc
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City of Santa Paula
Palm Avenue
B/ End and Santa Paula Street
24 Hour Directional Volume Count

STP054
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	7			0	5				
12:15		0	11			0	6				
12:30		1	8			1	6				
12:45		1	5	3	31	0	5	1	22	4	53
01:00		0	4			0	8				
01:15		0	7			0	7				
01:30		0	9			0	4				
01:45		0	5	0	25	0	9	0	28	0	53
02:00		0	6			0	2				
02:15		0	14			0	11				
02:30		0	13			0	3				
02:45		0	15	0	48	0	10	0	26	0	74
03:00		0	15			0	**13**				
03:15		0	8			0	**12**				
03:30		1	11			1	**5**				
03:45		0	14	1	48	0	**15**	1	45	2	93
04:00		0	15			0	6				
04:15		0	7			1	9				
04:30		1	10			0	3				
04:45		0	17	1	49	2	14	3	32	4	81
05:00		0	13			5	5				
05:15		0	14			2	9				
05:30		0	**21**			4	12				
05:45		0	**13**	0	61	5	9	16	35	16	96
06:00		3	**24**			10	7				
06:15		0	**15**			6	15				
06:30		2	10			15	3				
06:45		9	11	14	60	13	7	44	32	58	92
07:00		2	13			14	11				
07:15		3	14			**22**	9				
07:30		7	11			**26**	5				
07:45		12	7	24	45	**17**	4	79	29	103	74
08:00		**18**	8			**15**	2				
08:15		**18**	14			15	1				
08:30		**8**	9			10	5				
08:45		**20**	4	64	35	21	5	61	13	125	48
09:00		10	5			6	3				
09:15		0	4			5	1				
09:30		4	4			4	0				
09:45		11	2	25	15	8	1	23	5	48	20
10:00		7	6			9	2				
10:15		6	1			7	0				
10:30		8	2			5	0				
10:45		6	4	27	13	7	1	28	3	55	16
11:00		3	6			6	0				
11:15		9	1			7	0				
11:30		6	1			8	0				
11:45		7	1	25	9	6	1	27	1	52	10
Total		184	439	184	439	283	271	283	271	467	710
Combined Total		623		623		554		554		1177	
AM Peak	-	08:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	64	-	-	-	80	-	-	-	-	-
P.H.F.		0.800				0.769					
PM Peak	-	-	05:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	73	-	-	-	45	-	-	-	-
P.H.F.			0.760				0.750				
Percentage		29.5%	70.5%			51.1%	48.9%				
ADT/AADT		ADT 1,177		AADT 1,177							

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Counts Unlimited Inc
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City of Santa Paula
Palm Avenue
B/ Santa Paula Street and Santa Barbara Street
24 Hour Directional Volume Count

STP055
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	33			1	27				
12:15		5	36			1	27				
12:30		3	35			1	39				
12:45		1	27	12	131	1	29	4	122	16	253
01:00		1	29			3	30				
01:15		0	30			2	28				
01:30		1	23			0	24				
01:45		1	24	3	106	0	**33**	5	115	8	221
02:00		1	34			0	**36**				
02:15		0	29			1	**61**				
02:30		3	33			1	**46**				
02:45		0	60	4	156	2	21	4	164	8	320
03:00		0	55			0	27				
03:15		1	46			1	38				
03:30		0	51			2	31				
03:45		1	45	2	197	1	43	4	139	6	336
04:00		1	51			0	45				
04:15		0	49			6	31				
04:30		1	63			3	48				
04:45		1	62	3	225	8	46	17	170	20	395
05:00		1	51			19	24				
05:15		0	**58**			14	48				
05:30		1	**53**			27	50				
05:45		6	**81**	8	243	18	37	78	159	86	402
06:00		7	**61**			34	41				
06:15		6	56			33	38				
06:30		13	50			49	28				
06:45		15	39	41	206	37	36	153	143	194	349
07:00		22	37			49	29				
07:15		**37**	34			**44**	21				
07:30		**56**	36			**74**	44				
07:45		**54**	30	169	137	**54**	29	221	123	390	260
08:00		**24**	27			**57**	19				
08:15		33	26			29	24				
08:30		22	23			34	22				
08:45		28	20	107	96	37	20	157	85	264	181
09:00		21	18			36	9				
09:15		7	15			24	5				
09:30		23	17			23	5				
09:45		27	15	78	65	25	5	108	24	186	89
10:00		22	17			37	7				
10:15		16	7			22	6				
10:30		16	10			15	3				
10:45		22	7	76	41	18	5	92	21	168	62
11:00		17	18			19	1				
11:15		30	6			28	5				
11:30		30	3			33	1				
11:45		25	4	102	31	23	3	103	10	205	41
Total		605	1634	605	1634	946	1275	946	1275	1551	2909
Combined Total		2239		2239		2221		2221		4460	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	171	-	-	-	229	-	-	-	-	-
P.H.F.		0.763				0.774					
PM Peak	-	-	05:15	-	-	-	01:45	-	-	-	-
Vol.	-	-	253	-	-	-	176	-	-	-	-
P.H.F.			0.781				0.721				
Percentage		27.0%	73.0%			42.6%	57.4%				
ADT/AADT		ADT 4,460		AADT 4,460							

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City of Santa Paula
Palm Avenue
B/ Santa Barabara Street and Main Street
24 Hour Directional Volume Count

STP056
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	36			2	62				
12:15		6	45			5	52				
12:30		4	46			7	57				
12:45		3	43	16	170	2	43	16	214	32	384
01:00		1	37			4	38				
01:15		0	41			2	40				
01:30		2	46			2	45				
01:45		1	36	4	160	1	45	9	168	13	328
02:00		2	47			2	46				
02:15		1	38			1	67				
02:30		3	60			2	62				
02:45		0	73	6	218	2	48	7	223	13	441
03:00		0	67			0	38				
03:15		1	68			1	76				
03:30		1	68			1	57				
03:45		1	77	3	280	1	63	3	234	6	514
04:00		1	67			7	**55**				
04:15		2	70			8	**56**				
04:30		1	72			11	**90**				
04:45		3	73	7	282	13	**66**	39	267	46	549
05:00		7	74			25	43				
05:15		8	**80**			25	68				
05:30		9	**94**			46	71				
05:45		22	**94**	46	342	33	51	129	233	175	575
06:00		16	**89**			55	60				
06:15		18	70			57	54				
06:30		29	63			70	42				
06:45		30	54	93	276	57	41	239	197	332	473
07:00		22	51			**79**	38				
07:15		**50**	40			**80**	37				
07:30		**81**	51			**102**	47				
07:45		**81**	35	234	177	**107**	42	368	164	602	341
08:00		**28**	36			74	32				
08:15		37	46			47	43				
08:30		30	33			53	35				
08:45		28	22	123	137	53	27	227	137	350	274
09:00		32	24			49	12				
09:15		24	29			36	13				
09:30		30	22			41	8				
09:45		34	18	120	93	43	7	169	40	289	133
10:00		30	27			43	9				
10:15		29	13			48	5				
10:30		21	11			34	6				
10:45		34	13	114	64	33	10	158	30	272	94
11:00		28	19			32	5				
11:15		42	8			41	3				
11:30		39	8			46	5				
11:45		27	9	136	44	40	3	159	16	295	60
Total		902	2243	902	2243	1523	1923	1523	1923	2425	4166
Combined Total		3145		3145		3446		3446		6591	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	240	-	-	-	368	-	-	-	-	-
P.H.F.		0.741				0.860					
PM Peak	-	-	05:15	-	-	-	04:00	-	-	-	-
Vol.	-	-	357	-	-	-	267	-	-	-	-
P.H.F.			0.949				0.742				
Percentage		28.7%	71.3%			44.2%	55.8%				
ADT/AADT		ADT 6,591		AADT 6,591							

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Counts Unlimited Inc
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City of Santa Paula
Palm Avenue
B/ Main Street and Harvard Boulevard
24 Hour Directional Volume Count

STP057
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	81			8	88				
12:15		9	104			12	111				
12:30		6	92			4	97				
12:45		6	92	30	369	8	89	32	385	62	754
01:00		3	63			6	100				
01:15		2	73			3	113				
01:30		4	82			3	110				
01:45		1	78	10	296	2	79	14	402	24	698
02:00		3	88			2	124				
02:15		1	96			4	148				
02:30		2	102			3	124				
02:45		3	105	9	391	3	79	12	475	21	866
03:00		3	110			4	141				
03:15		1	127			5	142				
03:30		2	135			1	**156**				
03:45		2	119	8	491	8	**145**	18	584	26	1075
04:00		7	133			13	**130**				
04:15		1	121			19	**202**				
04:30		6	139			21	118				
04:45		5	**133**	19	526	41	126	94	576	113	1102
05:00		7	**158**			45	148				
05:15		16	**160**			73	165				
05:30		37	**141**			79	173				
05:45		22	125	82	584	106	93	303	579	385	1163
06:00		28	127			141	109				
06:15		38	112			153	107				
06:30		51	105			113	84				
06:45		52	77	169	421	143	88	550	388	719	809
07:00		68	77			**158**	65				
07:15		**118**	73			**213**	63				
07:30		**134**	63			**188**	56				
07:45		**76**	66	396	279	**190**	65	749	249	1145	528
08:00		**85**	64			98	71				
08:15		70	58			99	70				
08:30		71	59			72	41				
08:45		48	51	274	232	87	35	356	217	630	449
09:00		57	49			66	32				
09:15		66	44			90	22				
09:30		60	34			73	16				
09:45		61	43	244	170	95	18	324	88	568	258
10:00		56	31			72	10				
10:15		58	21			96	8				
10:30		66	18			62	9				
10:45		60	24	240	94	79	10	309	37	549	131
11:00		64	17			84	5				
11:15		77	11			103	10				
11:30		69	18			99	9				
11:45		90	11	300	57	105	9	391	33	691	90
Total		1781	3910	1781	3910	3152	4013	3152	4013	4933	7923
Combined Total		5691		5691		7165		7165		12856	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	413	-	-	-	749	-	-	-	-	-
P.H.F.		0.771				0.879					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	592	-	-	-	633	-	-	-	-
P.H.F.			0.925				0.783				
Percentage		31.3%	68.7%			44.0%	56.0%				
ADT/AADT		ADT 12,856		AADT 12,856							

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Counts Unlimited Inc
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City of Santa Paula
Palm Avenue
B/ Harvard Boulevard and State Route 126 WB Ramps
24 Hour Directional Volume Count

STP058
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	85			8	117				
12:15		12	103			14	122				
12:30		5	92			4	96				
12:45		5	85	34	365	6	109	32	444	66	809
01:00		5	88			6	125				
01:15		5	88			3	116				
01:30		8	83			5	106				
01:45		2	104	20	363	4	88	18	435	38	798
02:00		5	102			3	123				
02:15		5	94			4	146				
02:30		6	114			3	120				
02:45		6	123	22	433	10	103	20	492	42	925
03:00		2	105			5	122				
03:15		5	130			12	131				
03:30		5	143			11	164				
03:45		4	140	16	518	10	142	38	559	54	1077
04:00		10	163			24	117				
04:15		6	146			34	**177**				
04:30		16	**178**			48	**152**				
04:45		15	**143**	47	630	60	**145**	166	591	213	1221
05:00		26	**158**			79	**160**				
05:15		39	**184**			131	173				
05:30		34	155			113	143				
05:45		30	130	129	627	155	128	478	604	607	1231
06:00		51	120			173	113				
06:15		60	123			186	111				
06:30		71	88			155	86				
06:45		83	68	265	399	**182**	87	696	397	961	796
07:00		**112**	88			**185**	76				
07:15		**135**	79			**232**	75				
07:30		**132**	60			**201**	67				
07:45		**87**	49	466	276	151	63	769	281	1235	557
08:00		91	68			127	65				
08:15		94	57			128	69				
08:30		93	52			104	44				
08:45		65	45	343	222	115	45	474	223	817	445
09:00		72	53			97	41				
09:15		78	45			114	42				
09:30		80	26			96	37				
09:45		62	46	292	170	83	26	390	146	682	316
10:00		81	30			106	24				
10:15		79	27			104	24				
10:30		83	26			88	20				
10:45		64	24	307	107	94	22	392	90	699	197
11:00		83	16			108	13				
11:15		76	15			97	11				
11:30		92	22			103	13				
11:45		106	14	357	67	126	12	434	49	791	116
Total		2298	4177	2298	4177	3907	4311	3907	4311	6205	8488
Combined Total		6475		6475		8218		8218		14693	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	466	-	-	-	800	-	-	-	-	-
P.H.F.		0.863				0.862					
PM Peak	-	-	04:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	663	-	-	-	634	-	-	-	-
P.H.F.			0.901				0.895				
Percentage		35.5%	64.5%			47.5%	52.5%				
ADT/AADT		ADT 14,693		AADT 14,693							

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City of Santa Paula
Palm Avenue
B/ State Route 126 WB Ramps and State Route 126 EB Ramps
24 Hour Directional Volume Count

STP059
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	78			7	54				
12:15		12	81			9	62				
12:30		4	65			2	49				
12:45		3	69	30	293	7	51	25	216	55	509
01:00		2	69			2	60				
01:15		4	70			1	61				
01:30		7	62			0	55				
01:45		2	85	15	286	4	50	7	226	22	512
02:00		8	70			1	48				
02:15		4	87			2	80				
02:30		4	88			1	64				
02:45		5	86	21	331	3	42	7	234	28	565
03:00		2	82			1	61				
03:15		3	89			6	70				
03:30		3	113			3	71				
03:45		3	120	11	404	4	78	14	280	25	684
04:00		5	119			4	50				
04:15		6	114			15	**83**				
04:30		10	**133**			11	**68**				
04:45		9	**115**	30	481	18	**67**	48	268	78	749
05:00		15	**138**			33	**72**				
05:15		21	**135**			32	69				
05:30		29	121			37	68				
05:45		26	111	91	505	39	74	141	283	232	788
06:00		32	91			52	48				
06:15		41	89			71	47				
06:30		48	80			57	39				
06:45		**66**	53	187	313	35	37	215	171	402	484
07:00		**85**	67			**50**	22				
07:15		**105**	59			**65**	41				
07:30		**86**	54			**71**	34				
07:45		65	46	341	226	**60**	33	246	130	587	356
08:00		66	58			43	26				
08:15		67	46			47	24				
08:30		72	36			40	23				
08:45		52	29	257	169	33	24	163	97	420	266
09:00		56	42			39	25				
09:15		60	37			41	22				
09:30		53	22			31	19				
09:45		47	31	216	132	38	18	149	84	365	216
10:00		64	28			40	5				
10:15		59	22			39	13				
10:30		61	16			41	10				
10:45		53	23	237	89	41	10	161	38	398	127
11:00		61	17			51	4				
11:15		59	9			45	4				
11:30		67	20			56	4				
11:45		80	8	267	54	58	5	210	17	477	71
Total		1703	3283	1703	3283	1386	2044	1386	2044	3089	5327
Combined Total		4986		4986		3430		3430		8416	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	342	-	-	-	246	-	-	-	-	-
P.H.F.		0.814				0.866					
PM Peak	-	-	04:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	521	-	-	-	290	-	-	-	-
P.H.F.			0.944				0.873				
Percentage		34.2%	65.8%			40.4%	59.6%				
ADT/AADT		ADT 8,416		AADT 8,416							

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City of Santa Paula
Palm Avenue
B/ State Route 126 EB Ramps and End
24 Hour Directional Volume Count

STP060
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	11			0	7				
12:15		0	2			1	2				
12:30		0	4			0	2				
12:45		0	4	0	21	0	0	1	11	1	32
01:00		0	0			0	6				
01:15		0	**4**			0	3				
01:30		0	**8**			0	3				
01:45		0	**7**	0	19	0	6	0	18	0	37
02:00		0	**8**			1	3				
02:15		3	0			0	4				
02:30		0	3			0	5				
02:45		1	8	4	19	1	4	2	16	6	35
03:00		0	6			0	2				
03:15		0	2			0	2				
03:30		0	4			0	**4**				
03:45		0	3	0	15	0	**9**	0	17	0	32
04:00		0	4			0	**12**				
04:15		0	9			0	**7**				
04:30		0	2			0	3				
04:45		0	3	0	18	0	7	0	29	0	47
05:00		0	4			1	4				
05:15		1	4			0	6				
05:30		2	7			3	4				
05:45		**5**	2	8	17	**8**	2	12	16	20	33
06:00		**2**	3			**4**	1				
06:15		**23**	3			**8**	0				
06:30		**12**	3			**4**	1				
06:45		4	1	41	10	6	1	22	3	63	13
07:00		0	0			1	0				
07:15		2	1			2	0				
07:30		2	1			2	3				
07:45		2	2	6	4	0	0	5	3	11	7
08:00		1	0			3	0				
08:15		0	2			3	1				
08:30		7	0			2	0				
08:45		9	1	17	3	1	0	9	1	26	4
09:00		2	0			1	0				
09:15		4	0			6	0				
09:30		3	0			9	0				
09:45		1	2	10	2	2	0	18	0	28	2
10:00		2	1			2	0				
10:15		6	0			5	0				
10:30		1	4			1	3				
10:45		8	2	17	7	1	2	9	5	26	12
11:00		2	4			4	3				
11:15		3	2			1	0				
11:30		1	4			4	0				
11:45		4	0	10	10	6	1	15	4	25	14
Total		113	145	113	145	93	123	93	123	206	268
Combined Total		258		258		216		216		474	
AM Peak	-	05:45	-	-	-	05:45	-	-	-	-	-
Vol.	-	42	-	-	-	24	-	-	-	-	-
P.H.F.		0.457				0.750					
PM Peak	-	-	01:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	27	-	-	-	32	-	-	-	-
P.H.F.			0.844				0.667				
Percentage		43.8%	56.2%			43.1%	56.9%				
ADT/AADT		ADT 474		AADT 474							

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City of Santa Paula
6th Street
B/ Virginia Terrace and Santa Barbara Street
24 Hour Directional Volume Count

STP061
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	22			1	15				
12:15		1	16			0	14				
12:30		0	22			1	12				
12:45		2	13	3	73	0	14	2	55	5	128
01:00		3	11			0	25				
01:15		0	7			0	11				
01:30		0	13			0	11				
01:45		0	14	3	45	0	22	0	69	3	114
02:00		1	16			0	**32**				
02:15		0	5			0	**20**				
02:30		0	**29**			0	**13**				
02:45		0	**31**	1	81	0	**28**	0	93	1	174
03:00		0	**38**			1	26				
03:15		0	**17**			0	18				
03:30		0	28			0	18				
03:45		0	17	0	100	0	19	1	81	1	181
04:00		0	10			1	15				
04:15		0	18			2	17				
04:30		1	9			2	12				
04:45		0	6	1	43	4	14	9	58	10	101
05:00		0	21			2	14				
05:15		0	28			4	26				
05:30		2	43			8	23				
05:45		1	14	3	106	5	25	19	88	22	194
06:00		3	19			3	18				
06:15		0	26			6	25				
06:30		4	10			19	21				
06:45		7	11	14	66	**28**	9	56	73	70	139
07:00		**15**	4			**27**	12				
07:15		**49**	17			**40**	34				
07:30		**48**	4			**49**	19				
07:45		**10**	7	122	32	21	15	137	80	259	112
08:00		9	11			7	9				
08:15		7	6			15	5				
08:30		8	3			11	9				
08:45		3	11	27	31	6	5	39	28	66	59
09:00		5	5			10	4				
09:15		8	7			8	10				
09:30		9	4			11	4				
09:45		7	5	29	21	12	5	41	23	70	44
10:00		6	0			11	7				
10:15		6	2			12	2				
10:30		5	4			10	1				
10:45		5	1	22	7	9	2	42	12	64	19
11:00		10	3			10	1				
11:15		7	2			8	0				
11:30		6	1			13	3				
11:45		11	3	34	9	10	0	41	4	75	13
Total		259	614	259	614	387	664	387	664	646	1278
Combined Total		873		873		1051		1051		1924	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	122	-	-	-	144	-	-	-	-	-
P.H.F.		0.622				0.735					
PM Peak	-	-	02:30	-	-	-	02:00	-	-	-	-
Vol.	-	-	115	-	-	-	93	-	-	-	-
P.H.F.			0.757				0.727				
Percentage		29.7%	70.3%			36.8%	63.2%				
ADT/AADT		ADT 1,924		AADT 1,924							

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Counts Unlimited Inc
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City of Santa Paula
8th Street
B/ Virginia Terrace and Main Street
24 Hour Directional Volume Count

STP062
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	38			1	25				
12:15		1	43			1	35				
12:30		2	33			1	41				
12:45		2	41	10	155	0	42	3	143	13	298
01:00		1	26			0	33				
01:15		2	26			0	31				
01:30		0	39			0	33				
01:45		0	51	3	142	0	28	0	125	3	267
02:00		0	34			0	74				
02:15		0	48			0	55				
02:30		2	43			0	38				
02:45		1	45	3	170	0	32	0	199	3	369
03:00		0	42			1	**69**				
03:15		1	54			0	**54**				
03:30		0	52			1	**41**				
03:45		1	29	2	177	2	**40**	4	204	6	381
04:00		2	41			4	29				
04:15		3	43			5	46				
04:30		2	48			4	35				
04:45		1	63	8	195	6	38	19	148	27	343
05:00		1	**69**			4	51				
05:15		1	**61**			16	56				
05:30		5	**64**			18	43				
05:45		8	**67**	15	261	12	28	50	178	65	439
06:00		9	68			17	36				
06:15		10	45			25	45				
06:30		13	39			23	29				
06:45		17	35	49	187	26	29	91	139	140	326
07:00		**27**	47			**43**	25				
07:15		**68**	34			**96**	31				
07:30		**55**	22			**83**	19				
07:45		**23**	23	173	126	**43**	17	265	92	438	218
08:00		24	21			26	19				
08:15		17	23			29	17				
08:30		22	22			38	7				
08:45		15	19	78	85	27	8	120	51	198	136
09:00		30	19			34	6				
09:15		23	19			30	5				
09:30		20	8			40	5				
09:45		21	9	94	55	42	6	146	22	240	77
10:00		15	4			36	7				
10:15		30	5			24	2				
10:30		31	2			32	4				
10:45		22	3	98	14	29	2	121	15	219	29
11:00		21	3			30	2				
11:15		28	4			32	1				
11:30		31	4			47	0				
11:45		35	5	115	16	37	4	146	7	261	23
Total		648	1583	648	1583	965	1323	965	1323	1613	2906
Combined Total		2231		2231		2288		2288		4519	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	173	-	-	-	265	-	-	-	-	-
P.H.F.		0.636				0.690					
PM Peak	-	-	05:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	261	-	-	-	204	-	-	-	-
P.H.F.			0.946				0.739				
Percentage		29.0%	71.0%			42.2%	57.8%				
ADT/AADT		ADT 4,519		AADT 4,519							

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City of Santa Paula
8th Street
B/ Main Street and Harvard Boulevard
24 Hour Directional Volume Count

STP063
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	28			3	27				
12:15		4	22			1	24				
12:30		2	29			3	29				
12:45		2	31	11	110	1	28	8	108	19	218
01:00		0	33			0	20				
01:15		2	27			1	24				
01:30		1	42			1	13				
01:45		1	27	4	129	0	29	2	86	6	215
02:00		1	28			1	49				
02:15		0	40			0	56				
02:30		1	50			0	22				
02:45		1	37	3	155	1	16	2	143	5	298
03:00		0	29			0	41				
03:15		0	43			0	28				
03:30		0	37			1	25				
03:45		0	38	0	147	2	36	3	130	3	277
04:00		1	36			4	23				
04:15		0	38			9	41				
04:30		5	51			5	35				
04:45		3	38	9	163	10	**54**	28	153	37	316
05:00		5	42			5	**55**				
05:15		6	37			11	**66**				
05:30		3	**50**			16	**45**				
05:45		5	**40**	19	169	14	47	46	213	65	382
06:00		11	**43**			18	40				
06:15		11	**50**			20	28				
06:30		14	42			17	28				
06:45		14	29	50	164	27	34	82	130	132	294
07:00		18	21			**23**	36				
07:15		**34**	17			**74**	18				
07:30		**36**	9			**73**	30				
07:45		**16**	5	104	52	**38**	31	208	115	312	167
08:00		**19**	13			16	21				
08:15		14	12			20	32				
08:30		22	8			23	35				
08:45		13	19	68	52	24	19	83	107	151	159
09:00		21	11			27	11				
09:15		17	9			20	20				
09:30		16	9			25	6				
09:45		12	6	66	35	23	11	95	48	161	83
10:00		14	4			23	12				
10:15		21	5			32	4				
10:30		21	2			27	3				
10:45		16	1	72	12	25	3	107	22	179	34
11:00		17	0			27	7				
11:15		25	3			24	3				
11:30		22	2			21	1				
11:45		24	3	88	8	30	0	102	11	190	19
Total		494	1196	494	1196	766	1266	766	1266	1260	2462
Combined Total		1690		1690		2032		2032		3722	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	105	-	-	-	208	-	-	-	-	-
P.H.F.		0.729				0.703					
PM Peak	-	-	05:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	183	-	-	-	220	-	-	-	-
P.H.F.			0.915				0.833				
Percentage		29.2%	70.8%			37.7%	62.3%				
ADT/AADT		ADT 3,722		AADT 3,722							

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City of Santa Paula
8th Street
B/ Harvard Boulevard and Santa Maria Street
24 Hour Directional Volume Count

STP064
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	12			0	14				
12:15		0	14			0	12				
12:30		1	11			2	10				
12:45		2	14	3	51	0	15	2	51	5	102
01:00		0	23			1	7				
01:15		0	20			1	14				
01:30		0	16			0	15				
01:45		0	24	0	83	0	9	2	45	2	128
02:00		0	18			0	10				
02:15		0	17			0	8				
02:30		1	31			0	17				
02:45		0	21	1	87	1	10	1	45	2	132
03:00		0	14			0	6				
03:15		0	20			0	17				
03:30		0	20			0	11				
03:45		0	23	0	77	0	12	0	46	0	123
04:00		1	24			0	**23**				
04:15		0	27			0	**7**				
04:30		0	23			1	**18**				
04:45		1	**32**	2	106	0	**16**	1	64	3	170
05:00		1	**25**			0	10				
05:15		0	**53**			1	11				
05:30		0	**33**			1	12				
05:45		3	32	4	143	2	10	4	43	8	186
06:00		3	24			4	22				
06:15		7	30			7	10				
06:30		1	21			8	11				
06:45		13	24	24	99	6	8	25	51	49	150
07:00		9	18			7	15				
07:15		10	15			7	11				
07:30		**41**	12			**16**	10				
07:45		**33**	14	93	59	**16**	8	46	44	139	103
08:00		**11**	5			**11**	4				
08:15		**13**	5			**8**	6				
08:30		8	4			8	8				
08:45		18	8	50	22	8	7	35	25	85	47
09:00		8	3			11	4				
09:15		12	7			7	5				
09:30		11	6			6	8				
09:45		10	3	41	19	9	1	33	18	74	37
10:00		7	2			5	3				
10:15		10	2			12	4				
10:30		20	0			12	0				
10:45		14	1	51	5	15	4	44	11	95	16
11:00		8	2			8	3				
11:15		11	1			11	0				
11:30		16	5			14	0				
11:45		9	0	44	8	9	1	42	4	86	12
Total		313	759	313	759	235	447	235	447	548	1206
Combined Total		1072		1072		682		682		1754	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	98	-	-	-	51	-	-	-	-	-
P.H.F.		0.598				0.797					
PM Peak	-	-	04:45	-	-	-	04:00	-	-	-	-
Vol.	-	-	143	-	-	-	64	-	-	-	-
P.H.F.			0.675				0.696				
Percentage		29.2%	70.8%			34.5%	65.5%				
ADT/AADT		ADT 1,754		AADT 1,754							

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City of Santa Paula
10th Street
B/ End and Santa Paula Street
24 Hour Directional Volume Count

STP065
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	17			4	19				
12:15		3	21			2	27				
12:30		1	22			4	24				
12:45		3	17	8	77	1	20	11	90	19	167
01:00		1	14			0	20				
01:15		0	15			0	23				
01:30		0	16			3	13				
01:45		0	22	1	67	4	17	7	73	8	140
02:00		1	19			2	21				
02:15		0	**30**			1	**21**				
02:30		2	**32**			1	**21**				
02:45		1	**32**	4	113	2	**30**	6	93	10	206
03:00		2	**26**			1	**22**				
03:15		1	19			1	19				
03:30		1	21			2	22				
03:45		1	18	5	84	2	16	6	79	11	163
04:00		0	24			3	25				
04:15		0	13			3	26				
04:30		3	35			6	20				
04:45		0	27	3	99	4	18	16	89	19	188
05:00		4	25			6	12				
05:15		4	26			2	29				
05:30		4	30			12	17				
05:45		3	20	15	101	11	20	31	78	46	179
06:00		14	25			17	18				
06:15		17	17			18	19				
06:30		29	27			**34**	16				
06:45		9	32	69	101	**27**	16	96	69	165	170
07:00		14	18			**40**	15				
07:15		**24**	23			**43**	17				
07:30		**27**	24			27	14				
07:45		**30**	21	95	86	24	14	134	60	229	146
08:00		**26**	15			18	16				
08:15		15	19			25	13				
08:30		22	14			19	7				
08:45		19	17	82	65	25	18	87	54	169	119
09:00		17	15			23	8				
09:15		18	8			18	5				
09:30		30	11			27	3				
09:45		21	8	86	42	24	6	92	22	178	64
10:00		11	7			29	7				
10:15		20	7			20	8				
10:30		10	3			23	2				
10:45		9	8	50	25	26	9	98	26	148	51
11:00		22	5			15	6				
11:15		19	2			22	5				
11:30		22	2			27	4				
11:45		20	1	83	10	32	5	96	20	179	30
Total		501	870	501	870	680	753	680	753	1181	1623
Combined Total		1371		1371		1433		1433		2804	
AM Peak	-	07:15	-	-	-	06:30	-	-	-	-	-
Vol.	-	107	-	-	-	144	-	-	-	-	-
P.H.F.		0.892				0.837					
PM Peak	-	-	02:15	-	-	-	02:15	-	-	-	-
Vol.	-	-	120	-	-	-	94	-	-	-	-
P.H.F.			0.938				0.783				
Percentage		36.5%	63.5%			47.5%	52.5%				
ADT/AADT		ADT 2,804		AADT 2,804							

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City of Santa Paula
10th Street
B/ Santa Paula Street and Santa Barbara Street
24 Hour Directional Volume Count

STP066
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	96			6	97				
12:15		10	113			7	107				
12:30		10	109			8	108				
12:45		9	111	42	429	5	92	26	404	68	833
01:00		5	102			3	82				
01:15		6	114			1	110				
01:30		4	135			4	97				
01:45		5	164	20	515	8	103	16	392	36	907
02:00		5	134			4	116				
02:15		4	152			7	154				
02:30		7	141			5	118				
02:45		3	166	19	593	3	113	19	501	38	1094
03:00		4	154			13	**128**				
03:15		5	145			11	**145**				
03:30		3	167			11	**142**				
03:45		10	160	22	626	17	**116**	52	531	74	1157
04:00		3	177			19	111				
04:15		5	148			43	134				
04:30		10	**204**			40	96				
04:45		7	**183**	25	712	55	130	157	471	182	1183
05:00		16	**183**			72	101				
05:15		21	**182**			72	124				
05:30		39	189			89	110				
05:45		36	193	112	747	109	111	342	446	454	1193
06:00		57	174			131	113				
06:15		89	189			143	119				
06:30		94	187			156	91				
06:45		64	172	304	722	158	94	588	417	892	1139
07:00		**113**	132			**168**	71				
07:15		**198**	124			**181**	66				
07:30		**194**	124			**184**	72				
07:45		**107**	108	612	488	**169**	61	702	270	1314	758
08:00		94	101			133	70				
08:15		84	94			141	49				
08:30		90	104			120	47				
08:45		86	98	354	397	129	31	523	197	877	594
09:00		82	98			114	38				
09:15		78	58			131	32				
09:30		103	53			114	27				
09:45		83	59	346	268	113	29	472	126	818	394
10:00		97	36			94	22				
10:15		88	33			107	19				
10:30		83	25			112	10				
10:45		81	22	349	116	103	14	416	65	765	181
11:00		101	20			103	10				
11:15		112	16			96	14				
11:30		101	17			133	9				
11:45		120	11	434	64	112	7	444	40	878	104
Total		2639	5677	2639	5677	3757	3860	3757	3860	6396	9537
Combined Total		8316		8316		7617		7617		15933	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	612	-	-	-	702	-	-	-	-	-
P.H.F.		0.773				0.954					
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	752	-	-	-	531	-	-	-	-
P.H.F.			0.922				0.916				
Percentage		31.7%	68.3%			49.3%	50.7%				
ADT/AADT		ADT 15,933		AADT 15,933							

Counts Unlimited Inc
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City of Santa Paula
10th Street
B/ Santa Barbara Street and Main Street
24 Hour Directional Volume Count

STP067
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		14	83			6	102				
12:15		10	90			8	112				
12:30		12	90			8	107				
12:45		10	89	46	352	6	87	28	408	74	760
01:00		3	84			4	81				
01:15		5	96			1	103				
01:30		5	107			4	87				
01:45		5	122	18	409	7	107	16	378	34	787
02:00		5	110			7	119				
02:15		4	134			7	148				
02:30		8	117			6	109				
02:45		3	136	20	497	4	110	24	486	44	983
03:00		5	128			9	**131**				
03:15		3	118			10	**143**				
03:30		4	138			15	**133**				
03:45		12	134	24	518	18	**111**	52	518	76	1036
04:00		3	147			21	105				
04:15		5	118			43	130				
04:30		9	**165**			43	108				
04:45		5	**150**	22	580	56	127	163	470	185	1050
05:00		15	**160**			76	96				
05:15		23	**150**			78	118				
05:30		40	157			87	112				
05:45		36	157	114	624	115	101	356	427	470	1051
06:00		54	150			131	108				
06:15		83	161			140	118				
06:30		91	155			154	94				
06:45		59	142	287	608	**166**	78	591	398	878	1006
07:00		**103**	120			**174**	73				
07:15		**155**	101			**196**	60				
07:30		**141**	108			**176**	74				
07:45		**98**	102	497	431	166	63	712	270	1209	701
08:00		93	82			137	68				
08:15		79	83			135	54				
08:30		78	96			115	39				
08:45		67	85	317	346	123	29	510	190	827	536
09:00		69	85			113	42				
09:15		78	63			119	33				
09:30		87	52			103	29				
09:45		76	59	310	259	109	29	444	133	754	392
10:00		81	32			92	23				
10:15		69	31			96	19				
10:30		78	31			106	10				
10:45		76	21	304	115	94	13	388	65	692	180
11:00		94	23			99	9				
11:15		93	16			98	14				
11:30		77	16			125	9				
11:45		98	13	362	68	96	7	418	39	780	107
Total		2321	4807	2321	4807	3702	3782	3702	3782	6023	8589
Combined Total		7128		7128		7484		7484		14612	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	497	-	-	-	712	-	-	-	-	-
P.H.F.		0.802				0.908					
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	625	-	-	-	518	-	-	-	-
P.H.F.			0.947				0.906				
Percentage		32.6%	67.4%			49.5%	50.5%				
ADT/AADT		ADT 14,612		AADT 14,612							

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City of Santa Paula
10th Street
B/ Main Street and Harvard Boulevard
24 Hour Directional Volume Count

STP068
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		15	118			4	117				
12:15		14	99			8	113				
12:30		10	110			8	113				
12:45		17	104	56	431	4	113	24	456	80	887
01:00		7	108			4	84				
01:15		5	108			5	100				
01:30		4	101			1	126				
01:45		5	117	21	434	3	109	13	419	34	853
02:00		4	126			6	123				
02:15		5	123			7	120				
02:30		4	149			7	130				
02:45		7	128	20	526	6	126	26	499	46	1025
03:00		2	144			5	128				
03:15		4	133			10	**133**				
03:30		2	135			14	**149**				
03:45		2	157	10	569	15	**141**	44	551	54	1120
04:00		13	142			16	**130**				
04:15		8	167			23	109				
04:30		7	144			41	131				
04:45		5	188	33	641	41	127	121	497	154	1138
05:00		5	165			71	144				
05:15		23	162			92	136				
05:30		31	**172**			97	121				
05:45		45	**170**	104	669	104	120	364	521	468	1190
06:00		36	**177**			126	119				
06:15		53	**174**			117	118				
06:30		82	160			176	114				
06:45		89	150	260	661	179	104	598	455	858	1116
07:00		62	146			**166**	81				
07:15		93	117			**188**	72				
07:30		**162**	106			**207**	84				
07:45		**133**	104	450	473	**198**	93	759	330	1209	803
08:00		**114**	96			160	66				
08:15		**122**	85			121	61				
08:30		115	82			145	56				
08:45		99	89	450	352	122	48	548	231	998	583
09:00		86	67			118	40				
09:15		96	80			113	54				
09:30		83	59			132	41				
09:45		109	44	374	250	105	34	468	169	842	419
10:00		91	52			106	31				
10:15		93	34			110	26				
10:30		87	33			118	26				
10:45		91	26	362	145	109	10	443	93	805	238
11:00		90	18			98	17				
11:15		116	22			102	9				
11:30		113	12			120	11				
11:45		103	14	422	66	123	13	443	50	865	116
Total		2562	5217	2562	5217	3851	4271	3851	4271	6413	9488
Combined Total		7779		7779		8122		8122		15901	
AM Peak	-	07:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	531	-	-	-	759	-	-	-	-	-
P.H.F.		0.819				0.917					
PM Peak	-	-	05:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	693	-	-	-	553	-	-	-	-
P.H.F.			0.979				0.928				
Percentage		32.9%	67.1%			47.4%	52.6%				
ADT/AADT		ADT 15,901		AADT 15,901							

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Counts Unlimited Inc
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City of Santa Paula
10th Street
B/ Harvard Boulevard-State Route 126 WB Ramps
24 Hour Directional Volume Count

STP069
Site Code: 999-16055

Start Time	03-Feb-16 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	102			8	113				
12:15		1	88			9	118				
12:30		4	122			9	121				
12:45		1	103	10	415	5	94	31	446	41	861
01:00		2	95			6	123				
01:15		0	92			4	109				
01:30		4	109			2	128				
01:45		0	96	6	392	3	95	15	455	21	847
02:00		1	112			2	124				
02:15		2	132			1	115				
02:30		4	122			7	141				
02:45		1	147	8	513	4	130	14	510	22	1023
03:00		2	141			3	147				
03:15		1	127			0	**156**				
03:30		8	148			7	**146**				
03:45		8	179	19	595	8	**155**	18	604	37	1199
04:00		4	147			16	**149**				
04:15		6	164			27	134				
04:30		10	137			34	156				
04:45		3	180	23	628	54	137	131	576	154	1204
05:00		14	162			59	148				
05:15		13	**181**			75	130				
05:30		36	**191**			123	122				
05:45		35	**169**	98	703	146	117	403	517	501	1220
06:00		32	**175**			147	137				
06:15		57	161			189	117				
06:30		65	125			179	99				
06:45		77	135	231	596	182	90	697	443	928	1039
07:00		69	110			**176**	78				
07:15		86	95			**225**	81				
07:30		**156**	76			**227**	57				
07:45		**128**	76	439	357	**205**	61	833	277	1272	634
08:00		**122**	78			174	48				
08:15		**115**	73			133	66				
08:30		118	55			154	39				
08:45		93	65	448	271	136	56	597	209	1045	480
09:00		78	62			132	44				
09:15		88	58			99	59				
09:30		80	55			132	39				
09:45		75	37	321	212	113	33	476	175	797	387
10:00		81	49			104	49				
10:15		88	31			100	26				
10:30		90	32			108	16				
10:45		80	24	339	136	94	11	406	102	745	238
11:00		88	24			109	14				
11:15		76	27			116	12				
11:30		77	18			109	10				
11:45		87	24	328	93	95	6	429	42	757	135
Total		2270	4911	2270	4911	4050	4356	4050	4356	6320	9267
Combined Total		7181		7181		8406		8406		15587	
AM Peak	-	07:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	521	-	-	-	833	-	-	-	-	-
P.H.F.		0.835				0.917					
PM Peak	-	-	05:15	-	-	-	03:15	-	-	-	-
Vol.	-	-	716	-	-	-	606	-	-	-	-
P.H.F.			0.937				0.971				
Percentage		31.6%	68.4%			48.2%	51.8%				
ADT/AADT		ADT 15,587		AADT 15,587							

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City of Santa Paula
10th Street
B/ Stae Route 126 Eastbound And Westbound Ramps
24 Hour Directional Volume Count

STP070
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Lane 2 Morning	Lane 2 Afternoon	Hour Totals Morning	Hour Totals Afternoon	Column Name Morning	Column Name Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	54			4	42				
12:15		9	79			1	28				
12:30		9	62			4	43				
12:45		5	76	31	271	1	27	10	140	41	411
01:00		6	84			2	26				
01:15		4	67			0	32				
01:30		2	76			4	36				
01:45		3	95	15	322	0	28	6	122	21	444
02:00		2	100			1	38				
02:15		1	93			2	34				
02:30		7	85			4	38				
02:45		4	95	14	373	1	42	8	152	22	525
03:00		3	106			2	42				
03:15		0	107			1	51				
03:30		7	128			8	**43**				
03:45		8	122	18	463	8	**48**	19	184	37	647
04:00		5	127			6	**41**				
04:15		7	126			6	**54**				
04:30		5	148			16	40				
04:45		8	138	25	539	18	45	46	180	71	719
05:00		20	150			26	35				
05:15		19	**159**			25	41				
05:30		35	**144**			35	44				
05:45		35	**140**	109	593	29	36	115	156	224	749
06:00		47	**156**			35	30				
06:15		55	99			41	35				
06:30		60	115			52	25				
06:45		52	102	214	472	29	37	157	127	371	599
07:00		71	80			35	19				
07:15		**116**	65			**45**	18				
07:30		**98**	57			**50**	31				
07:45		**78**	68	363	270	**34**	22	164	90	527	360
08:00		**100**	51			**36**	17				
08:15		78	53			35	15				
08:30		79	55			37	21				
08:45		55	48	312	207	28	17	136	70	448	277
09:00		49	51			27	16				
09:15		52	40			41	25				
09:30		68	25			34	12				
09:45		69	37	238	153	18	10	120	63	358	216
10:00		66	37			39	10				
10:15		69	20			28	4				
10:30		52	18			35	5				
10:45		52	17	239	92	36	5	138	24	377	116
11:00		82	19			30	3				
11:15		63	11			38	3				
11:30		69	13			35	3				
11:45		89	9	303	52	39	5	142	14	445	66
Total		1881	3807	1881	3807	1061	1322	1061	1322	2942	5129
Combined Total		5688		5688		2383		2383		8071	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	392	-	-	-	165	-	-	-	-	-
P.H.F.		0.845				0.825					
PM Peak	-	-	05:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	599	-	-	-	186	-	-	-	-
P.H.F.			0.942				0.861				
Percentage		33.1%	66.9%			44.5%	55.5%				
ADT/AADT		ADT 8,071		AADT 8,071							

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City of Santa Paula
Ojai Road
B/ Richmond Road and Virginia Terrace
24 Hour Directional Volume Count

STP071
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	63			4	94				
12:15		3	78			4	93				
12:30		6	84			4	99				
12:45		5	65	22	290	2	86	14	372	36	662
01:00		5	70			3	77				
01:15		7	85			3	93				
01:30		3	85			1	98				
01:45		5	123	20	363	5	104	12	372	32	735
02:00		2	97			2	**148**				
02:15		2	107			4	**145**				
02:30		5	95			5	**124**				
02:45		2	116	11	415	3	**112**	14	529	25	944
03:00		4	124			4	110				
03:15		3	113			6	120				
03:30		1	121			5	137				
03:45		6	104	14	462	16	119	31	486	45	948
04:00		1	125			10	118				
04:15		4	111			30	124				
04:30		6	135			21	99				
04:45		6	**160**	17	531	31	119	92	460	109	991
05:00		13	**159**			48	119				
05:15		11	**132**			43	112				
05:30		11	**139**			49	143				
05:45		30	134	65	564	76	102	216	476	281	1040
06:00		42	130			88	99				
06:15		68	141			111	97				
06:30		70	129			126	81				
06:45		56	101	236	501	135	70	460	347	696	848
07:00		**99**	95			**160**	70				
07:15		**156**	79			**209**	64				
07:30		**139**	73			**219**	64				
07:45		**73**	61	467	308	**149**	73	737	271	1204	579
08:00		49	64			132	53				
08:15		54	47			114	55				
08:30		49	66			109	38				
08:45		44	70	196	247	90	33	445	179	641	426
09:00		56	74			99	35				
09:15		62	54			101	28				
09:30		65	34			87	27				
09:45		55	40	238	202	96	29	383	119	621	321
10:00		68	21			79	18				
10:15		51	21			86	15				
10:30		67	17			85	10				
10:45		49	10	235	69	87	11	337	54	572	123
11:00		52	12			89	4				
11:15		74	10			99	7				
11:30		71	6			124	7				
11:45		70	13	267	41	103	4	415	22	682	63
Total		1788	3993	1788	3993	3156	3687	3156	3687	4944	7680
Combined Total		5781		5781		6843		6843		12624	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	467	-	-	-	737	-	-	-	-	-
P.H.F.		0.748				0.841					
PM Peak	-	-	04:45	-	-	-	02:00	-	-	-	-
Vol.	-	-	590	-	-	-	529	-	-	-	-
P.H.F.			0.922				0.894				
Percentage		30.9%	69.1%			46.1%	53.9%				
ADT/AADT		ADT 12,624		AADT 12,624							

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City of Santa Paula
Ojai Road
B/ Virginia Terrace and Santa Paula Street
24 Hour Directional Volume Count

STP072
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	92			4	79				
12:15		6	92			5	90				
12:30		8	96			3	92				
12:45		9	93	36	373	2	74	14	335	50	708
01:00		6	82			4	84				
01:15		6	100			2	99				
01:30		3	115			1	80				
01:45		7	157	22	454	6	93	13	356	35	810
02:00		1	112			2	105				
02:15		4	123			6	112				
02:30		8	129			6	97				
02:45		3	148	16	512	2	98	16	412	32	924
03:00		3	151			7	91				
03:15		4	124			8	123				
03:30		1	151			8	127				
03:45		11	145	19	571	18	100	41	441	60	1012
04:00		3	160			11	90				
04:15		4	150			34	100				
04:30		6	167			25	107				
04:45		6	184	19	661	41	**121**	111	418	130	1079
05:00		15	177			58	**106**				
05:15		17	151			59	**111**				
05:30		32	159			69	**135**				
05:45		36	**168**	100	655	93	110	279	462	379	1117
06:00		50	**189**			113	99				
06:15		77	**193**			131	109				
06:30		74	**188**			134	85				
06:45		63	154	264	724	**146**	81	524	374	788	1098
07:00		**109**	117			**143**	67				
07:15		**177**	110			**149**	64				
07:30		**168**	112			**161**	63				
07:45		**79**	91	533	430	140	60	593	254	1126	684
08:00		57	101			129	87				
08:15		63	83			118	56				
08:30		72	84			101	41				
08:45		57	81	249	349	91	29	439	213	688	562
09:00		67	92			90	35				
09:15		69	63			98	27				
09:30		76	43			90	27				
09:45		65	48	277	246	87	32	365	121	642	367
10:00		85	31			80	17				
10:15		61	23			86	17				
10:30		80	23			82	14				
10:45		76	14	302	91	79	13	327	61	629	152
11:00		77	13			74	5				
11:15		101	17			82	8				
11:30		84	8			113	7				
11:45		103	11	365	49	92	3	361	23	726	72
Total		2202	5115	2202	5115	3083	3470	3083	3470	5285	8585
Combined Total		7317		7317		6553		6553		13870	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	533	-	-	-	599	-	-	-	-	-
P.H.F.		0.753				0.930					
PM Peak	-	-	05:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	738	-	-	-	473	-	-	-	-
P.H.F.			0.956				0.876				
Percentage		30.1%	69.9%			47.0%	53.0%				
ADT/AADT		ADT 13,870		AADT 13,870							

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City of Santa Paula
12th Street
B/ Richmond Road and Main Street
24 Hour Directional Volume Count

STP073
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	37			2	31				
12:15		4	41			2	41				
12:30		4	47			1	36				
12:45		2	52	12	177	1	40	6	148	18	325
01:00		0	47			1	33				
01:15		2	39			2	52				
01:30		1	41			1	46				
01:45		4	49	7	176	0	49	4	180	11	356
02:00		0	57			3	83				
02:15		0	67			3	82				
02:30		4	63			0	39				
02:45		1	63	5	250	2	47	8	251	13	501
03:00		1	53			6	46				
03:15		0	95			3	44				
03:30		5	70			3	57				
03:45		4	84	10	302	5	56	17	203	27	505
04:00		1	101			16	58				
04:15		1	103			20	76				
04:30		1	**105**			19	71				
04:45		2	**117**	5	426	23	58	78	263	83	689
05:00		3	**99**			29	52				
05:15		10	**115**			40	**74**				
05:30		26	92			51	**63**				
05:45		17	88	56	394	56	**61**	176	250	232	644
06:00		18	86			62	**66**				
06:15		25	73			72	57				
06:30		42	68			54	58				
06:45		26	63	111	290	63	30	251	211	362	501
07:00		30	60			**90**	25				
07:15		**56**	48			**150**	40				
07:30		**70**	50			**107**	36				
07:45		**50**	38	206	196	**73**	25	420	126	626	322
08:00		**37**	22			69	75				
08:15		38	30			38	35				
08:30		29	22			50	22				
08:45		20	30	124	104	47	21	204	153	328	257
09:00		22	27			37	17				
09:15		32	24			33	10				
09:30		25	13			26	12				
09:45		24	18	103	82	31	10	127	49	230	131
10:00		23	15			32	6				
10:15		28	13			40	5				
10:30		24	7			40	3				
10:45		35	5	110	40	28	2	140	16	250	56
11:00		36	10			55	2				
11:15		43	5			40	1				
11:30		43	6			49	8				
11:45		39	8	161	29	37	0	181	11	342	40
Total		910	2466	910	2466	1612	1861	1612	1861	2522	4327
Combined Total		3376		3376		3473		3473		6849	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	213	-	-	-	420	-	-	-	-	-
P.H.F.		0.761				0.700					
PM Peak	-	-	04:30	-	-	-	05:15	-	-	-	-
Vol.	-	-	436	-	-	-	264	-	-	-	-
P.H.F.			0.932				0.868				
Percentage		27.0%	73.0%			46.4%	53.6%				
ADT/AADT		ADT 6,849		AADT 6,849							

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City of Santa Paula
12th Street
B/ Main Street and Harvard Boulevard
24 Hour Directional Volume Count

STP074
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	17			2	24				
12:15		1	30			1	31				
12:30		4	26			0	26				
12:45		1	28	8	101	1	25	4	106	12	207
01:00		1	42			1	18				
01:15		0	15			1	30				
01:30		0	27			0	39				
01:45		0	25	1	109	1	29	3	116	4	225
02:00		1	51			1	66				
02:15		1	48			1	49				
02:30		3	31			0	32				
02:45		1	33	6	163	3	32	5	179	11	342
03:00		0	35			2	39				
03:15		0	50			1	36				
03:30		3	47			0	39				
03:45		0	**65**	3	197	3	45	6	159	9	356
04:00		0	**63**			9	30				
04:15		0	**57**			7	40				
04:30		1	**66**			10	**56**				
04:45		3	60	4	246	12	**43**	38	169	42	415
05:00		5	57			21	**46**				
05:15		4	66			20	**45**				
05:30		12	58			26	45				
05:45		13	44	34	225	35	34	102	170	136	395
06:00		9	51			48	39				
06:15		9	34			41	31				
06:30		12	36			35	35				
06:45		17	39	47	160	46	17	170	122	217	282
07:00		**22**	17			**60**	22				
07:15		**41**	22			**87**	20				
07:30		**48**	22			**59**	20				
07:45		**24**	22	135	83	**53**	10	259	72	394	155
08:00		21	14			41	45				
08:15		20	21			35	18				
08:30		19	13			33	14				
08:45		21	18	81	66	33	13	142	90	223	156
09:00		15	8			20	12				
09:15		13	14			42	6				
09:30		12	9			18	9				
09:45		8	9	48	40	24	6	104	33	152	73
10:00		19	7			30	4				
10:15		21	5			28	2				
10:30		14	2			28	3				
10:45		16	3	70	17	21	2	107	11	177	28
11:00		25	6			34	1				
11:15		24	1			32	3				
11:30		22	3			27	2				
11:45		19	3	90	13	28	1	121	7	211	20
Total		527	1420	527	1420	1061	1234	1061	1234	1588	2654
Combined Total		1947		1947		2295		2295		4242	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	135	-	-	-	259	-	-	-	-	-
P.H.F.		0.703				0.744					
PM Peak	-	-	03:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	251	-	-	-	190	-	-	-	-
P.H.F.			0.951				0.848				
Percentage		27.1%	72.9%			46.2%	53.8%				
ADT/AADT		ADT 4,242		AADT 4,242							

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City of Santa Paula
12th Street/S Mountain Road
B/ Harvard Boulevard and South
24 Hour Directional Volume Count

STP075
Site Code: 999-16055

Start Time	04-Feb-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	50			1	18				
12:15		1	41			2	33				
12:30		2	38			4	30				
12:45		0	58	4	187	1	32	8	113	12	300
01:00		6	77			3	27				
01:15		6	49			4	32				
01:30		2	**93**			4	26				
01:45		2	**69**	16	288	5	**25**	16	110	32	398
02:00		3	**83**			9	**33**				
02:15		3	**82**			5	**39**				
02:30		2	59			10	**44**				
02:45		3	60	11	284	17	24	41	140	52	424
03:00		10	74			23	33				
03:15		18	78			30	24				
03:30		14	71			42	23				
03:45		26	37	68	260	**57**	17	152	97	220	357
04:00		33	33			**69**	11				
04:15		20	18			**63**	24				
04:30		39	24			**58**	14				
04:45		43	8	135	83	44	10	234	59	369	142
05:00		34	19			52	13				
05:15		41	8			53	16				
05:30		**46**	9			53	15				
05:45		**33**	13	154	49	48	13	206	57	360	106
06:00		**43**	7			33	6				
06:15		**44**	7			26	11				
06:30		35	10			22	11				
06:45		33	8	155	32	30	3	111	31	266	63
07:00		40	5			25	8				
07:15		41	5			24	4				
07:30		41	6			26	8				
07:45		32	4	154	20	26	5	101	25	255	45
08:00		46	4			27	1				
08:15		33	3			30	4				
08:30		37	5			23	1				
08:45		37	1	153	13	29	2	109	8	262	21
09:00		46	2			21	0				
09:15		25	1			32	2				
09:30		52	1			29	3				
09:45		22	1	145	5	24	0	106	5	251	10
10:00		30	1			20	0				
10:15		43	2			31	1				
10:30		39	0			28	1				
10:45		38	1	150	4	17	1	96	3	246	7
11:00		31	1			24	2				
11:15		45	1			22	0				
11:30		30	2			29	0				
11:45		36	0	142	4	34	2	109	4	251	8
Total		1287	1229	1287	1229	1289	652	1289	652	2576	1881
Combined Total		2516		2516		1941		1941		4457	
AM Peak	-	05:30	-	-	-	03:45	-	-	-	-	-
Vol.	-	166	-	-	-	247	-	-	-	-	-
P.H.F.		0.902				0.895					
PM Peak	-	-	01:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	327	-	-	-	141	-	-	-	-
P.H.F.			0.879				0.801				
Percentage		51.2%	48.8%			66.4%	33.6%				
ADT/AADT		ADT 4,457		AADT 4,457							

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City of Santa Paula
Hallcock Drive
B/ Telegraph Road and State Route 126
24 Hour Directional Volume Count

STP076
Site Code: 99-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	39			8	42				
12:15		5	42			7	51				
12:30		4	37			9	62				
12:45		1	42	13	160	2	57	26	212	39	372
01:00		1	25			10	50				
01:15		1	40			5	56				
01:30		1	40			2	51				
01:45		0	32	3	137	7	44	24	201	27	338
02:00		6	47			4	32				
02:15		1	45			8	39				
02:30		6	53			2	51				
02:45		1	56	14	201	7	39	21	161	35	362
03:00		1	50			5	50				
03:15		1	44			14	48				
03:30		2	90			7	52				
03:45		2	68	6	252	4	50	30	200	36	452
04:00		1	63			7	57				
04:15		3	52			13	**71**				
04:30		10	**92**			14	**58**				
04:45		3	**78**	17	285	23	**51**	57	237	74	522
05:00		14	**69**			11	**69**				
05:15		8	**57**			18	54				
05:30		19	67			27	48				
05:45		18	54	59	247	35	33	91	204	150	451
06:00		26	46			47	49				
06:15		24	35			34	40				
06:30		26	27			**90**	33				
06:45		29	19	105	127	**65**	29	236	151	341	278
07:00		27	19			**59**	20				
07:15		33	23			**53**	20				
07:30		**57**	21			42	37				
07:45		**63**	21	180	84	51	20	205	97	385	181
08:00		**50**	12			38	28				
08:15		**57**	15			39	18				
08:30		39	10			48	14				
08:45		50	13	196	50	61	15	186	75	382	125
09:00		44	11			49	19				
09:15		49	15			58	9				
09:30		54	8			58	12				
09:45		41	7	188	41	70	7	235	47	423	88
10:00		35	10			67	11				
10:15		38	7			41	12				
10:30		46	8			55	12				
10:45		63	3	182	28	71	5	234	40	416	68
11:00		30	7			51	9				
11:15		56	1			61	0				
11:30		36	13			60	12				
11:45		60	2	182	23	59	5	231	26	413	49
Total		1145	1635	1145	1635	1576	1651	1576	1651	2721	3286
Combined Total		2780		2780		3227		3227		6007	
AM Peak	-	07:30	-	-	-	06:30	-	-	-	-	-
Vol.	-	227	-	-	-	267	-	-	-	-	-
P.H.F.		0.901				0.742					
PM Peak	-	-	04:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	296	-	-	-	249	-	-	-	-
P.H.F.			0.804				0.877				
Percentage		41.2%	58.8%			48.8%	51.2%				
ADT/AADT		ADT 6,007		AADT 6,007							

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City of Santa Paula
South Hallcock Drive
B/ State Route 126 and Old Hallcokc Drive
24 Hour Directional Volume Count

STP077
Site Code: 999-16055

Start Time	02-Feb-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	14			1	**41**				
12:15		1	25			0	**20**				
12:30		1	21			1	**26**				
12:45		2	14	5	74	2	**20**	4	107	9	181
01:00		1	18			1	26				
01:15		1	18			0	14				
01:30		2	17			1	13				
01:45		7	33	11	86	1	8	3	61	14	147
02:00		2	32			4	25				
02:15		2	18			2	15				
02:30		2	15			2	11				
02:45		4	25	10	90	2	10	10	61	20	151
03:00		3	**21**			3	21				
03:15		5	**142**			2	14				
03:30		3	**23**			4	14				
03:45		5	**46**	16	232	3	15	12	64	28	296
04:00		8	14			5	10				
04:15		8	85			5	13				
04:30		2	42			14	18				
04:45		2	39	20	180	15	5	39	46	59	226
05:00		3	21			32	7				
05:15		10	17			25	1				
05:30		3	14			49	3				
05:45		6	10	22	62	10	1	116	12	138	74
06:00		4	4			19	4				
06:15		8	5			**66**	1				
06:30		16	5			**126**	5				
06:45		4	2	32	16	**23**	4	234	14	266	30
07:00		11	6			**26**	3				
07:15		10	5			36	7				
07:30		7	2			54	3				
07:45		14	3	42	16	29	6	145	19	187	35
08:00		9	8			18	2				
08:15		21	9			22	6				
08:30		14	8			18	4				
08:45		12	4	56	29	21	3	79	15	135	44
09:00		15	2			15	2				
09:15		8	2			13	3				
09:30		14	2			20	3				
09:45		9	9	46	15	15	5	63	13	109	28
10:00		15	3			22	4				
10:15		10	3			20	1				
10:30		25	2			12	2				
10:45		21	1	71	9	6	3	60	10	131	19
11:00		**19**	0			22	0				
11:15		**24**	1			21	4				
11:30		**36**	4			25	2				
11:45		**66**	5	145	10	35	2	103	8	248	18
Total		476	819	476	819	868	430	868	430	1344	1249
Combined Total		1295		1295		1298		1298		2593	
AM Peak	-	11:00	-	-	-	06:15	-	-	-	-	-
Vol.	-	145	-	-	-	241	-	-	-	-	-
P.H.F.		0.549				0.478					
PM Peak	-	-	03:00	-	-	-	12:00	-	-	-	-
Vol.	-	-	232	-	-	-	107	-	-	-	-
P.H.F.			0.408				0.652				
Percentage		36.8%	63.2%			66.9%	33.1%				
ADT/AADT		ADT 2,593		AADT 2,593							

Appendix B

Intersection Traffic Counts

1

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: Telegraph Road
Weather: Clear

File Name : STPBRTEAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Briggs Road Southbound				Telegraph Road Westbound				Briggs Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	6	1	9	13	44	2	59	8	8	13	29	0	14	8	22	119
07:15 AM	1	11	6	18	22	50	7	79	9	12	9	30	0	11	12	23	150
07:30 AM	5	18	5	28	25	63	11	99	17	11	10	38	1	16	11	28	193
07:45 AM	7	20	2	29	29	54	30	113	21	11	20	52	3	16	14	33	227
Total	15	55	14	84	89	211	50	350	55	42	52	149	4	57	45	106	689
08:00 AM	15	17	3	35	19	35	10	64	9	7	3	19	2	27	8	37	155
08:15 AM	2	5	2	9	20	39	4	63	16	6	8	30	3	22	5	30	132
08:30 AM	0	5	2	7	10	17	1	28	12	6	8	26	1	16	5	22	83
08:45 AM	2	4	1	7	9	28	1	38	11	7	5	23	1	20	6	27	95
Total	19	31	8	58	58	119	16	193	48	26	24	98	7	85	24	116	465
Grand Total	34	86	22	142	147	330	66	543	103	68	76	247	11	142	69	222	1154
Apprch %	23.9	60.6	15.5		27.1	60.8	12.2		41.7	27.5	30.8		5	64	31.1		
Total %	2.9	7.5	1.9	12.3	12.7	28.6	5.7	47.1	8.9	5.9	6.6	21.4	1	12.3	6	19.2	

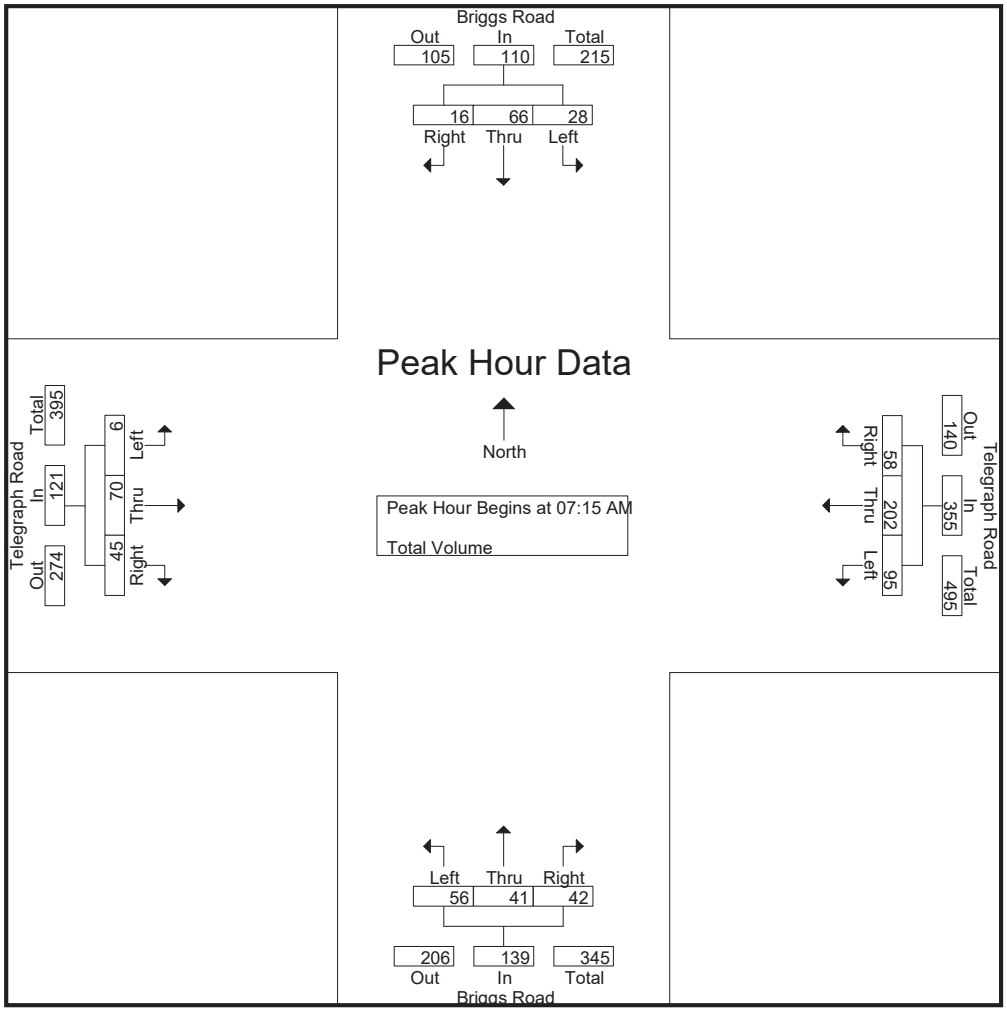
	Briggs Road Southbound				Telegraph Road Westbound				Briggs Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	11	**6**	18	22	50	7	79	9	**12**	9	30	0	11	12	23	150
07:30 AM	5	18	5	28	25	**63**	11	99	17	11	10	38	1	16	11	28	193
07:45 AM	7	**20**	2	29	**29**	54	**30**	**113**	**21**	11	**20**	**52**	**3**	16	**14**	33	**227**
08:00 AM	**15**	17	3	**35**	19	35	10	64	9	7	3	19	2	**27**	8	**37**	155
Total Volume	28	66	16	110	95	202	58	355	56	41	42	139	6	70	45	121	725
% App. Total	25.5	60	14.5		26.8	56.9	16.3		40.3	29.5	30.2		5	57.9	37.2		
PHF	.467	.825	.667	.786	.819	.802	.483	.785	.667	.854	.525	.668	.500	.648	.804	.818	.798

1

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: Telegraph Road
Weather: Clear

File Name : STPBRTEAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	1	11	**6**	18	22	50	7	79	8	8	13	29	1	16	11	28
+15 mins.	5	18	5	28	25	**63**	11	99	9	**12**	9	30	**3**	16	**14**	33
+30 mins.	7	**20**	2	29	**29**	54	**30**	**113**	17	11	10	38	2	**27**	8	**37**
+45 mins.	**15**	17	3	**35**	19	35	10	64	**21**	11	**20**	**52**	3	22	5	30
Total Volume	28	66	16	110	95	202	58	355	55	42	52	149	9	81	38	128
% App. Total	25.5	60	14.5		26.8	56.9	16.3		36.9	28.2	34.9		7	63.3	29.7	
PHF	.467	.825	.667	.786	.819	.802	.483	.785	.655	.875	.650	.716	.750	.750	.679	.865

1

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: Telegraph Road
Weather: Clear

File Name : STPBRTEPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Briggs Road Southbound				Telegraph Road Westbound				Briggs Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	5	1	10	18	46	3	67	11	7	17	35	6	54	14	74	186
04:15 PM	3	7	1	11	20	25	2	47	8	13	21	42	4	59	10	73	173
04:30 PM	5	6	3	14	17	36	7	60	13	13	19	45	3	88	8	99	218
04:45 PM	8	11	1	20	18	39	2	59	13	19	22	54	4	73	6	83	216
Total	20	29	6	55	73	146	14	233	45	52	79	176	17	274	38	329	793
05:00 PM	5	4	3	12	14	29	2	45	12	13	27	52	5	53	13	71	180
05:15 PM	8	7	0	15	15	19	2	36	7	15	23	45	3	64	8	75	171
05:30 PM	1	4	1	6	24	30	3	57	8	15	16	39	5	79	17	101	203
05:45 PM	1	7	3	11	7	27	1	35	8	11	27	46	7	58	10	75	167
Total	15	22	7	44	60	105	8	173	35	54	93	182	20	254	48	322	721
Grand Total	35	51	13	99	133	251	22	406	80	106	172	358	37	528	86	651	1514
Apprch %	35.4	51.5	13.1		32.8	61.8	5.4		22.3	29.6	48		5.7	81.1	13.2		
Total %	2.3	3.4	0.9	6.5	8.8	16.6	1.5	26.8	5.3	7	11.4	23.6	2.4	34.9	5.7	43	

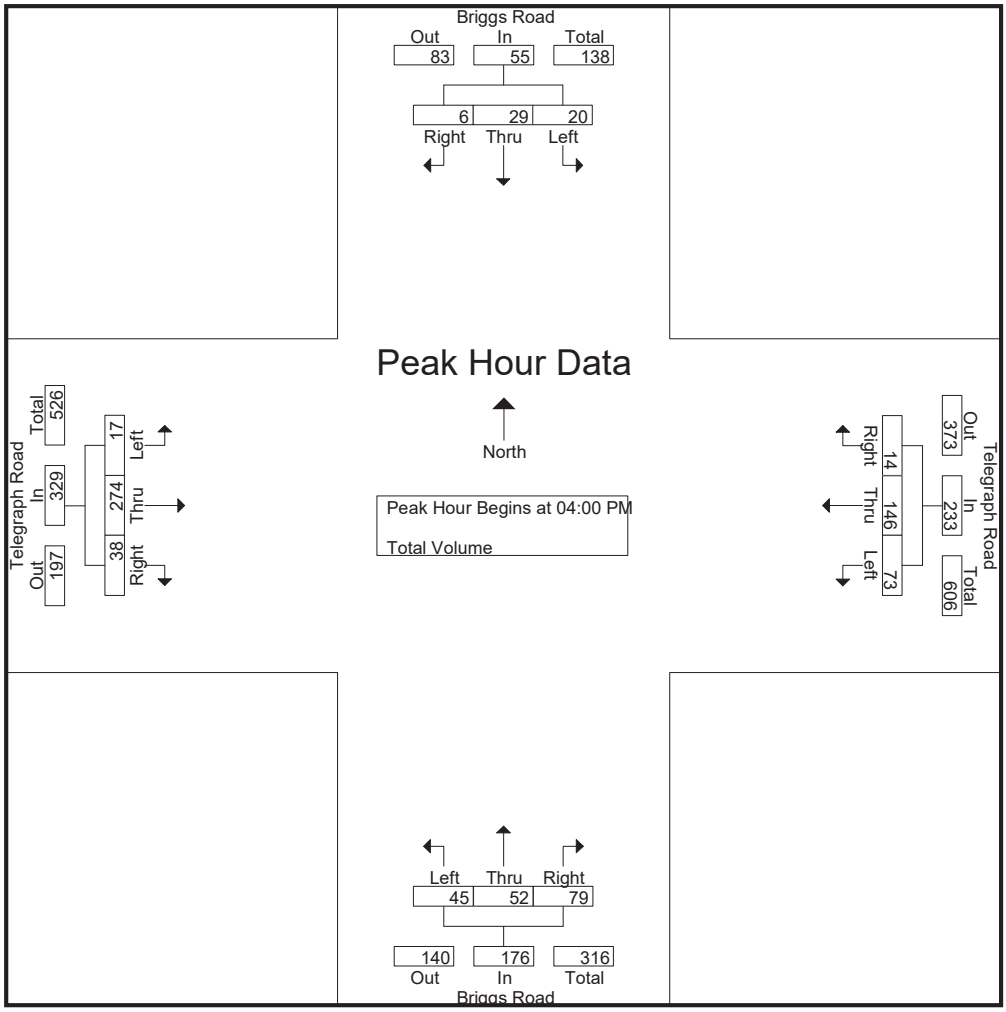
	Briggs Road Southbound				Telegraph Road Westbound				Briggs Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	5	1	10	18	**46**	3	**67**	11	7	17	35	**6**	54	**14**	74	186
04:15 PM	3	7	1	11	**20**	25	2	47	8	13	21	42	4	59	10	73	173
04:30 PM	5	6	**3**	14	17	36	**7**	60	**13**	13	19	45	3	**88**	8	**99**	**218**
04:45 PM	**8**	**11**	1	**20**	18	39	2	59	13	**19**	**22**	**54**	4	73	6	83	216
Total Volume	20	29	6	55	73	146	14	233	45	52	79	176	17	274	38	329	793
% App. Total	36.4	52.7	10.9		31.3	62.7	6		25.6	29.5	44.9		5.2	83.3	11.6		
PHF	.625	.659	.500	.688	.913	.793	.500	.869	.865	.684	.898	.815	.708	.778	.679	.831	.909

1

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PO Box 1178
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City of Santa Paula
N/S: Briggs Road
E/W: Telegraph Road
Weather: Clear

File Name : STPBRTEPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	5	6	**3**	14	18	**46**	3	**67**	**13**	13	19	45	4	73	6	83
+15 mins.	**8**	**11**	1	**20**	**20**	25	2	47	13	**19**	22	**54**	**5**	53	13	71
+30 mins.	5	4	3	12	17	36	**7**	60	12	13	**27**	52	3	64	8	75
+45 mins.	8	7	0	15	18	39	2	59	7	15	23	45	5	**79**	**17**	**101**
Total Volume	26	28	7	61	73	146	14	233	45	60	91	196	17	269	44	330
% App. Total	42.6	45.9	11.5		31.3	62.7	6		23	30.6	46.4		5.2	81.5	13.3	
PHF	.813	.636	.583	.763	.913	.793	.500	.869	.865	.789	.843	.907	.850	.851	.647	.817

1

Location: Santa Paula
N/S: Briggs Road
E/W: Telegraph Road

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Briggs Road	East Leg Telegraph Road	South Leg Briggs Road	West Leg Telegraph Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	2	0	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	0	0	0	3

	North Leg Briggs Road	East Leg Telegraph Road	South Leg Briggs Road	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	3	0	0	0	3
5:45 PM	3	0	0	0	3
TOTAL VOLUMES:	6	0	0	0	6

1

Location: Santa Paula
N/S: Briggs Road
E/W: Telegraph Road

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Briggs Road	East Leg Telegraph Road	South Leg Briggs Road	West Leg Telegraph Road	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	2	2
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	2	4

	North Leg Briggs Road	East Leg Telegraph Road	South Leg Briggs Road	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

2

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPBR126WAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Briggs Road Southbound			SR-126 Westbound Ramps Westbound			Briggs Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	18	7	25	7	16	23	16	2	18	66
07:15 AM	21	19	40	4	17	21	17	10	27	88
07:30 AM	34	15	49	4	22	26	20	6	26	101
07:45 AM	38	24	62	11	27	38	26	4	30	130
Total	111	65	176	26	82	108	79	22	101	385
08:00 AM	22	16	38	7	13	20	7	9	16	74
08:15 AM	16	12	28	8	14	22	17	4	21	71
08:30 AM	14	5	19	6	10	16	15	6	21	56
08:45 AM	12	8	20	3	7	10	19	4	23	53
Total	64	41	105	24	44	68	58	23	81	254
Grand Total	175	106	281	50	126	176	137	45	182	639
Apprch %	62.3	37.7		28.4	71.6		75.3	24.7		
Total %	27.4	16.6	44	7.8	19.7	27.5	21.4	7	28.5	

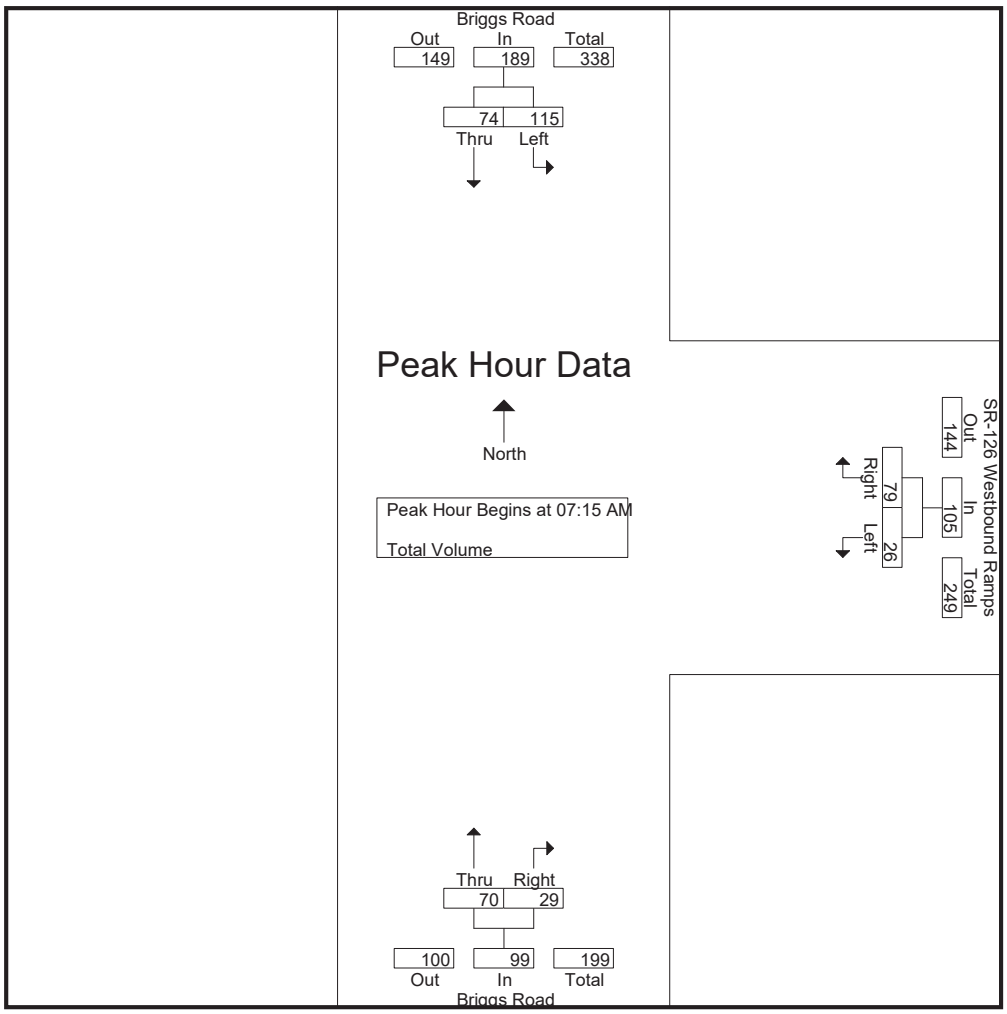
	Briggs Road Southbound			SR-126 Westbound Ramps Westbound			Briggs Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	21	19	40	4	17	21	17	**10**	27	88
07:30 AM	34	15	49	4	22	26	20	6	26	101
07:45 AM	**38**	**24**	**62**	**11**	**27**	**38**	**26**	4	**30**	**130**
08:00 AM	22	16	38	7	13	20	7	9	16	74
Total Volume	115	74	189	26	79	105	70	29	99	393
% App. Total	60.8	39.2		24.8	75.2		70.7	29.3		
PHF	.757	.771	.762	.591	.731	.691	.673	.725	.825	.756

2

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPBR126WAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	21	19	40	7	16	23	16	2	18
+15 mins.	34	15	49	4	17	21	17	**10**	27
+30 mins.	**38**	**24**	**62**	4	22	26	20	6	26
+45 mins.	22	16	38	**11**	**27**	**38**	**26**	4	**30**
Total Volume	115	74	189	26	82	108	79	22	101
% App. Total	60.8	39.2		24.1	75.9		78.2	21.8	
PHF	.757	.771	.762	.591	.759	.711	.760	.550	.842

2

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPBR126WPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

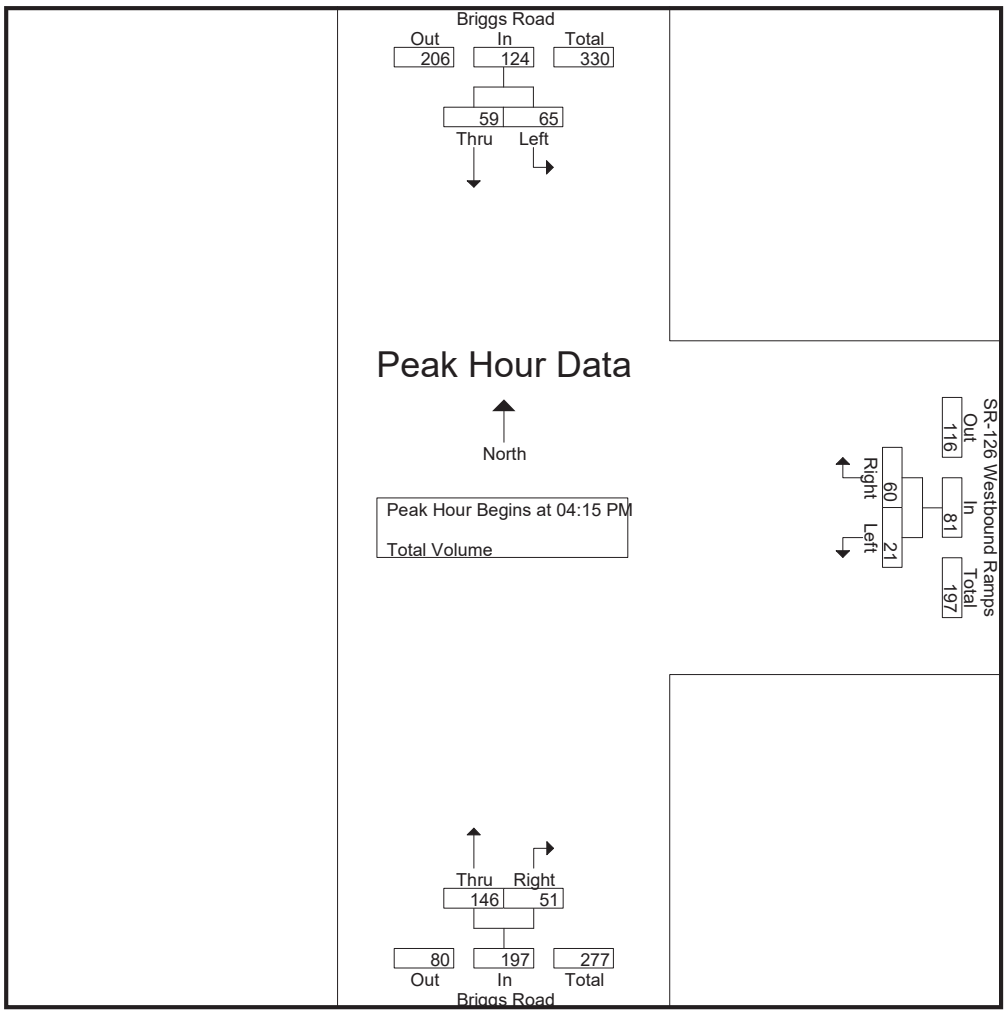
	Briggs Road Southbound			SR-126 Westbound Ramps Westbound			Briggs Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	19	17	36	3	12	15	22	7	29	80
04:15 PM	19	14	33	2	14	16	29	8	37	86
04:30 PM	14	13	27	5	15	20	37	15	52	99
04:45 PM	19	13	32	11	15	26	42	14	56	114
Total	71	57	128	21	56	77	130	44	174	379
05:00 PM	13	19	32	3	16	19	38	14	52	103
05:15 PM	15	11	26	3	9	12	34	8	42	80
05:30 PM	23	18	41	3	14	17	28	11	39	97
05:45 PM	15	17	32	1	8	9	40	6	46	87
Total	66	65	131	10	47	57	140	39	179	367
Grand Total	137	122	259	31	103	134	270	83	353	746
Apprch %	52.9	47.1		23.1	76.9		76.5	23.5		
Total %	18.4	16.4	34.7	4.2	13.8	18	36.2	11.1	47.3	

	Briggs Road Southbound			SR-126 Westbound Ramps Westbound			Briggs Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**19**	14	**33**	2	14	16	29	8	37	86
04:30 PM	14	13	27	5	15	20	37	**15**	52	99
04:45 PM	19	13	32	**11**	15	**26**	**42**	14	**56**	**114**
05:00 PM	13	**19**	32	3	**16**	19	38	14	52	103
Total Volume	65	59	124	21	60	81	146	51	197	402
% App. Total	52.4	47.6		25.9	74.1		74.1	25.9		
PHF	.855	.776	.939	.477	.938	.779	.869	.850	.879	.882

Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPBR126WPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:30 PM		
+0 mins.	19	13	32	2	14	16	37	**15**	52
+15 mins.	13	**19**	32	5	15	20	**42**	14	**56**
+30 mins.	15	11	26	**11**	15	**26**	38	14	52
+45 mins.	**23**	18	**41**	3	**16**	19	34	8	42
Total Volume	70	61	131	21	60	81	151	51	202
% App. Total	53.4	46.6		25.9	74.1		74.8	25.2	
PHF	.761	.803	.799	.477	.938	.779	.899	.850	.902

2

Location: Santa Paula
N/S: Briggs Road
E/W: SR-126 WB Ramps

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Briggs Road	East Leg SR-126 WB Ramps	South Leg Briggs Road	West Leg SR-126 WB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg SR-126 WB Ramps	South Leg Briggs Road	West Leg SR-126 WB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Santa Paula
N/S: Briggs Road
E/W: SR-126 WB Ramps

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Briggs Road	East Leg SR-126 WB Ramps	South Leg Briggs Road	West Leg SR-126 WB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg SR-126 WB Ramps	South Leg Briggs Road	West Leg SR-126 WB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

3

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPBR126EAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Briggs Road Southbound			Briggs Road Northbound			SR-126 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	13	4	17	6	2	8	16	11	27	52
07:15 AM	9	17	26	9	12	21	17	11	28	75
07:30 AM	6	12	18	5	7	12	16	7	23	53
07:45 AM	19	14	33	3	8	11	24	17	41	85
Total	47	47	94	23	29	52	73	46	119	265
08:00 AM	9	12	21	2	10	12	7	15	22	55
08:15 AM	13	5	18	1	6	7	15	9	24	49
08:30 AM	9	3	12	4	5	9	17	3	20	41
08:45 AM	5	4	9	2	6	8	17	7	24	41
Total	36	24	60	9	27	36	56	34	90	186
Grand Total	83	71	154	32	56	88	129	80	209	451
Apprch %	53.9	46.1		36.4	63.6		61.7	38.3		
Total %	18.4	15.7	34.1	7.1	12.4	19.5	28.6	17.7	46.3	

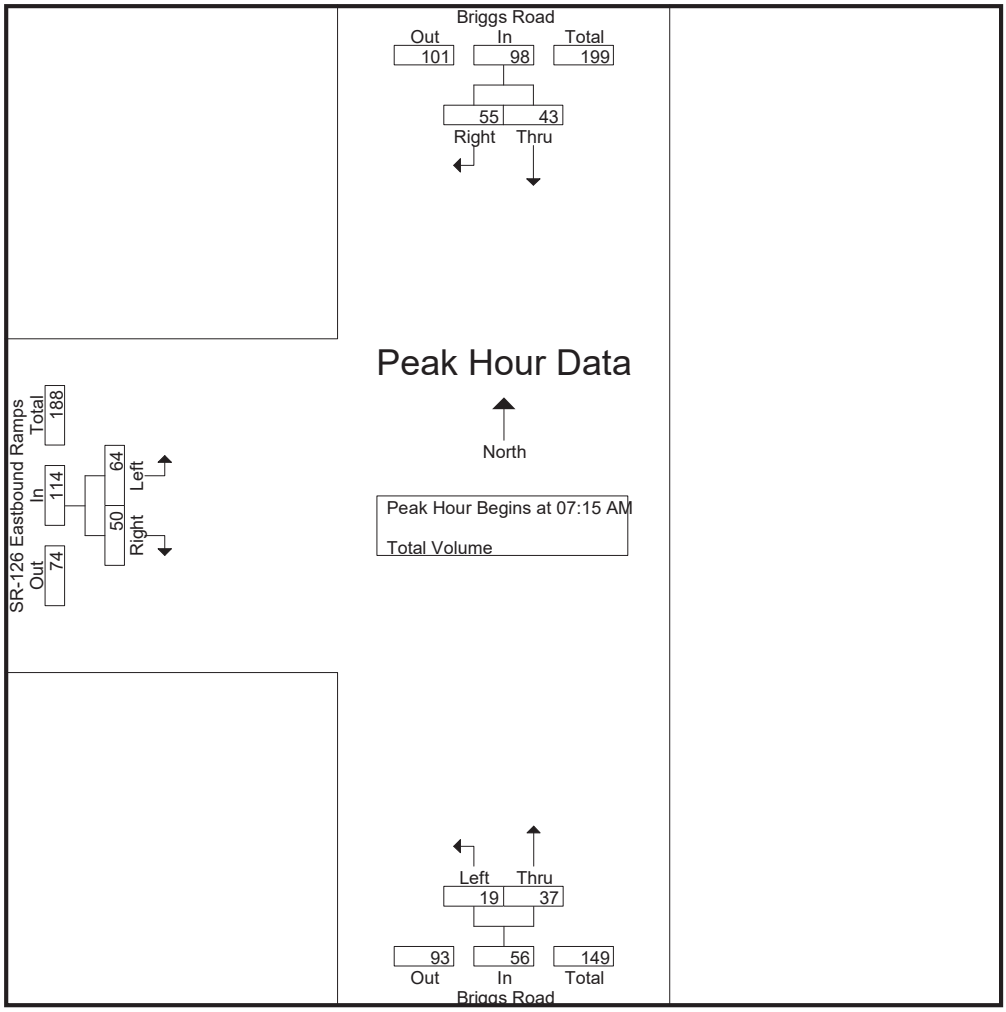
	Briggs Road Southbound			Briggs Road Northbound			SR-126 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	9	**17**	26	**9**	**12**	**21**	17	11	28	75
07:30 AM	6	12	18	5	7	12	16	7	23	53
07:45 AM	**19**	14	**33**	3	8	11	**24**	**17**	**41**	**85**
08:00 AM	9	12	21	2	10	12	7	15	22	55
Total Volume	43	55	98	19	37	56	64	50	114	268
% App. Total	43.9	56.1		33.9	66.1		56.1	43.9		
PHF	.566	.809	.742	.528	.771	.667	.667	.735	.695	.788

3

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPBR126EAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:00 AM		
+0 mins.	9	**17**	26	**9**	**12**	**21**	16	11	27
+15 mins.	6	12	18	5	7	12	17	11	28
+30 mins.	**19**	14	**33**	3	8	11	16	7	23
+45 mins.	9	12	21	2	10	12	**24**	**17**	**41**
Total Volume	43	55	98	19	37	56	73	46	119
% App. Total	43.9	56.1		33.9	66.1		61.3	38.7	
PHF	.566	.809	.742	.528	.771	.667	.760	.676	.726

3

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPBR126EPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

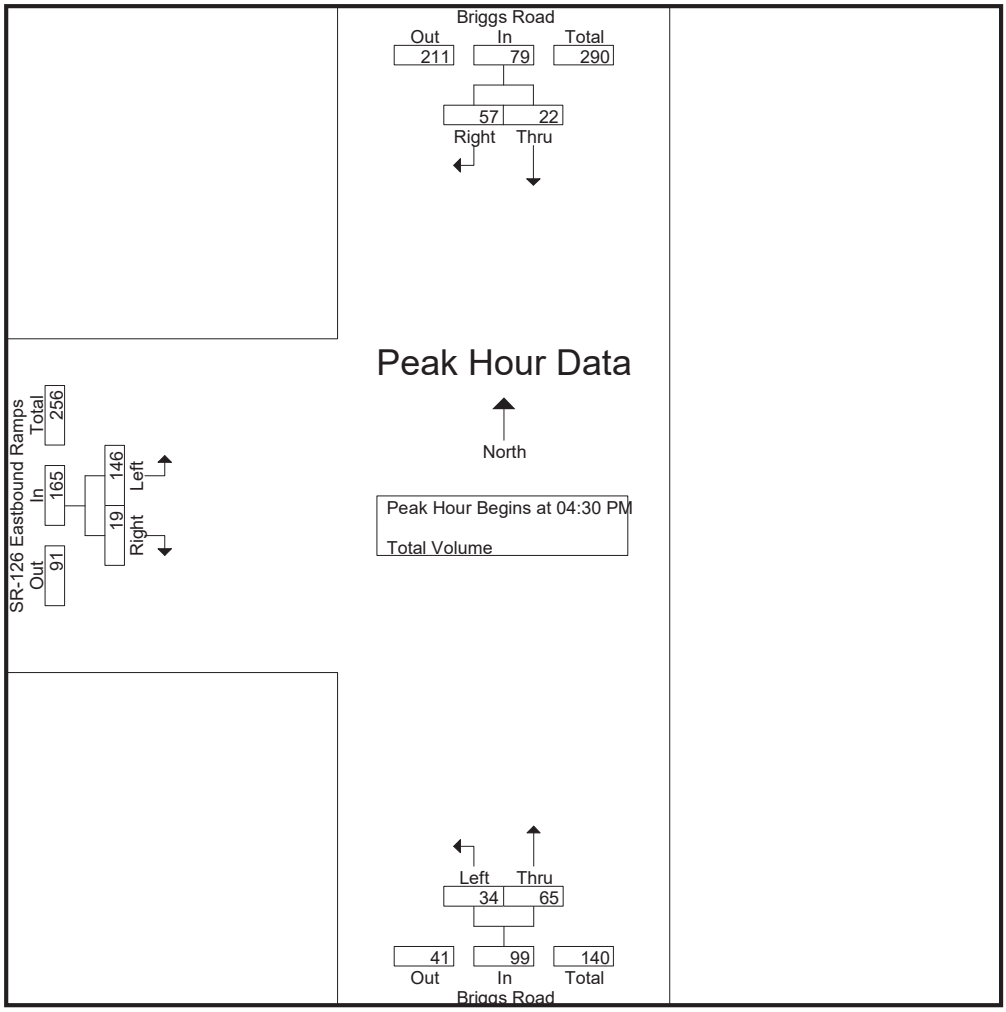
	Briggs Road Southbound			Briggs Road Northbound			SR-126 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	17	20	7	7	14	26	4	30	64
04:15 PM	4	13	17	5	9	14	26	4	30	61
04:30 PM	5	13	18	4	18	22	36	5	41	81
04:45 PM	10	13	23	8	17	25	37	7	44	92
Total	22	56	78	24	51	75	125	20	145	298
05:00 PM	5	16	21	11	15	26	37	3	40	87
05:15 PM	2	15	17	11	15	26	36	4	40	83
05:30 PM	3	14	17	5	8	13	24	1	25	55
05:45 PM	0	15	15	6	6	12	37	7	44	71
Total	10	60	70	33	44	77	134	15	149	296
Grand Total	32	116	148	57	95	152	259	35	294	594
Apprch %	21.6	78.4		37.5	62.5		88.1	11.9		
Total %	5.4	19.5	24.9	9.6	16	25.6	43.6	5.9	49.5	

	Briggs Road Southbound			Briggs Road Northbound			SR-126 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	5	13	18	4	**18**	22	36	5	41	81
04:45 PM	**10**	13	**23**	8	17	25	**37**	**7**	**44**	**92**
05:00 PM	5	**16**	21	**11**	15	**26**	37	3	40	87
05:15 PM	2	15	17	11	15	26	36	4	40	83
Total Volume	22	57	79	34	65	99	146	19	165	343
% App. Total	27.8	72.2		34.3	65.7		88.5	11.5		
PHF	.550	.891	.859	.773	.903	.952	.986	.679	.938	.932

Counts Unlimited
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City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPBR126EPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:30 PM		
+0 mins.	4	13	17	4	**18**	22	36	5	41
+15 mins.	5	13	18	8	17	25	**37**	**7**	**44**
+30 mins.	**10**	13	**23**	**11**	15	**26**	37	3	40
+45 mins.	5	**16**	21	11	15	26	36	4	40
Total Volume	24	55	79	34	65	99	146	19	165
% App. Total	30.4	69.6		34.3	65.7		88.5	11.5	
PHF	.600	.859	.859	.773	.903	.952	.986	.679	.938

Location: Santa Paula
N/S: Briggs Road
E/W: SR-126 EB Ramps

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Briggs Road	East Leg SR-126 EB Ramps	South Leg Briggs Road	West Leg SR-126 EB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg SR-126 EB Ramps	South Leg Briggs Road	West Leg SR-126 EB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Santa Paula
N/S: Briggs Road
E/W: SR-126 EB Ramps

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Briggs Road	East Leg SR-126 EB Ramps	South Leg Briggs Road	West Leg SR-126 EB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg SR-126 EB Ramps	South Leg Briggs Road	West Leg SR-126 EB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

4

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Foothill Road
Weather: Clear

File Name : STPPEFOAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Foothill Road Westbound				Peck Road Northbound				Foothill Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	4	1	0	5	11	1	4	16	0	0	3	3	25
07:15 AM	0	2	0	2	9	1	0	10	24	0	3	27	0	0	7	7	46
07:30 AM	0	2	0	2	6	3	0	9	43	2	3	48	0	1	16	17	76
07:45 AM	0	1	0	1	6	6	0	12	43	0	4	47	0	0	16	16	76
Total	0	6	0	6	25	11	0	36	121	3	14	138	0	1	42	43	223
08:00 AM	0	1	0	1	3	3	1	7	33	1	5	39	0	1	24	25	72
08:15 AM	0	0	1	1	4	0	0	4	13	0	7	20	0	0	7	7	32
08:30 AM	0	0	0	0	5	4	0	9	14	0	2	16	0	2	5	7	32
08:45 AM	0	0	0	0	11	1	0	12	17	1	4	22	0	0	10	10	44
Total	0	1	1	2	23	8	1	32	77	2	18	97	0	3	46	49	180
Grand Total	0	7	1	8	48	19	1	68	198	5	32	235	0	4	88	92	403
Apprch %	0	87.5	12.5		70.6	27.9	1.5		84.3	2.1	13.6		0	4.3	95.7		
Total %	0	1.7	0.2	2	11.9	4.7	0.2	16.9	49.1	1.2	7.9	58.3	0	1	21.8	22.8	

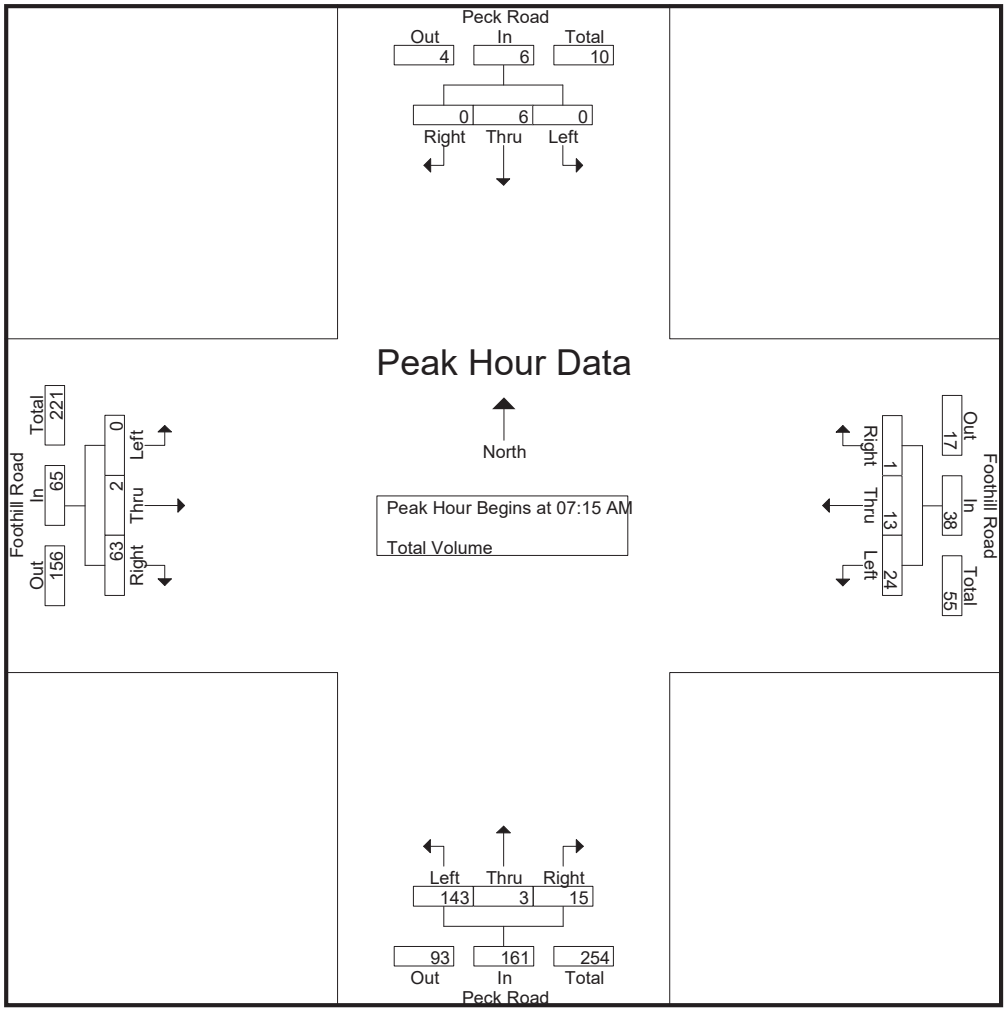
	Peck Road Southbound				Foothill Road Westbound				Peck Road Northbound				Foothill Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	**9**	1	0	10	24	0	3	27	0	0	7	7	46
07:30 AM	0	2	0	2	6	3	0	9	**43**	**2**	3	**48**	0	**1**	16	17	**76**
07:45 AM	0	1	0	1	6	**6**	0	**12**	43	0	4	47	0	0	16	16	76
08:00 AM	0	1	0	1	3	3	**1**	7	33	1	**5**	39	0	1	**24**	**25**	72
Total Volume	0	6	0	6	24	13	1	38	143	3	15	161	0	2	63	65	270
% App. Total	0	100	0		63.2	34.2	2.6		88.8	1.9	9.3		0	3.1	96.9		
PHF	.000	.750	.000	.750	.667	.542	.250	.792	.831	.375	.750	.839	.000	.500	.656	.650	.888

4

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Foothill Road
Weather: Clear

File Name : STPPEFOAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	**9**	1	0	10	24	0	3	27	0	0	7	7
+15 mins.	0	**2**	0	**2**	6	3	0	9	**43**	**2**	3	**48**	0	**1**	16	17
+30 mins.	0	2	0	2	6	**6**	0	**12**	43	0	4	47	0	0	16	16
+45 mins.	0	1	0	1	3	3	**1**	7	33	1	**5**	39	0	1	**24**	**25**
Total Volume	0	6	0	6	24	13	1	38	143	3	15	161	0	2	63	65
% App. Total	0	100	0		63.2	34.2	2.6		88.8	1.9	9.3		0	3.1	96.9	
PHF	.000	.750	.000	.750	.667	.542	.250	.792	.831	.375	.750	.839	.000	.500	.656	.650

4

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Santa Paula
N/S: Peck Road
E/W: Foothill Road
Weather: Clear

File Name : STPPEFOPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Foothill Road Westbound				Peck Road Northbound				Foothill Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	3	0	0	3	15	0	4	19	0	1	22	23	46
04:15 PM	0	0	0	0	2	1	0	3	11	0	4	15	0	2	26	28	46
04:30 PM	0	1	0	1	7	0	1	8	19	2	9	30	0	2	25	27	66
04:45 PM	0	0	0	0	8	1	0	9	15	1	8	24	0	2	30	32	65
Total	0	2	0	2	20	2	1	23	60	3	25	88	0	7	103	110	223
05:00 PM	0	2	0	2	6	0	0	6	5	2	7	14	0	2	24	26	48
05:15 PM	1	0	0	1	4	0	0	4	16	3	6	25	0	0	32	32	62
05:30 PM	0	3	0	3	7	1	0	8	9	1	12	22	0	0	38	38	71
05:45 PM	0	0	0	0	3	0	0	3	7	2	5	14	0	2	31	33	50
Total	1	5	0	6	20	1	0	21	37	8	30	75	0	4	125	129	231
Grand Total	1	7	0	8	40	3	1	44	97	11	55	163	0	11	228	239	454
Apprch %	12.5	87.5	0		90.9	6.8	2.3		59.5	6.7	33.7		0	4.6	95.4		
Total %	0.2	1.5	0	1.8	8.8	0.7	0.2	9.7	21.4	2.4	12.1	35.9	0	2.4	50.2	52.6	

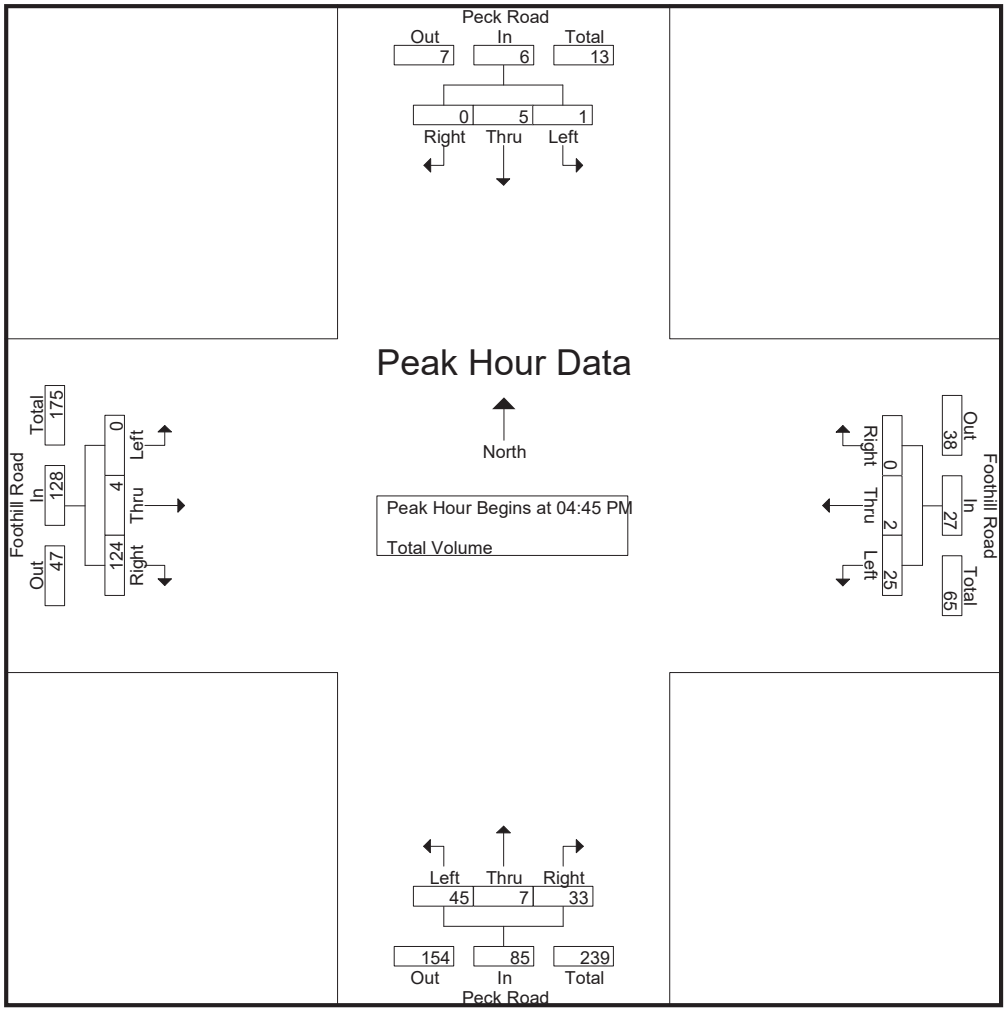
	Peck Road Southbound				Foothill Road Westbound				Peck Road Northbound				Foothill Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**8**	**1**	0	**9**	15	1	8	24	0	**2**	30	32	65
05:00 PM	0	2	0	2	6	0	0	6	5	2	7	14	0	2	24	26	48
05:15 PM	**1**	0	0	1	4	0	0	4	**16**	**3**	6	**25**	0	0	32	32	62
05:30 PM	0	**3**	0	**3**	7	1	0	8	9	1	**12**	22	0	0	**38**	**38**	**71**
Total Volume	1	5	0	6	25	2	0	27	45	7	33	85	0	4	124	128	246
% App. Total	16.7	83.3	0		92.6	7.4	0		52.9	8.2	38.8		0	3.1	96.9		
PHF	.250	.417	.000	.500	.781	.500	.000	.750	.703	.583	.688	.850	.000	.500	.816	.842	.866

4

Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Peck Road
E/W: Foothill Road
Weather: Clear

File Name : STPPEFOPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	0	0	0	0	7	0	**1**	8	**19**	2	**9**	**30**	0	**2**	24	26
+15 mins.	0	2	0	2	**8**	**1**	0	**9**	15	1	8	24	0	0	32	32
+30 mins.	**1**	0	0	1	6	0	0	6	5	2	7	14	0	0	**38**	**38**
+45 mins.	0	**3**	0	**3**	4	0	0	4	16	**3**	6	25	0	2	31	33
Total Volume	1	5	0	6	25	1	1	27	55	8	30	93	0	4	125	129
% App. Total	16.7	83.3	0		92.6	3.7	3.7		59.1	8.6	32.3		0	3.1	96.9	
PHF	.250	.417	.000	.500	.781	.250	.250	.750	.724	.667	.833	.775	.000	.500	.822	.849

4

Location: Santa Paula
N/S: Peck Road
E/W: Foothill Road

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Foothill Road	South Leg Peck Road	West Leg Foothill Road	TOTAL
7:00 AM	0	2	0	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	3	0	0	3
7:45 AM	0	1	0	0	1
8:00 AM	0	4	0	0	4
8:15 AM	4	6	0	0	10
8:30 AM	0	2	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	4	18	0	0	22

	North Leg Peck Road	East Leg Foothill Road	South Leg Peck Road	West Leg Foothill Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	1	0	0	1
4:45 PM	0	2	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	6	5	0	0	11
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	6	10	0	0	16

4

Location: Santa Paula
N/S: Peck Road
E/W: Foothill Road

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Foothill Road	South Leg Peck Road	West Leg Foothill Road	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	3	0	3

	North Leg Peck Road	East Leg Foothill Road	South Leg Peck Road	West Leg Foothill Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Santa Paula Street
Weather: Clear

File Name : STPPESPAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Santa Paula Street Westbound				Peck Road Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	7	7	16	0	0	1	1	3	7	5	15	10	15	10	35	67
07:15 AM	1	9	10	20	0	4	2	6	9	17	1	27	22	20	16	58	111
07:30 AM	2	11	19	32	0	9	1	10	17	10	8	35	29	38	36	103	180
07:45 AM	1	14	20	35	2	11	2	15	17	11	4	32	42	30	29	101	183
Total	6	41	56	103	2	24	6	32	46	45	18	109	103	103	91	297	541
08:00 AM	5	14	29	48	1	8	3	12	18	12	2	32	15	19	27	61	153
08:15 AM	2	8	11	21	1	6	0	7	8	9	0	17	13	14	14	41	86
08:30 AM	1	8	5	14	1	3	0	4	6	7	0	13	11	6	9	26	57
08:45 AM	1	11	8	20	0	3	1	4	12	10	2	24	16	7	11	34	82
Total	9	41	53	103	3	20	4	27	44	38	4	86	55	46	61	162	378
Grand Total	15	82	109	206	5	44	10	59	90	83	22	195	158	149	152	459	919
Apprch %	7.3	39.8	52.9		8.5	74.6	16.9		46.2	42.6	11.3		34.4	32.5	33.1		
Total %	1.6	8.9	11.9	22.4	0.5	4.8	1.1	6.4	9.8	9	2.4	21.2	17.2	16.2	16.5	49.9	

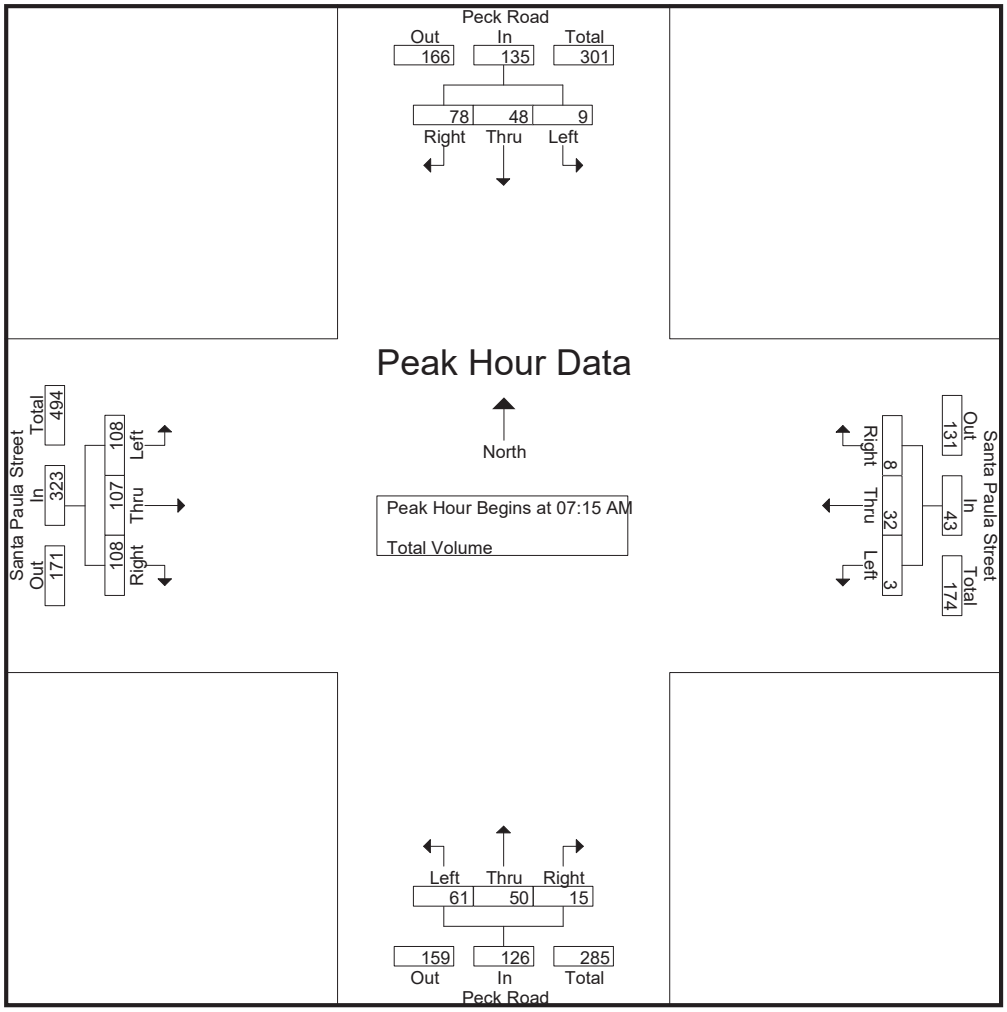
	Peck Road Southbound				Santa Paula Street Westbound				Peck Road Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	9	10	20	0	4	2	6	9	**17**	1	27	22	20	16	58	111
07:30 AM	2	11	19	32	0	9	1	10	17	10	**8**	**35**	29	**38**	**36**	**103**	180
07:45 AM	1	**14**	20	35	**2**	**11**	2	**15**	17	11	4	32	**42**	30	29	101	**183**
08:00 AM	**5**	14	**29**	**48**	1	8	**3**	12	**18**	12	2	32	15	19	27	61	153
Total Volume	9	48	78	135	3	32	8	43	61	50	15	126	108	107	108	323	627
% App. Total	6.7	35.6	57.8		7	74.4	18.6		48.4	39.7	11.9		33.4	33.1	33.4		
PHF	.450	.857	.672	.703	.375	.727	.667	.717	.847	.735	.469	.900	.643	.704	.750	.784	.857

5

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Santa Paula Street
Weather: Clear

File Name : STPPESPAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	2	11	19	32	0	9	1	10	9	**17**	1	27	22	20	16	58
+15 mins.	1	**14**	20	35	**2**	**11**	2	**15**	17	10	**8**	**35**	29	**38**	**36**	**103**
+30 mins.	**5**	14	**29**	**48**	1	8	**3**	12	17	11	4	32	**42**	30	29	101
+45 mins.	2	8	11	21	1	6	0	7	**18**	12	2	32	15	19	27	61
Total Volume	10	47	79	136	4	34	6	44	61	50	15	126	108	107	108	323
% App. Total	7.4	34.6	58.1		9.1	77.3	13.6		48.4	39.7	11.9		33.4	33.1	33.4	
PHF	.500	.839	.681	.708	.500	.773	.500	.733	.847	.735	.469	.900	.643	.704	.750	.784

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Santa Paula Street
Weather: Clear

File Name : STPPESPPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Santa Paula Street Westbound				Peck Road Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	8	1	30	12	9	8	29	0	14	24	38	2	15	3	20	117
04:15 PM	15	10	2	27	16	8	8	32	0	10	11	21	2	21	4	27	107
04:30 PM	21	5	2	28	13	10	18	41	1	20	21	42	2	26	0	28	139
04:45 PM	21	13	1	35	13	12	12	37	2	10	28	40	3	23	2	28	140
Total	78	36	6	120	54	39	46	139	3	54	84	141	9	85	9	103	503
05:00 PM	20	16	0	36	13	10	7	30	2	9	23	34	1	30	2	33	133
05:15 PM	28	13	1	42	21	4	18	43	1	16	26	43	1	23	3	27	155
05:30 PM	36	10	0	46	17	9	9	35	3	12	32	47	2	24	5	31	159
05:45 PM	26	8	1	35	17	9	9	35	3	15	27	45	3	19	1	23	138
Total	110	47	2	159	68	32	43	143	9	52	108	169	7	96	11	114	585
Grand Total	188	83	8	279	122	71	89	282	12	106	192	310	16	181	20	217	1088
Apprch %	67.4	29.7	2.9		43.3	25.2	31.6		3.9	34.2	61.9		7.4	83.4	9.2		
Total %	17.3	7.6	0.7	25.6	11.2	6.5	8.2	25.9	1.1	9.7	17.6	28.5	1.5	16.6	1.8	19.9	

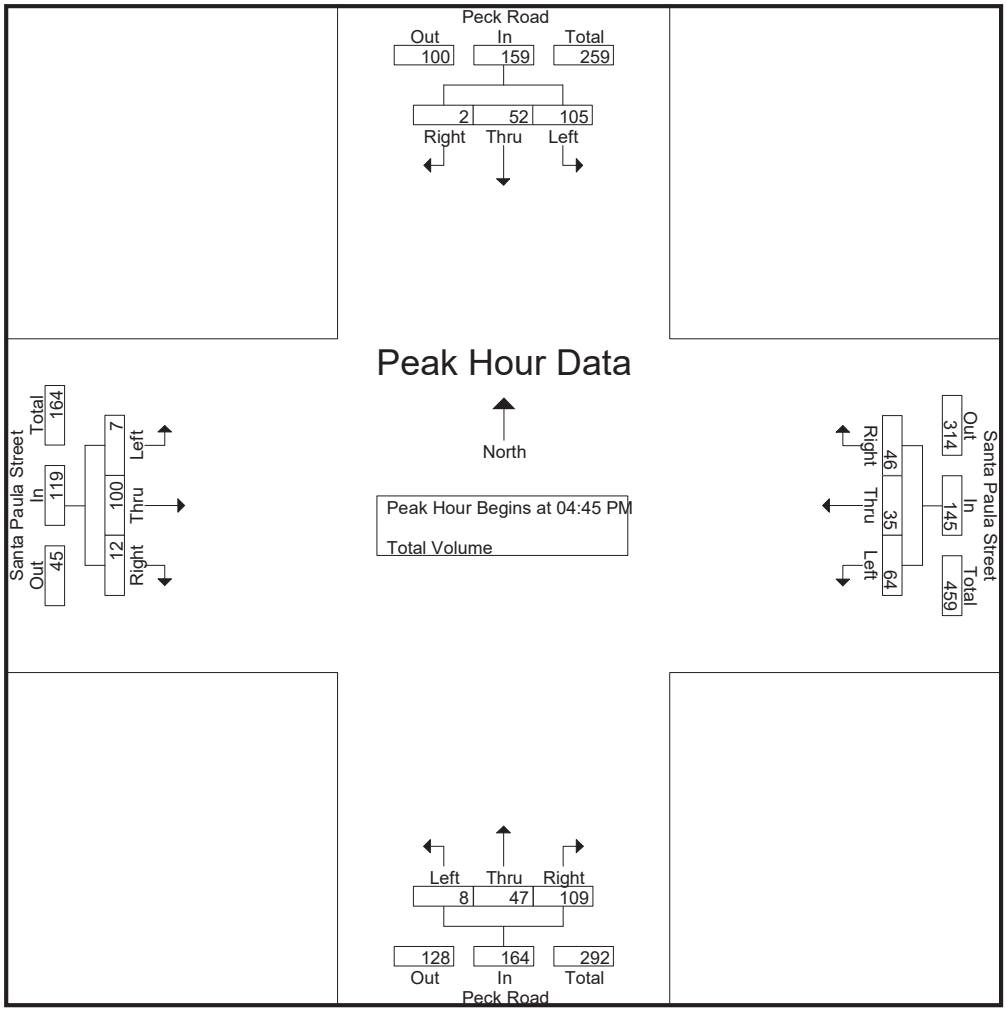
	Peck Road Southbound				Santa Paula Street Westbound				Peck Road Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	21	13	**1**	35	13	**12**	12	37	2	10	28	40	**3**	23	2	28	140
05:00 PM	20	**16**	0	36	13	10	7	30	2	9	23	34	1	**30**	2	**33**	133
05:15 PM	28	13	1	42	**21**	4	**18**	**43**	1	**16**	26	43	1	23	3	27	155
05:30 PM	**36**	10	0	**46**	17	9	9	35	**3**	12	**32**	**47**	2	24	**5**	31	**159**
Total Volume	105	52	2	159	64	35	46	145	8	47	109	164	7	100	12	119	587
% App. Total	66	32.7	1.3		44.1	24.1	31.7		4.9	28.7	66.5		5.9	84	10.1		
PHF	.729	.813	.500	.864	.762	.729	.639	.843	.667	.734	.852	.872	.583	.833	.600	.902	.923

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City of Santa Paula
N/S: Peck Road
E/W: Santa Paula Street
Weather: Clear

File Name : STPPESPPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	21	13	**1**	35	13	10	**18**	41	2	9	23	34	**3**	23	2	28
+15 mins.	20	**16**	0	36	13	**12**	12	37	1	**16**	26	43	1	**30**	2	**33**
+30 mins.	28	13	1	42	13	10	7	30	**3**	12	**32**	**47**	1	23	3	27
+45 mins.	**36**	10	0	**46**	**21**	4	18	**43**	3	15	27	45	2	24	**5**	31
Total Volume	105	52	2	159	60	36	55	151	9	52	108	169	7	100	12	119
% App. Total	66	32.7	1.3		39.7	23.8	36.4		5.3	30.8	63.9		5.9	84	10.1	
PHF	.729	.813	.500	.864	.714	.750	.764	.878	.750	.813	.844	.899	.583	.833	.600	.902

5

Location: Santa Paula
N/S: Peck Road
E/W: Santa Paula Street

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Santa Paula Street	South Leg Peck Road	West Leg Santa Paula Street	TOTAL
7:00 AM	4	0	0	0	4
7:15 AM	0	0	0	2	2
7:30 AM	0	0	0	2	2
7:45 AM	1	2	2	0	5
8:00 AM	0	0	0	5	5
8:15 AM	1	0	0	0	1
8:30 AM	1	2	2	0	5
8:45 AM	1	2	4	2	9
TOTAL VOLUMES:	8	6	8	11	33

	North Leg Peck Road	East Leg Santa Paula Street	South Leg Peck Road	West Leg Santa Paula Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	2	0	0	0	2
4:30 PM	0	0	2	0	2
4:45 PM	0	1	1	0	2
5:00 PM	2	2	2	1	7
5:15 PM	0	3	1	0	4
5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	8	6	1	19

5

Location: Santa Paula
N/S: Peck Road
E/W: Santa Paula Street

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Santa Paula Street	South Leg Peck Road	West Leg Santa Paula Street	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	1	0	0	2
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	2	1	0	3	6

	North Leg Peck Road	East Leg Santa Paula Street	South Leg Peck Road	West Leg Santa Paula Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	1	0	0	1	2

6

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City of Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPESBAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound			Santa Barbara Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	20	20	7	3	10	13	0	13	43
07:15 AM	0	43	43	5	1	6	21	1	22	71
07:30 AM	1	40	41	13	0	13	33	2	35	89
07:45 AM	1	50	51	20	3	23	30	15	45	119
Total	2	153	155	45	7	52	97	18	115	322
08:00 AM	0	29	29	5	2	7	40	18	58	94
08:15 AM	0	23	23	4	1	5	20	5	25	53
08:30 AM	0	23	23	8	1	9	13	2	15	47
08:45 AM	0	27	27	2	1	3	18	2	20	50
Total	0	102	102	19	5	24	91	27	118	244
Grand Total	2	255	257	64	12	76	188	45	233	566
Apprch %	0.8	99.2		84.2	15.8		80.7	19.3		
Total %	0.4	45.1	45.4	11.3	2.1	13.4	33.2	8	41.2	

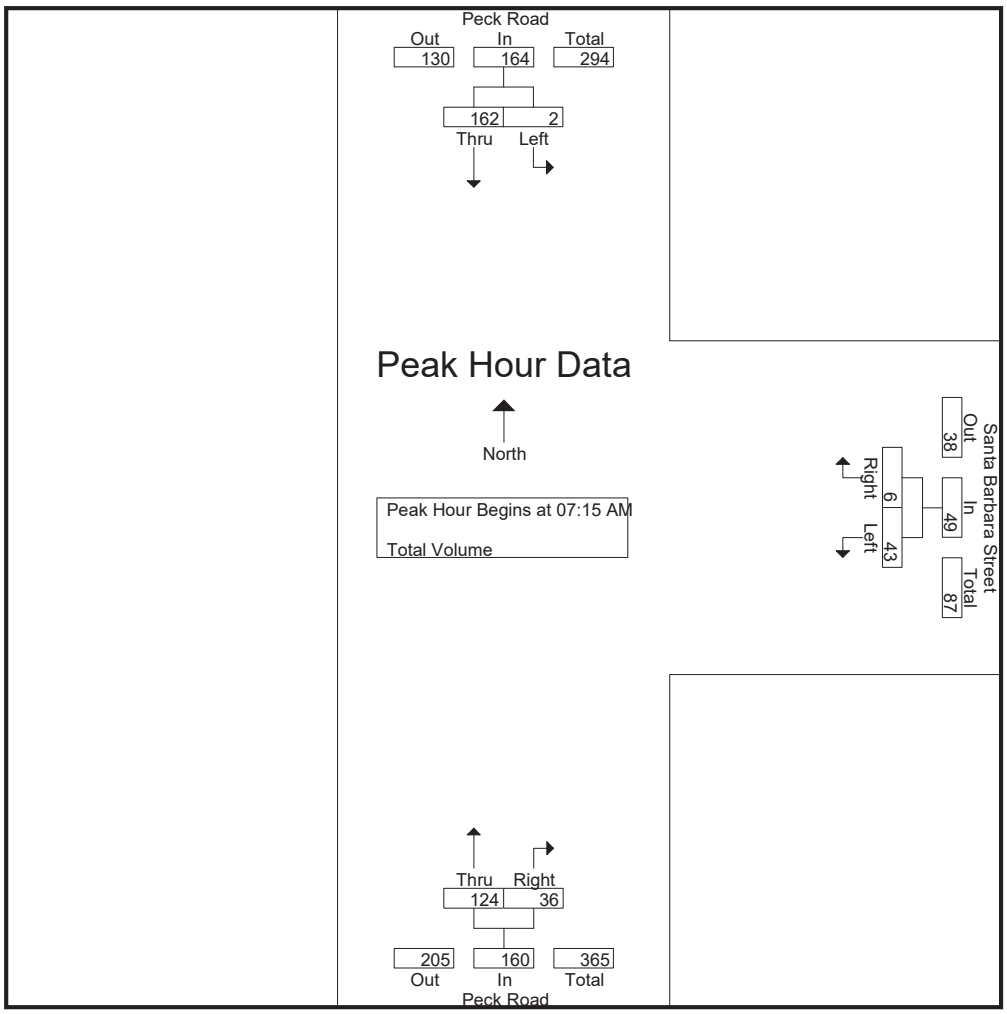
	Peck Road Southbound			Santa Barbara Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	43	43	5	1	6	21	1	22	71
07:30 AM	**1**	40	41	13	0	13	33	2	35	89
07:45 AM	1	**50**	**51**	**20**	**3**	**23**	30	15	45	**119**
08:00 AM	0	29	29	5	2	7	**40**	**18**	**58**	94
Total Volume	2	162	164	43	6	49	124	36	160	373
% App. Total	1.2	98.8		87.8	12.2		77.5	22.5		
PHF	.500	.810	.804	.538	.500	.533	.775	.500	.690	.784

6

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City of Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPESBAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	0	43	43	7	**3**	10	33	2	35
+15 mins.	**1**	40	41	5	1	6	30	15	45
+30 mins.	1	**50**	**51**	13	0	13	**40**	**18**	**58**
+45 mins.	0	29	29	**20**	3	**23**	20	5	25
Total Volume	2	162	164	45	7	52	123	40	163
% App. Total	1.2	98.8		86.5	13.5		75.5	24.5	
PHF	.500	.810	.804	.563	.583	.565	.769	.556	.703

6

Counts Unlimited
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City of Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPESBPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound			Santa Barbara Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	24	25	5	3	8	40	5	45	78
04:15 PM	2	29	31	5	0	5	25	7	32	68
04:30 PM	0	19	19	4	2	6	41	4	45	70
04:45 PM	1	26	27	2	3	5	43	3	46	78
Total	4	98	102	16	8	24	149	19	168	294
05:00 PM	2	31	33	2	0	2	36	11	47	82
05:15 PM	4	34	38	6	1	7	43	4	47	92
05:30 PM	3	27	30	2	1	3	46	6	52	85
05:45 PM	1	26	27	5	2	7	44	8	52	86
Total	10	118	128	15	4	19	169	29	198	345
Grand Total	14	216	230	31	12	43	318	48	366	639
Apprch %	6.1	93.9		72.1	27.9		86.9	13.1		
Total %	2.2	33.8	36	4.9	1.9	6.7	49.8	7.5	57.3	

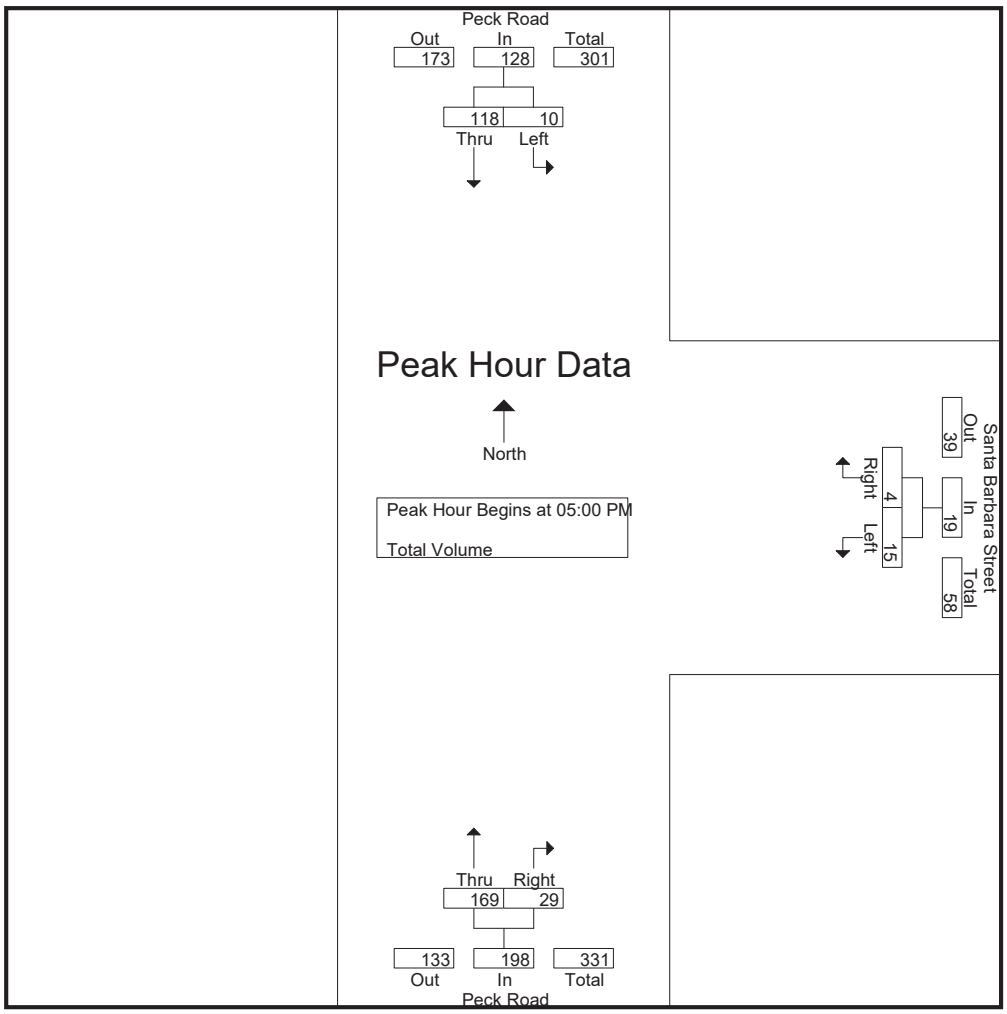
	Peck Road Southbound			Santa Barbara Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	2	31	33	2	0	2	36	**11**	47	82
05:15 PM	**4**	**34**	**38**	**6**	1	**7**	43	4	47	**92**
05:30 PM	3	27	30	2	1	3	**46**	6	**52**	85
05:45 PM	1	26	27	5	**2**	7	44	8	52	86
Total Volume	10	118	128	15	4	19	169	29	198	345
% App. Total	7.8	92.2		78.9	21.1		85.4	14.6		
PHF	.625	.868	.842	.625	.500	.679	.918	.659	.952	.938

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Counts Unlimited
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City of Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPESBPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			05:00 PM		
+0 mins.	1	26	27	**5**	**3**	**8**	36	**11**	47
+15 mins.	2	31	33	5	0	5	43	4	47
+30 mins.	**4**	**34**	**38**	4	2	6	**46**	6	**52**
+45 mins.	3	27	30	2	3	5	44	8	52
Total Volume	10	118	128	16	8	24	169	29	198
% App. Total	7.8	92.2		66.7	33.3		85.4	14.6	
PHF	.625	.868	.842	.800	.667	.750	.918	.659	.952

Location: Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Santa Barbara Street	South Leg Peck Road	West Leg Santa Barbara Street	TOTAL
7:00 AM	1	2	1	0	4
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	6	0	0	6
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	2	0	0	2
TOTAL VOLUMES:	1	12	1	0	14

	North Leg Peck Road	East Leg Santa Barbara Street	South Leg Peck Road	West Leg Santa Barbara Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	6	0	0	6
5:15 PM	0	3	0	0	3
5:30 PM	0	3	0	0	3
5:45 PM	0	2	0	0	2
TOTAL VOLUMES:	0	15	0	0	15

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Location: Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Santa Barbara Street	South Leg Peck Road	West Leg Santa Barbara Street	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	2	0	0	3

	North Leg Peck Road	East Leg Santa Barbara Street	South Leg Peck Road	West Leg Santa Barbara Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Peck Road
E/W: Main Street
Weather: Clear

File Name : STPPEMAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound			Main Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	25	33	58	44	2	46	20	10	30	134
07:15 AM	8	38	46	53	15	68	21	24	45	159
07:30 AM	5	66	71	45	13	58	71	28	99	228
07:45 AM	10	78	88	51	38	89	70	41	111	288
Total	48	215	263	193	68	261	182	103	285	809
08:00 AM	20	71	91	66	8	74	24	33	57	222
08:15 AM	0	24	24	31	6	37	18	28	46	107
08:30 AM	2	34	36	35	3	38	13	21	34	108
08:45 AM	7	25	32	32	2	34	18	18	36	102
Total	29	154	183	164	19	183	73	100	173	539
Grand Total	77	369	446	357	87	444	255	203	458	1348
Apprch %	17.3	82.7		80.4	19.6		55.7	44.3		
Total %	5.7	27.4	33.1	26.5	6.5	32.9	18.9	15.1	34	

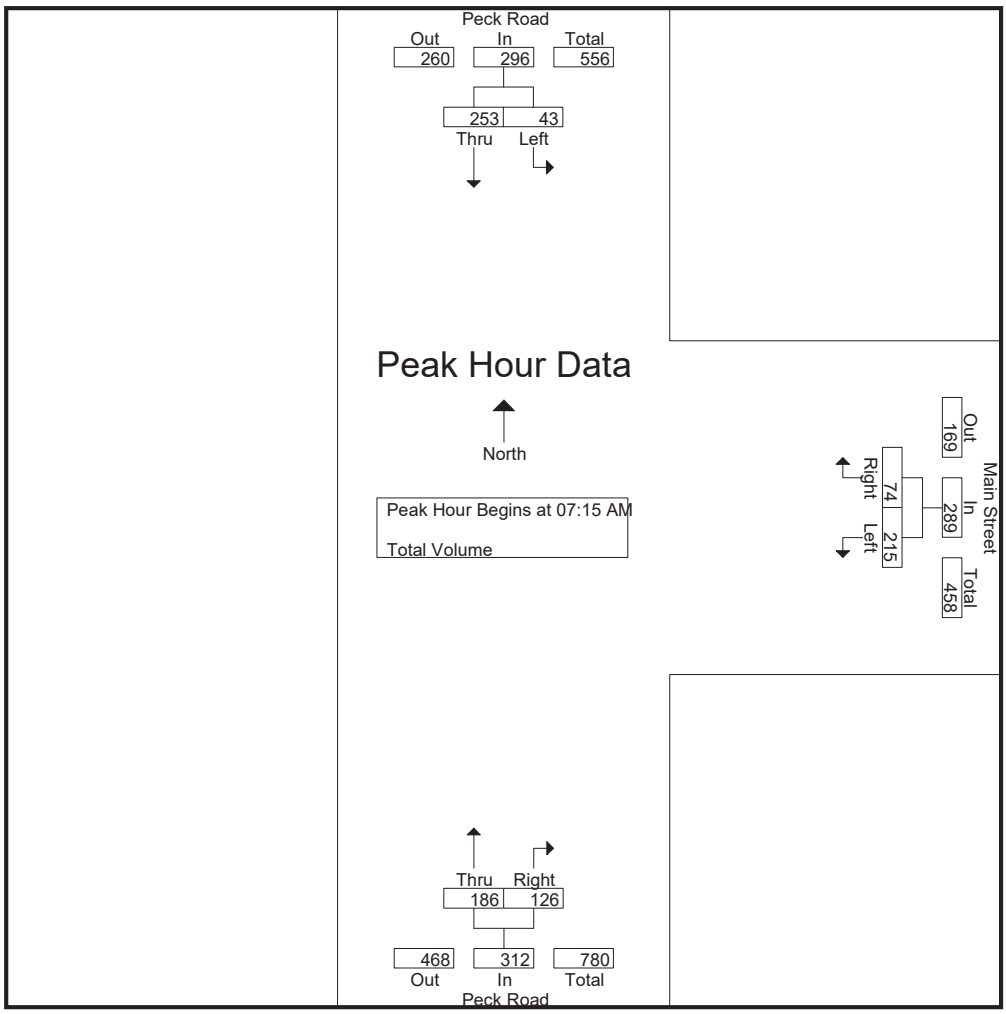
	Peck Road Southbound			Main Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	8	38	46	53	15	68	21	24	45	159
07:30 AM	5	66	71	45	13	58	**71**	28	99	228
07:45 AM	10	**78**	88	51	**38**	**89**	70	**41**	**111**	**288**
08:00 AM	**20**	71	**91**	**66**	8	74	24	33	57	222
Total Volume	43	253	296	215	74	289	186	126	312	897
% App. Total	14.5	85.5		74.4	25.6		59.6	40.4		
PHF	.538	.811	.813	.814	.487	.812	.655	.768	.703	.779

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Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Peck Road
E/W: Main Street
Weather: Clear

File Name : STPPEMAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	8	38	46	53	15	68	**71**	28	99
+15 mins.	5	66	71	45	13	58	70	**41**	**111**
+30 mins.	10	**78**	88	51	**38**	**89**	24	33	57
+45 mins.	**20**	71	**91**	**66**	8	74	18	28	46
Total Volume	43	253	296	215	74	289	183	130	313
% App. Total	14.5	85.5		74.4	25.6		58.5	41.5	
PHF	.538	.811	.813	.814	.487	.812	.644	.793	.705

7

Counts Unlimited
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City of Santa Paula
N/S: Peck Road
E/W: Main Street
Weather: Clear

File Name : STPPEMAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound			Main Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	11	28	39	34	8	42	42	56	98	179
04:15 PM	7	37	44	45	5	50	33	57	90	184
04:30 PM	1	23	24	43	4	47	49	64	113	184
04:45 PM	2	33	35	34	8	42	48	72	120	197
Total	21	121	142	156	25	181	172	249	421	744
05:00 PM	3	41	44	43	4	47	56	54	110	201
05:15 PM	4	45	49	32	14	46	49	72	121	216
05:30 PM	4	35	39	29	9	38	54	69	123	200
05:45 PM	9	29	38	29	6	35	58	46	104	177
Total	20	150	170	133	33	166	217	241	458	794
Grand Total	41	271	312	289	58	347	389	490	879	1538
Apprch %	13.1	86.9		83.3	16.7		44.3	55.7		
Total %	2.7	17.6	20.3	18.8	3.8	22.6	25.3	31.9	57.2	

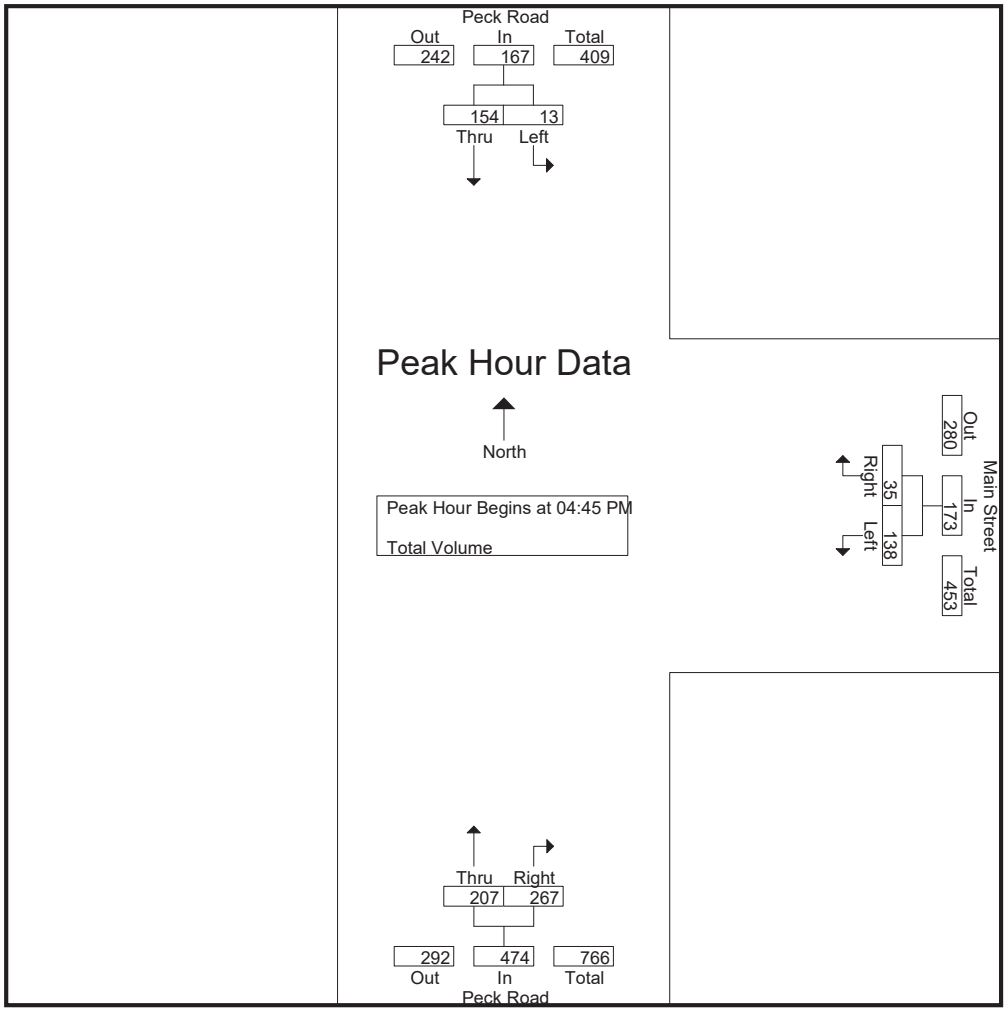
	Peck Road Southbound			Main Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	2	33	35	34	8	42	48	**72**	120	197
05:00 PM	3	41	44	**43**	4	**47**	**56**	54	110	201
05:15 PM	**4**	**45**	**49**	32	**14**	46	49	72	121	**216**
05:30 PM	4	35	39	29	9	38	54	69	**123**	200
Total Volume	13	154	167	138	35	173	207	267	474	814
% App. Total	7.8	92.2		79.8	20.2		43.7	56.3		
PHF	.813	.856	.852	.802	.625	.920	.924	.927	.963	.942

7

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Main Street
Weather: Clear

File Name : STPPEMAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			04:45 PM		
+0 mins.	3	41	44	**45**	5	**50**	48	**72**	120
+15 mins.	4	**45**	**49**	43	4	47	**56**	54	110
+30 mins.	4	35	39	34	**8**	42	49	72	121
+45 mins.	**9**	29	38	43	4	47	54	69	**123**
Total Volume	20	150	170	165	21	186	207	267	474
% App. Total	11.8	88.2		88.7	11.3		43.7	56.3	
PHF	.556	.833	.867	.917	.656	.930	.924	.927	.963

7

Location: Santa Paula
N/S: Peck Road
E/W: Main Street

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Main Street	South Leg Peck Road	West Leg Main Street	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	9	6	0	0	15
7:30 AM	16	1	0	0	17
7:45 AM	12	14	0	0	26
8:00 AM	9	8	0	0	17
8:15 AM	2	0	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	49	30	0	0	79

	North Leg Peck Road	East Leg Main Street	South Leg Peck Road	West Leg Main Street	TOTAL
4:00 PM	1	1	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	1	2	0	0	3
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	8	0	0	8
5:30 PM	0	4	0	1	5
5:45 PM	0	4	0	0	4
TOTAL VOLUMES:	2	20	0	1	23

7

Location: Santa Paula
N/S: Peck Road
E/W: Main Street

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Main Street	South Leg Peck Road	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	2	1	0	0	3
TOTAL VOLUMES:	3	2	0	0	5

	North Leg Peck Road	East Leg Main Street	South Leg Peck Road	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	4	0	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	5	0	0	0	5

8

Counts Unlimited
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(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Telegraph Road/Harvard Boulevard
Weather: Clear

File Name : STPPETEAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Harvard Boulevard Westbound				Peck Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	51	23	77	49	41	4	94	14	16	24	54	10	23	13	46	271
07:15 AM	1	68	22	91	47	42	10	99	12	22	31	65	13	28	26	67	322
07:30 AM	18	75	18	111	48	46	34	128	4	34	37	75	31	43	22	96	410
07:45 AM	21	74	34	129	45	55	41	141	10	47	52	109	23	28	17	68	447
Total	43	268	97	408	189	184	89	462	40	119	144	303	77	122	78	277	1450
08:00 AM	25	83	29	137	49	40	11	100	16	24	29	69	22	37	15	74	380
08:15 AM	4	34	17	55	40	28	1	69	9	24	35	68	21	35	18	74	266
08:30 AM	2	55	12	69	36	33	4	73	11	21	31	63	9	20	17	46	251
08:45 AM	3	40	14	57	39	30	4	73	6	21	45	72	11	30	11	52	254
Total	34	212	72	318	164	131	20	315	42	90	140	272	63	122	61	246	1151
Grand Total	77	480	169	726	353	315	109	777	82	209	284	575	140	244	139	523	2601
Apprch %	10.6	66.1	23.3		45.4	40.5	14		14.3	36.3	49.4		26.8	46.7	26.6		
Total %	3	18.5	6.5	27.9	13.6	12.1	4.2	29.9	3.2	8	10.9	22.1	5.4	9.4	5.3	20.1	

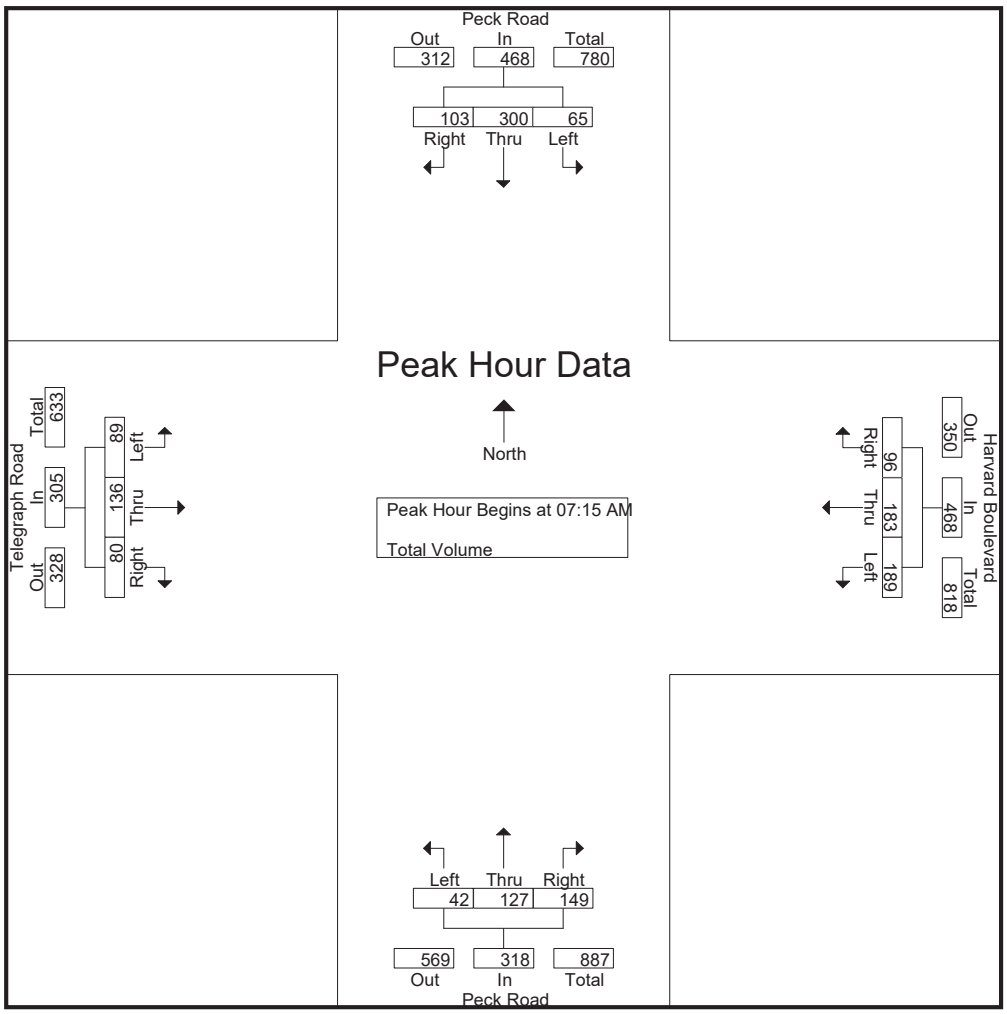
	Peck Road Southbound				Harvard Boulevard Westbound				Peck Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	68	22	91	47	42	10	99	12	22	31	65	13	28	**26**	67	322
07:30 AM	18	75	18	111	48	46	34	128	4	34	37	75	**31**	**43**	22	**96**	410
07:45 AM	21	74	**34**	129	45	**55**	**41**	**141**	10	**47**	**52**	**109**	23	28	17	68	**447**
08:00 AM	**25**	**83**	29	**137**	**49**	40	11	100	**16**	24	29	69	22	37	15	74	380
Total Volume	65	300	103	468	189	183	96	468	42	127	149	318	89	136	80	305	1559
% App. Total	13.9	64.1	22		40.4	39.1	20.5		13.2	39.9	46.9		29.2	44.6	26.2		
PHF	.650	.904	.757	.854	.964	.832	.585	.830	.656	.676	.716	.729	.718	.791	.769	.794	.872

8

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Telegraph Road/Harvard Boulevard
Weather: Clear

File Name : STPPETEAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	1	68	22	91	47	42	10	99	4	34	37	75	**31**	**43**	**22**	**96**
+15 mins.	18	75	18	111	48	46	34	128	10	**47**	**52**	**109**	23	28	17	68
+30 mins.	21	74	**34**	129	45	**55**	**41**	**141**	**16**	24	29	69	22	37	15	74
+45 mins.	**25**	**83**	29	**137**	**49**	40	11	100	9	24	35	68	21	35	18	74
Total Volume	65	300	103	468	189	183	96	468	39	129	153	321	97	143	72	312
% App. Total	13.9	64.1	22		40.4	39.1	20.5		12.1	40.2	47.7		31.1	45.8	23.1	
PHF	.650	.904	.757	.854	.964	.832	.585	.830	.609	.686	.736	.736	.782	.831	.818	.813

8

Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Peck Road
E/W: Telegraph Road/Harvard Boulevard
Weather: Clear

File Name : STPPETEPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Harvard Boulevard Westbound				Peck Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	37	21	62	43	43	10	96	11	60	81	152	29	57	19	105	415
04:15 PM	4	40	38	82	59	54	4	117	17	52	91	160	30	62	14	106	465
04:30 PM	4	40	22	66	56	53	11	120	18	55	102	175	40	106	26	172	533
04:45 PM	3	45	19	67	56	49	11	116	10	64	119	193	47	71	13	131	507
Total	15	162	100	277	214	199	36	449	56	231	393	680	146	296	72	514	1920
05:00 PM	9	47	28	84	60	36	8	104	8	49	106	163	49	58	13	120	471
05:15 PM	7	53	17	77	44	33	8	85	8	71	103	182	39	85	17	141	485
05:30 PM	6	33	25	64	56	54	14	124	11	66	91	168	46	78	15	139	495
05:45 PM	6	30	22	58	45	30	8	83	14	67	105	186	41	55	10	106	433
Total	28	163	92	283	205	153	38	396	41	253	405	699	175	276	55	506	1884
Grand Total	43	325	192	560	419	352	74	845	97	484	798	1379	321	572	127	1020	3804
Apprch %	7.7	58	34.3		49.6	41.7	8.8		7	35.1	57.9		31.5	56.1	12.5		
Total %	1.1	8.5	5	14.7	11	9.3	1.9	22.2	2.5	12.7	21	36.3	8.4	15	3.3	26.8	

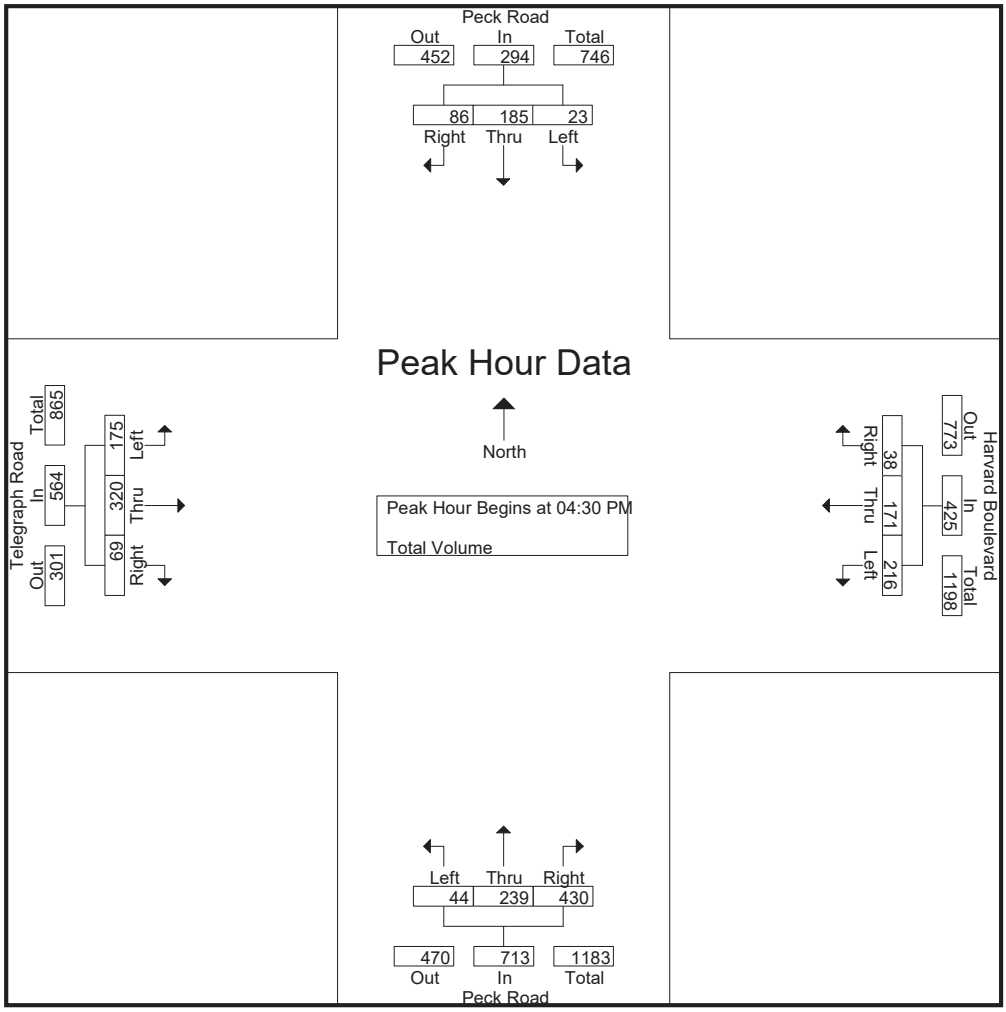
	Peck Road Southbound				Harvard Boulevard Westbound				Peck Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	40	22	66	56	**53**	**11**	**120**	**18**	55	102	175	40	**106**	**26**	**172**	**533**
04:45 PM	3	45	19	67	56	49	11	116	10	64	**119**	**193**	47	71	13	131	507
05:00 PM	**9**	47	**28**	**84**	**60**	36	8	104	8	49	106	163	**49**	58	13	120	471
05:15 PM	7	**53**	17	77	44	33	8	85	8	**71**	103	182	39	85	17	141	485
Total Volume	23	185	86	294	216	171	38	425	44	239	430	713	175	320	69	564	1996
% App. Total	7.8	62.9	29.3		50.8	40.2	8.9		6.2	33.5	60.3		31	56.7	12.2		
PHF	.639	.873	.768	.875	.900	.807	.864	.885	.611	.842	.903	.924	.893	.755	.663	.820	.936

8

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Telegraph Road/Harvard Boulevard
Weather: Clear

File Name : STPPETEPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:30 PM				04:30 PM			
+0 mins.	4	40	**38**	82	59	**54**	4	117	**18**	55	102	175	40	**106**	**26**	**172**
+15 mins.	4	40	22	66	56	53	**11**	**120**	10	64	**119**	**193**	47	71	13	131
+30 mins.	3	45	19	67	56	49	11	116	8	49	106	163	**49**	58	13	120
+45 mins.	**9**	**47**	28	**84**	**60**	36	8	104	8	**71**	103	182	39	85	17	141
Total Volume	20	172	107	299	231	192	34	457	44	239	430	713	175	320	69	564
% App. Total	6.7	57.5	35.8		50.5	42	7.4		6.2	33.5	60.3		31	56.7	12.2	
PHF	.556	.915	.704	.890	.963	.889	.773	.952	.611	.842	.903	.924	.893	.755	.663	.820

8

Location: Santa Paula
N/S: Peck Road
E/W: Telegraph Rd/Harvard Blvd

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Harvard Boulevard	South Leg Peck Road	West Leg Telegraph Road	TOTAL
7:00 AM	0	1	4	0	5
7:15 AM	0	13	0	1	14
7:30 AM	0	13	4	0	17
7:45 AM	0	6	0	0	6
8:00 AM	1	7	3	1	12
8:15 AM	2	1	4	1	8
8:30 AM	3	0	0	0	3
8:45 AM	1	0	1	1	3
TOTAL VOLUMES:	7	41	16	4	68

	North Leg Peck Road	East Leg Harvard Boulevard	South Leg Peck Road	West Leg Telegraph Road	TOTAL
4:00 PM	5	2	5	2	14
4:15 PM	2	0	1	0	3
4:30 PM	2	4	3	0	9
4:45 PM	5	5	5	5	20
5:00 PM	1	0	0	0	1
5:15 PM	5	4	1	0	10
5:30 PM	1	3	2	0	6
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	21	18	17	7	63

8

Location: Santa Paula
N/S: Peck Road
E/W: Telegraph Rd/Harvard Blvd

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Harvard Boulevard	South Leg Peck Road	West Leg Telegraph Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	1	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	1	1	2	0	4
8:45 AM	1	0	0	2	3
TOTAL VOLUMES:	3	1	2	4	10

	North Leg Peck Road	East Leg Harvard Boulevard	South Leg Peck Road	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

9

Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: SR-126 Westbound Ramps
E/W: Faulkner Road
Weather: Clear

File Name : STP126WFAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

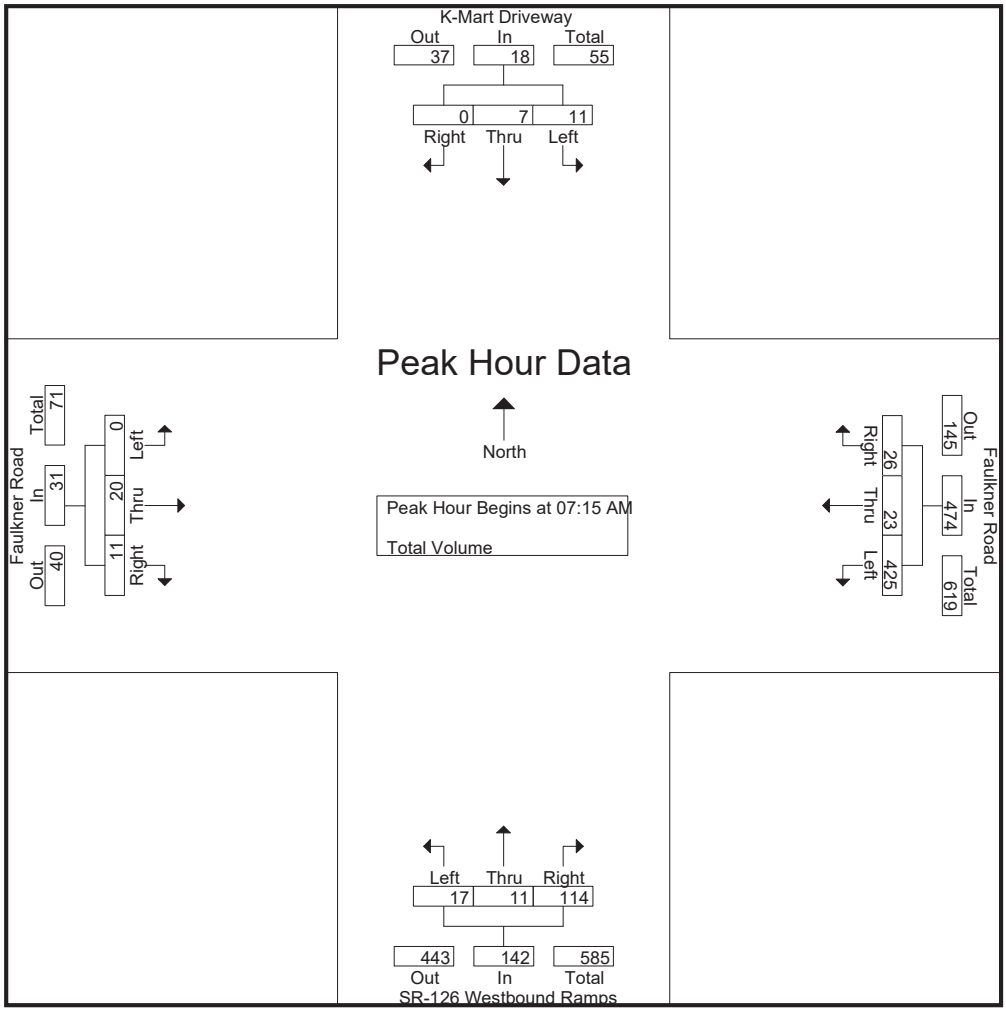
	K-Mart Driveway Southbound				Faulkner Road Westbound				SR-126 Westbound Ramps Northbound				Faulkner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	3	0	8	92	7	8	107	3	1	21	25	0	2	1	3	143
07:15 AM	3	0	0	3	127	3	5	135	3	3	19	25	0	5	4	9	172
07:30 AM	0	5	0	5	122	6	4	132	3	3	26	32	0	5	1	6	175
07:45 AM	5	1	0	6	89	7	6	102	4	4	38	46	0	4	6	10	164
Total	13	9	0	22	430	23	23	476	13	11	104	128	0	16	12	28	654
08:00 AM	3	1	0	4	87	7	11	105	7	1	31	39	0	6	0	6	154
08:15 AM	7	2	0	9	60	18	6	84	8	3	14	25	1	9	1	11	129
08:30 AM	8	1	0	9	98	12	9	119	4	3	10	17	0	9	6	15	160
08:45 AM	7	1	1	9	74	5	7	86	9	2	15	26	0	8	2	10	131
Total	25	5	1	31	319	42	33	394	28	9	70	107	1	32	9	42	574
Grand Total	38	14	1	53	749	65	56	870	41	20	174	235	1	48	21	70	1228
Apprch %	71.7	26.4	1.9		86.1	7.5	6.4		17.4	8.5	74		1.4	68.6	30		
Total %	3.1	1.1	0.1	4.3	61	5.3	4.6	70.8	3.3	1.6	14.2	19.1	0.1	3.9	1.7	5.7	

	K-Mart Driveway Southbound				Faulkner Road Westbound				SR-126 Westbound Ramps Northbound				Faulkner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	0	0	3	**127**	3	5	**135**	3	3	19	25	0	5	4	9	172
07:30 AM	0	**5**	0	5	122	6	4	132	3	3	26	32	0	5	1	6	**175**
07:45 AM	**5**	1	0	**6**	89	**7**	6	102	4	**4**	**38**	**46**	0	4	**6**	**10**	164
08:00 AM	3	1	0	4	87	7	**11**	105	**7**	1	31	39	0	**6**	0	6	154
Total Volume	11	7	0	18	425	23	26	474	17	11	114	142	0	20	11	31	665
% App. Total	61.1	38.9	0		89.7	4.9	5.5		12	7.7	80.3		0	64.5	35.5		
PHF	.550	.350	.000	.750	.837	.821	.591	.878	.607	.688	.750	.772	.000	.833	.458	.775	.950

Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: SR-126 Westbound Ramps
E/W: Faulkner Road
Weather: Clear

File Name : STP126WFAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	3	1	0	4	92	**7**	**8**	107	3	3	19	25	0	4	**6**	10
+15 mins.	7	**2**	0	**9**	**127**	3	5	**135**	3	3	26	32	0	6	0	6
+30 mins.	**8**	1	0	9	122	6	4	132	4	**4**	**38**	**46**	**1**	**9**	1	11
+45 mins.	7	1	**1**	9	89	7	6	102	**7**	1	31	39	0	9	6	**15**
Total Volume	25	5	1	31	430	23	23	476	17	11	114	142	1	28	13	42
% App. Total	80.6	16.1	3.2		90.3	4.8	4.8		12	7.7	80.3		2.4	66.7	31	
PHF	.781	.625	.250	.861	.846	.821	.719	.881	.607	.688	.750	.772	.250	.778	.542	.700

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Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: SR-126 Westbound Ramps
E/W: Faulkner Road
Weather: Clear

File Name : STP126WFAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	K-Mart Driveway Southbound				Faulkner Road Westbound				SR-126 Westbound Ramps Northbound				Faulkner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	2	0	17	63	7	15	85	5	5	22	32	1	16	4	21	155
04:15 PM	14	1	0	15	68	16	17	101	11	3	27	41	0	24	4	28	185
04:30 PM	23	4	0	27	73	6	7	86	5	5	30	40	0	13	0	13	166
04:45 PM	14	5	1	20	77	10	14	101	4	5	24	33	0	19	7	26	180
Total	66	12	1	79	281	39	53	373	25	18	103	146	1	72	15	88	686
05:00 PM	18	3	0	21	85	7	9	101	6	4	20	30	0	13	3	16	168
05:15 PM	8	1	0	9	67	7	13	87	2	3	18	23	0	9	1	10	129
05:30 PM	15	2	1	18	58	5	15	78	3	4	23	30	0	14	4	18	144
05:45 PM	8	1	0	9	59	5	12	76	9	4	18	31	1	16	3	20	136
Total	49	7	1	57	269	24	49	342	20	15	79	114	1	52	11	64	577
Grand Total	115	19	2	136	550	63	102	715	45	33	182	260	2	124	26	152	1263
Apprch %	84.6	14	1.5		76.9	8.8	14.3		17.3	12.7	70		1.3	81.6	17.1		
Total %	9.1	1.5	0.2	10.8	43.5	5	8.1	56.6	3.6	2.6	14.4	20.6	0.2	9.8	2.1	12	

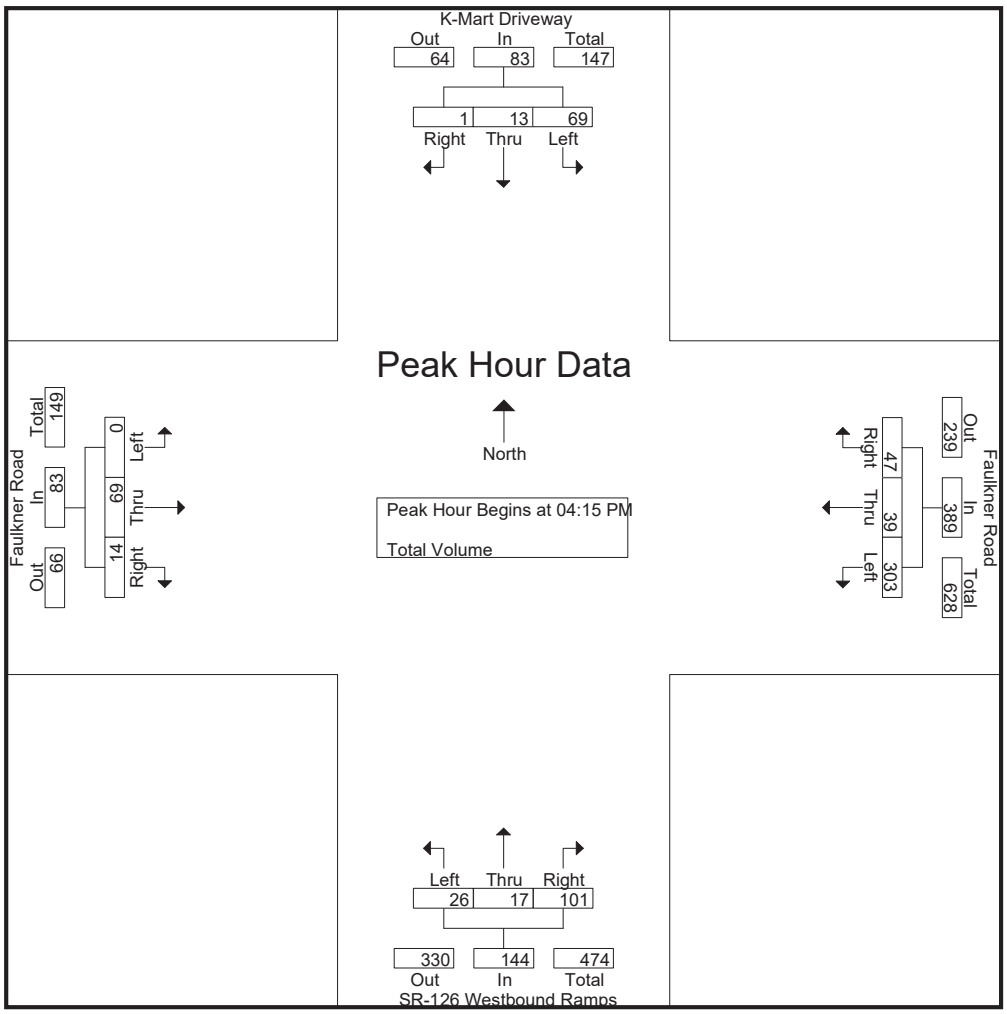
	K-Mart Driveway Southbound				Faulkner Road Westbound				SR-126 Westbound Ramps Northbound				Faulkner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	14	1	0	15	68	**16**	**17**	**101**	**11**	3	27	**41**	0	**24**	4	**28**	**185**
04:30 PM	**23**	4	0	**27**	73	6	7	86	5	**5**	**30**	40	0	13	0	13	166
04:45 PM	14	**5**	**1**	20	77	10	14	101	4	5	24	33	0	19	**7**	26	180
05:00 PM	18	3	0	21	**85**	7	9	101	6	4	20	30	0	13	3	16	168
Total Volume	69	13	1	83	303	39	47	389	26	17	101	144	0	69	14	83	699
% App. Total	83.1	15.7	1.2		77.9	10	12.1		18.1	11.8	70.1		0	83.1	16.9		
PHF	.750	.650	.250	.769	.891	.609	.691	.963	.591	.850	.842	.878	.000	.719	.500	.741	.945

9

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: SR-126 Westbound Ramps
E/W: Faulkner Road
Weather: Clear

File Name : STP126WFAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	14	1	0	15	68	**16**	**17**	**101**	5	**5**	22	32	**1**	16	4	21
+15 mins.	**23**	4	0	**27**	73	6	7	86	**11**	3	27	**41**	0	**24**	4	**28**
+30 mins.	14	**5**	**1**	20	77	10	14	101	5	5	**30**	40	0	13	0	13
+45 mins.	18	3	0	21	**85**	7	9	101	4	5	24	33	0	19	**7**	26
Total Volume	69	13	1	83	303	39	47	389	25	18	103	146	1	72	15	88
% App. Total	83.1	15.7	1.2		77.9	10	12.1		17.1	12.3	70.5		1.1	81.8	17	
PHF	.750	.650	.250	.769	.891	.609	.691	.963	.568	.900	.858	.890	.250	.750	.536	.786

9

Location: Santa Paula
N/S: SR-126 WB Ramps
E/W: Faulkner Road

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg K-Mart Driveway	East Leg Faulkner Road	South Leg SR-126 WB Ramps	West Leg Faulkner Road	TOTAL
7:00 AM	6	0	0	0	6
7:15 AM	4	0	0	0	4
7:30 AM	3	0	0	0	3
7:45 AM	1	0	0	0	1
8:00 AM	1	0	0	0	1
8:15 AM	5	0	0	0	5
8:30 AM	0	0	0	0	0
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	23	0	0	0	23

	North Leg K-Mart Driveway	East Leg Faulkner Road	South Leg SR-126 WB Ramps	West Leg Faulkner Road	TOTAL
4:00 PM	6	0	0	0	6
4:15 PM	0	0	0	0	0
4:30 PM	3	0	0	0	3
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	11	0	0	0	11

9

Location: Santa Paula
N/S: SR-126 WB Ramps
E/W: Faulkner Road

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg K-Mart Driveway	East Leg Faulkner Road	South Leg SR-126 WB Ramps	West Leg Faulkner Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1

	North Leg K-Mart Driveway	East Leg Faulkner Road	South Leg SR-126 WB Ramps	West Leg Faulkner Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

10

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: SR-126 Eastbound Ramps/Acacia Way
Weather: Clear

File Name : STPPE126EAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

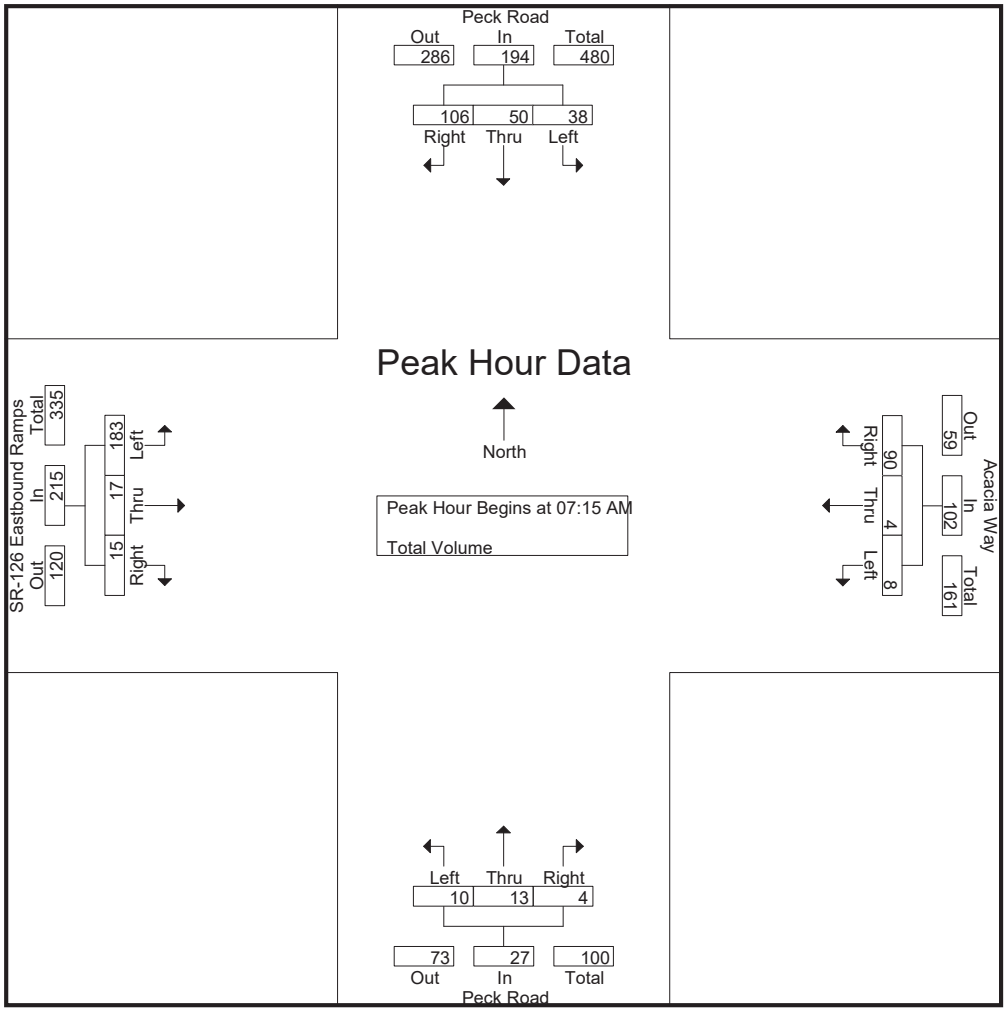
	Peck Road Southbound				Acacia Way Westbound				Peck Road Northbound				SR-126 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	9	12	26	1	2	20	23	1	4	0	5	31	6	0	37	91
07:15 AM	6	8	23	37	2	1	23	26	0	2	1	3	35	4	1	40	106
07:30 AM	5	9	31	45	4	2	35	41	5	2	1	8	53	5	2	60	154
07:45 AM	9	21	29	59	2	0	29	31	1	2	2	5	56	2	5	63	158
Total	25	47	95	167	9	5	107	121	7	10	4	21	175	17	8	200	509
08:00 AM	18	12	23	53	0	1	3	4	4	7	0	11	39	6	7	52	120
08:15 AM	5	6	16	27	3	1	13	17	2	4	2	8	41	4	2	47	99
08:30 AM	8	3	14	25	2	0	19	21	0	5	0	5	41	4	4	49	100
08:45 AM	9	3	15	27	1	1	17	19	1	7	1	9	42	4	6	52	107
Total	40	24	68	132	6	3	52	61	7	23	3	33	163	18	19	200	426
Grand Total	65	71	163	299	15	8	159	182	14	33	7	54	338	35	27	400	935
Apprch %	21.7	23.7	54.5		8.2	4.4	87.4		25.9	61.1	13		84.5	8.8	6.8		
Total %	7	7.6	17.4	32	1.6	0.9	17	19.5	1.5	3.5	0.7	5.8	36.1	3.7	2.9	42.8	

	Peck Road Southbound				Acacia Way Westbound				Peck Road Northbound				SR-126 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	8	23	37	2	1	23	26	0	2	1	3	35	4	1	40	106
07:30 AM	5	9	**31**	45	**4**	**2**	**35**	**41**	**5**	2	1	8	53	5	2	60	154
07:45 AM	9	**21**	29	**59**	2	0	29	31	1	2	**2**	5	**56**	2	5	**63**	**158**
08:00 AM	**18**	12	23	53	0	1	3	4	4	**7**	0	**11**	39	**6**	**7**	52	120
Total Volume	38	50	106	194	8	4	90	102	10	13	4	27	183	17	15	215	538
% App. Total	19.6	25.8	54.6		7.8	3.9	88.2		37	48.1	14.8		85.1	7.9	7		
PHF	.528	.595	.855	.822	.500	.500	.643	.622	.500	.464	.500	.614	.817	.708	.536	.853	.851

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: SR-126 Eastbound Ramps/Acacia Way
Weather: Clear

File Name : STPPE126EAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	6	8	23	37	1	**2**	20	23	**4**	**7**	0	**11**	53	5	2	60
+15 mins.	5	9	**31**	45	2	1	23	26	2	4	**2**	8	**56**	2	5	**63**
+30 mins.	9	**21**	29	**59**	**4**	2	**35**	**41**	0	5	0	5	39	**6**	**7**	52
+45 mins.	**18**	12	23	53	2	0	29	31	1	7	1	9	41	4	2	47
Total Volume	38	50	106	194	9	5	107	121	7	23	3	33	189	17	16	222
% App. Total	19.6	25.8	54.6		7.4	4.1	88.4		21.2	69.7	9.1		85.1	7.7	7.2	
PHF	.528	.595	.855	.822	.563	.625	.764	.738	.438	.821	.375	.750	.844	.708	.571	.881

10

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: SR-126 Eastbound Ramps/Acacia Way
Weather: Clear

File Name : STPPE126EPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Acacia Way Westbound				Peck Road Northbound				SR-126 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	6	28	43	0	3	13	16	4	14	1	19	98	16	2	116	194
04:15 PM	18	3	27	48	1	2	24	27	7	12	0	19	106	8	1	115	209
04:30 PM	22	1	31	54	1	0	19	20	3	6	0	9	124	8	3	135	218
04:45 PM	18	5	19	42	0	2	20	22	5	7	2	14	138	14	1	153	231
Total	67	15	105	187	2	7	76	85	19	39	3	61	466	46	7	519	852
05:00 PM	14	2	22	38	0	4	15	19	2	13	1	16	120	8	1	129	202
05:15 PM	14	4	21	39	0	2	11	13	5	10	2	17	128	15	1	144	213
05:30 PM	19	3	24	46	0	2	19	21	4	7	1	12	129	9	2	140	219
05:45 PM	9	0	20	29	0	1	18	19	6	5	0	11	147	17	1	165	224
Total	56	9	87	152	0	9	63	72	17	35	4	56	524	49	5	578	858
Grand Total	123	24	192	339	2	16	139	157	36	74	7	117	990	95	12	1097	1710
Apprch %	36.3	7.1	56.6		1.3	10.2	88.5		30.8	63.2	6		90.2	8.7	1.1		
Total %	7.2	1.4	11.2	19.8	0.1	0.9	8.1	9.2	2.1	4.3	0.4	6.8	57.9	5.6	0.7	64.2	

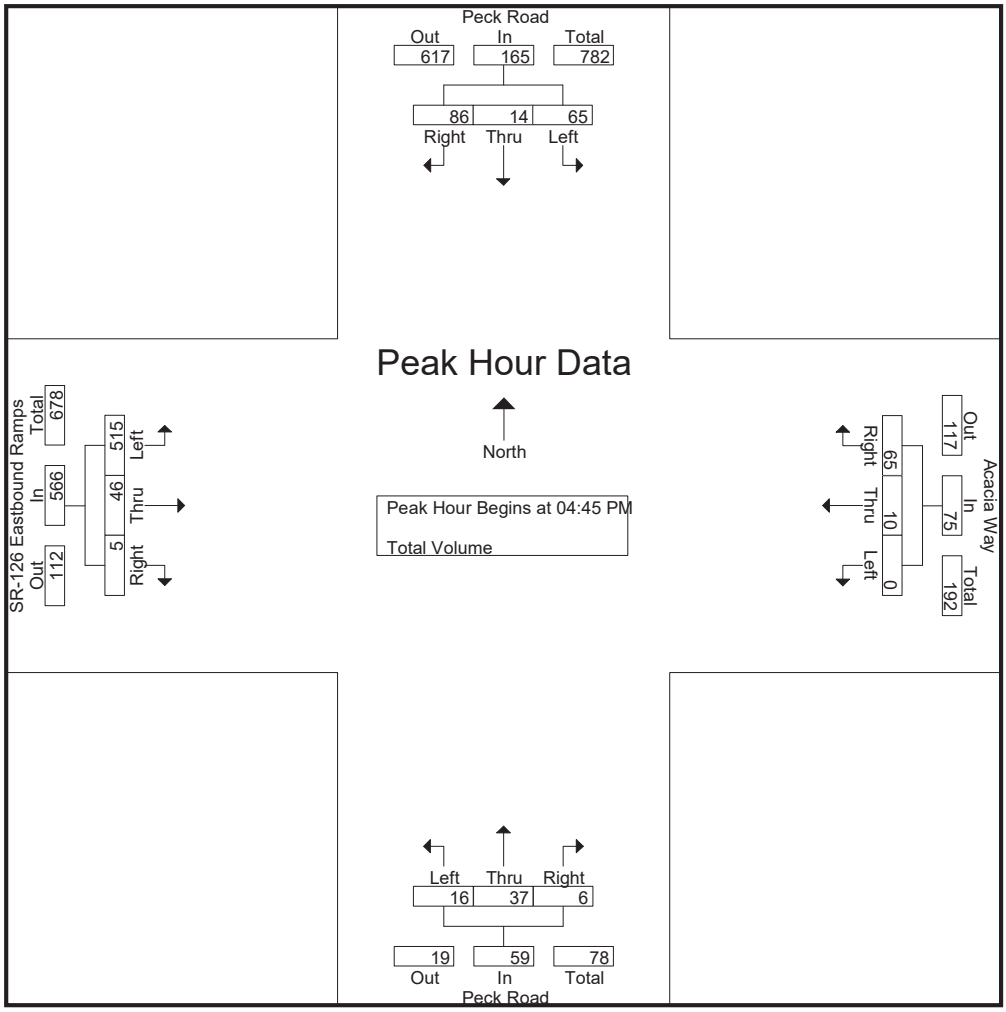
	Peck Road Southbound				Acacia Way Westbound				Peck Road Northbound				SR-126 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	18	**5**	19	42	0	2	**20**	**22**	**5**	7	**2**	14	**138**	14	1	**153**	**231**
05:00 PM	14	2	22	38	0	**4**	15	19	2	**13**	1	16	120	8	1	129	202
05:15 PM	14	4	21	39	0	2	11	13	5	10	2	**17**	128	**15**	1	144	213
05:30 PM	**19**	3	**24**	**46**	0	2	19	21	4	7	1	12	129	9	**2**	140	219
Total Volume	65	14	86	165	0	10	65	75	16	37	6	59	515	46	5	566	865
% App. Total	39.4	8.5	52.1		0	13.3	86.7		27.1	62.7	10.2		91	8.1	0.9		
PHF	.855	.700	.896	.897	.000	.625	.813	.852	.800	.712	.750	.868	.933	.767	.625	.925	.936

10

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: SR-126 Eastbound Ramps/Acacia Way
Weather: Clear

File Name : STPPE126EPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	9	**6**	28	43	**1**	2	**24**	**27**	4	**14**	1	**19**	120	8	1	129
+15 mins.	18	3	27	48	1	0	19	20	**7**	12	0	19	128	15	1	144
+30 mins.	**22**	1	**31**	**54**	0	2	20	22	3	6	0	9	129	9	**2**	140
+45 mins.	18	5	19	42	0	**4**	15	19	5	7	**2**	14	**147**	**17**	1	**165**
Total Volume	67	15	105	187	2	8	78	88	19	39	3	61	524	49	5	578
% App. Total	35.8	8	56.1		2.3	9.1	88.6		31.1	63.9	4.9		90.7	8.5	0.9	
PHF	.761	.625	.847	.866	.500	.500	.813	.815	.679	.696	.375	.803	.891	.721	.625	.876

10

Location: Santa Paula
N/S: Peck Road
E/W: SR-126 EB Ramps/Acacia Way

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Acacia Way	South Leg Peck Road	West Leg SR-126 Eastbound Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Peck Road	East Leg Acacia Way	South Leg Peck Road	West Leg SR-126 Eastbound Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

10

Location: Santa Paula
N/S: Peck Road
E/W: SR-126 EB Ramps/Acacia Way

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Acacia Way	South Leg Peck Road	West Leg SR-126 Eastbound Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	3	0	0	0	3

	North Leg Peck Road	East Leg Acacia Way	South Leg Peck Road	West Leg SR-126 Eastbound Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

11

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Main Street
Weather: Clear

File Name : STPSTMAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Steckel Drive Southbound				Main Street Westbound				Steckel Drive Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	4	9	18	6	30	2	38	1	3	7	11	1	15	9	25	92
07:15 AM	7	11	9	27	9	31	4	44	6	5	10	21	3	28	7	38	130
07:30 AM	18	18	16	52	32	37	3	72	5	20	25	50	4	54	14	72	246
07:45 AM	10	23	9	42	48	50	5	103	22	21	37	80	7	60	14	81	306
Total	40	56	43	139	95	148	14	257	34	49	79	162	15	157	44	216	774
08:00 AM	4	10	11	25	22	50	4	76	12	6	16	34	2	45	11	58	193
08:15 AM	5	6	5	16	10	33	2	45	5	6	6	17	1	34	5	40	118
08:30 AM	4	6	12	22	7	31	3	41	5	7	4	16	7	35	6	48	127
08:45 AM	6	13	5	24	12	28	1	41	4	4	8	16	2	37	13	52	133
Total	19	35	33	87	51	142	10	203	26	23	34	83	12	151	35	198	571
Grand Total	59	91	76	226	146	290	24	460	60	72	113	245	27	308	79	414	1345
Apprch %	26.1	40.3	33.6		31.7	63	5.2		24.5	29.4	46.1		6.5	74.4	19.1		
Total %	4.4	6.8	5.7	16.8	10.9	21.6	1.8	34.2	4.5	5.4	8.4	18.2	2	22.9	5.9	30.8	

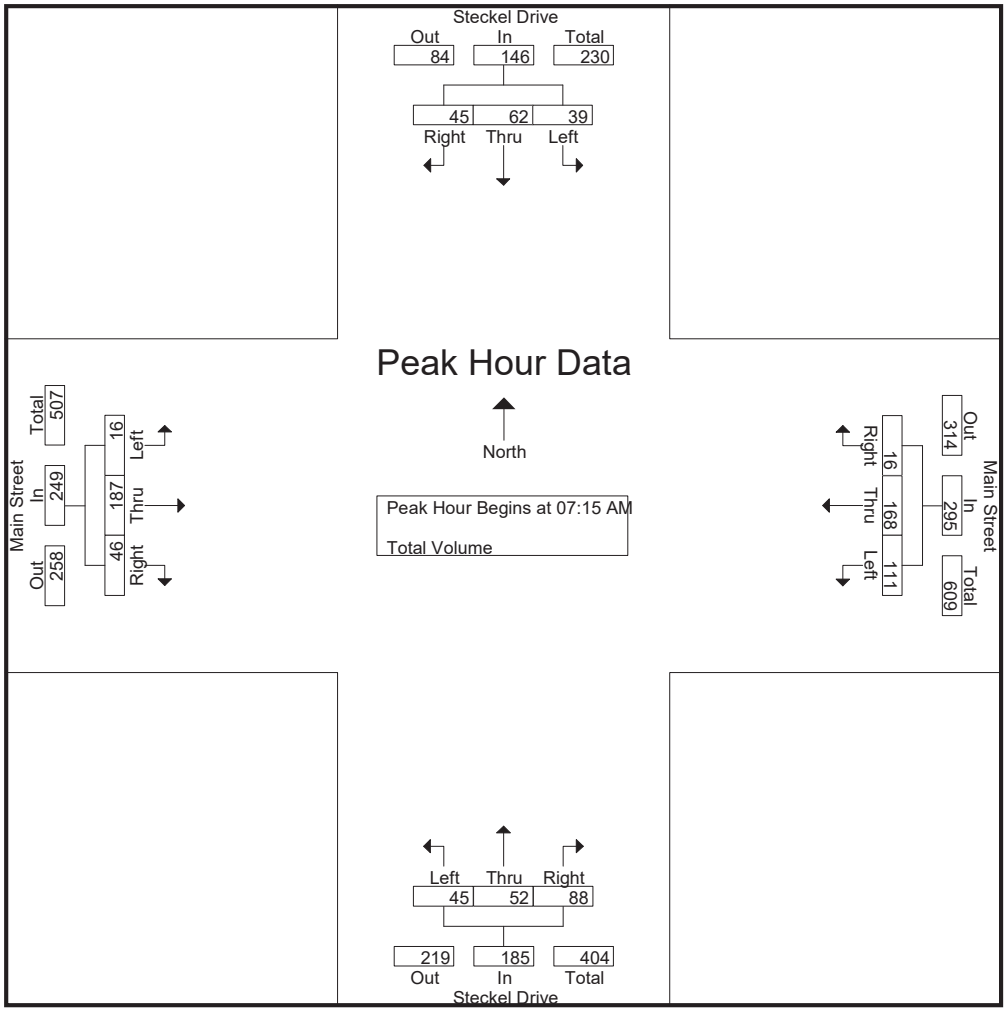
	Steckel Drive Southbound				Main Street Westbound				Steckel Drive Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	11	9	27	9	31	4	44	6	5	10	21	3	28	7	38	130
07:30 AM	**18**	18	**16**	**52**	32	37	3	72	5	20	25	50	4	54	**14**	72	246
07:45 AM	10	**23**	9	42	**48**	**50**	**5**	**103**	**22**	**21**	**37**	**80**	**7**	**60**	14	**81**	**306**
08:00 AM	4	10	11	25	22	50	4	76	12	6	16	34	2	45	11	58	193
Total Volume	39	62	45	146	111	168	16	295	45	52	88	185	16	187	46	249	875
% App. Total	26.7	42.5	30.8		37.6	56.9	5.4		24.3	28.1	47.6		6.4	75.1	18.5		
PHF	.542	.674	.703	.702	.578	.840	.800	.716	.511	.619	.595	.578	.571	.779	.821	.769	.715

11

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Main Street
Weather: Clear

File Name : STPSTMAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	7	11	9	27	32	37	3	72	6	5	10	21	4	54	**14**	72
+15 mins.	**18**	18	**16**	**52**	**48**	**50**	**5**	**103**	5	20	25	50	**7**	**60**	14	**81**
+30 mins.	10	**23**	9	42	22	50	4	76	**22**	**21**	**37**	**80**	2	45	11	58
+45 mins.	4	10	11	25	10	33	2	45	12	6	16	34	1	34	5	40
Total Volume	39	62	45	146	112	170	14	296	45	52	88	185	14	193	44	251
% App. Total	26.7	42.5	30.8		37.8	57.4	4.7		24.3	28.1	47.6		5.6	76.9	17.5	
PHF	.542	.674	.703	.702	.583	.850	.700	.718	.511	.619	.595	.578	.500	.804	.786	.775

11

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Main Street
Weather: Clear

File Name : STPSTMAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Steckel Drive Southbound				Main Street Westbound				Steckel Drive Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	19	8	31	20	59	4	83	13	16	25	54	10	96	9	115	283
04:15 PM	5	12	14	31	18	58	7	83	12	20	78	110	20	150	22	192	416
04:30 PM	1	15	11	27	19	67	3	89	16	26	78	120	27	156	19	202	438
04:45 PM	3	12	10	25	23	65	7	95	9	13	20	42	20	132	21	173	335
Total	13	58	43	114	80	249	21	350	50	75	201	326	77	534	71	682	1472
05:00 PM	5	8	8	21	18	77	6	101	10	24	23	57	15	109	17	141	320
05:15 PM	4	16	14	34	19	46	7	72	9	16	30	55	17	96	11	124	285
05:30 PM	6	17	17	40	22	65	2	89	7	24	24	55	20	91	26	137	321
05:45 PM	4	14	9	27	13	51	8	72	9	15	20	44	14	106	11	131	274
Total	19	55	48	122	72	239	23	334	35	79	97	211	66	402	65	533	1200
Grand Total	32	113	91	236	152	488	44	684	85	154	298	537	143	936	136	1215	2672
Apprch %	13.6	47.9	38.6		22.2	71.3	6.4		15.8	28.7	55.5		11.8	77	11.2		
Total %	1.2	4.2	3.4	8.8	5.7	18.3	1.6	25.6	3.2	5.8	11.2	20.1	5.4	35	5.1	45.5	

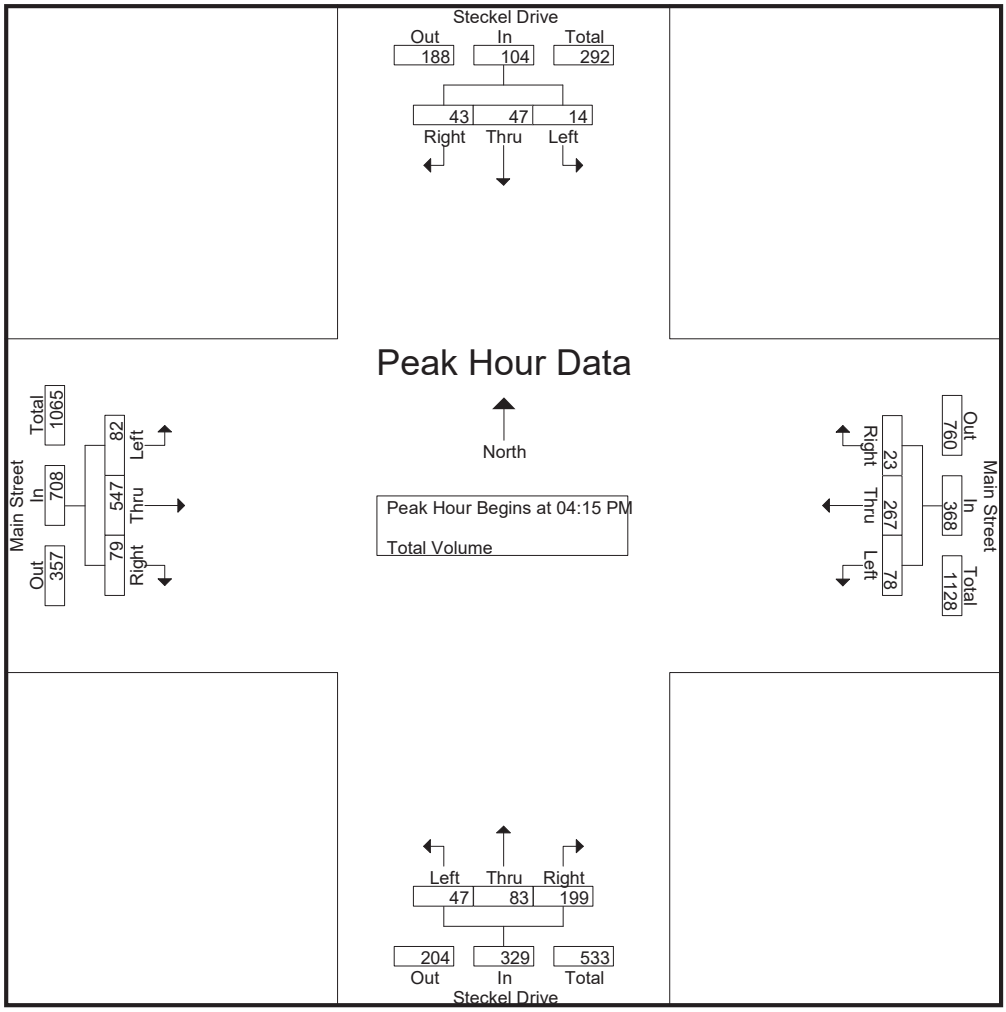
	Steckel Drive Southbound				Main Street Westbound				Steckel Drive Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**5**	12	**14**	**31**	18	58	**7**	83	12	20	**78**	110	20	150	**22**	192	416
04:30 PM	1	**15**	11	27	19	67	3	89	**16**	**26**	78	**120**	**27**	**156**	19	**202**	**438**
04:45 PM	3	12	10	25	**23**	65	7	95	9	13	20	42	20	132	21	173	335
05:00 PM	5	8	8	21	18	**77**	6	**101**	10	24	23	57	15	109	17	141	320
Total Volume	14	47	43	104	78	267	23	368	47	83	199	329	82	547	79	708	1509
% App. Total	13.5	45.2	41.3		21.2	72.6	6.2		14.3	25.2	60.5		11.6	77.3	11.2		
PHF	.700	.783	.768	.839	.848	.867	.821	.911	.734	.798	.638	.685	.759	.877	.898	.876	.861

11

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Main Street
Weather: Clear

File Name : STPSTMAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	5	8	8	21	18	58	**7**	83	12	20	**78**	110	20	150	**22**	192
+15 mins.	4	16	14	34	19	67	3	89	**16**	**26**	78	**120**	**27**	**156**	19	**202**
+30 mins.	**6**	**17**	**17**	**40**	**23**	65	7	95	9	13	20	42	20	132	21	173
+45 mins.	4	14	9	27	18	**77**	6	**101**	10	24	23	57	15	109	17	141
Total Volume	19	55	48	122	78	267	23	368	47	83	199	329	82	547	79	708
% App. Total	15.6	45.1	39.3		21.2	72.6	6.2		14.3	25.2	60.5		11.6	77.3	11.2	
PHF	.792	.809	.706	.763	.848	.867	.821	.911	.734	.798	.638	.685	.759	.877	.898	.876

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Location: Santa Paula
N/S: Steckel Drive
E/W: Main Street

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Steckel Drive	East Leg Main Street	South Leg Steckel Drive	West Leg Main Street	TOTAL
7:00 AM	6	1	0	0	7
7:15 AM	1	9	4	2	16
7:30 AM	11	19	0	0	30
7:45 AM	2	27	7	3	39
8:00 AM	5	14	2	0	21
8:15 AM	2	2	2	0	6
8:30 AM	4	2	2	3	11
8:45 AM	6	0	2	0	8
TOTAL VOLUMES:	37	74	19	8	138

	North Leg Steckel Drive	East Leg Main Street	South Leg Steckel Drive	West Leg Main Street	TOTAL
4:00 PM	11	2	1	1	15
4:15 PM	9	1	0	2	12
4:30 PM	8	0	8	6	22
4:45 PM	1	0	0	1	2
5:00 PM	3	0	4	0	7
5:15 PM	7	4	3	5	19
5:30 PM	12	2	7	0	21
5:45 PM	6	4	2	1	13
TOTAL VOLUMES:	57	13	25	16	111

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Location: Santa Paula
N/S: Steckel Drive
E/W: Main Street

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Steckel Drive	East Leg Main Street	South Leg Steckel Drive	West Leg Main Street	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	2	0	0	0	2
7:30 AM	3	0	0	0	3
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	2	1	0	0	3
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	9	1	0	1	11

	North Leg Steckel Drive	East Leg Main Street	South Leg Steckel Drive	West Leg Main Street	TOTAL
4:00 PM	1	1	0	0	2
4:15 PM	3	0	1	0	4
4:30 PM	2	0	0	0	2
4:45 PM	2	0	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	1	1	0	0	2
5:30 PM	3	0	0	1	4
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	14	2	1	1	18

12

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard
Weather: Clear

File Name : STPSTHAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Steckel Drive Southbound				Harvard Boulevard Westbound				Steckel Drive Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	0	10	23	2	48	7	57	9	3	8	20	10	33	0	43	143
07:15 AM	9	0	16	25	3	73	17	93	5	5	19	29	15	52	2	69	216
07:30 AM	29	2	11	42	6	92	54	152	8	25	20	53	20	105	0	125	372
07:45 AM	45	7	17	69	13	93	103	209	12	8	16	36	11	76	2	89	403
Total	96	9	54	159	24	306	181	511	34	41	63	138	56	266	4	326	1134
08:00 AM	32	14	13	59	9	72	22	103	8	1	7	16	8	81	5	94	272
08:15 AM	12	1	10	23	6	64	17	87	5	0	9	14	7	72	5	84	208
08:30 AM	13	5	7	25	3	50	10	63	5	3	4	12	0	56	4	60	160
08:45 AM	10	4	9	23	5	60	7	72	3	7	8	18	4	71	3	78	191
Total	67	24	39	130	23	246	56	325	21	11	28	60	19	280	17	316	831
Grand Total	163	33	93	289	47	552	237	836	55	52	91	198	75	546	21	642	1965
Apprch %	56.4	11.4	32.2		5.6	66	28.3		27.8	26.3	46		11.7	85	3.3		
Total %	8.3	1.7	4.7	14.7	2.4	28.1	12.1	42.5	2.8	2.6	4.6	10.1	3.8	27.8	1.1	32.7	

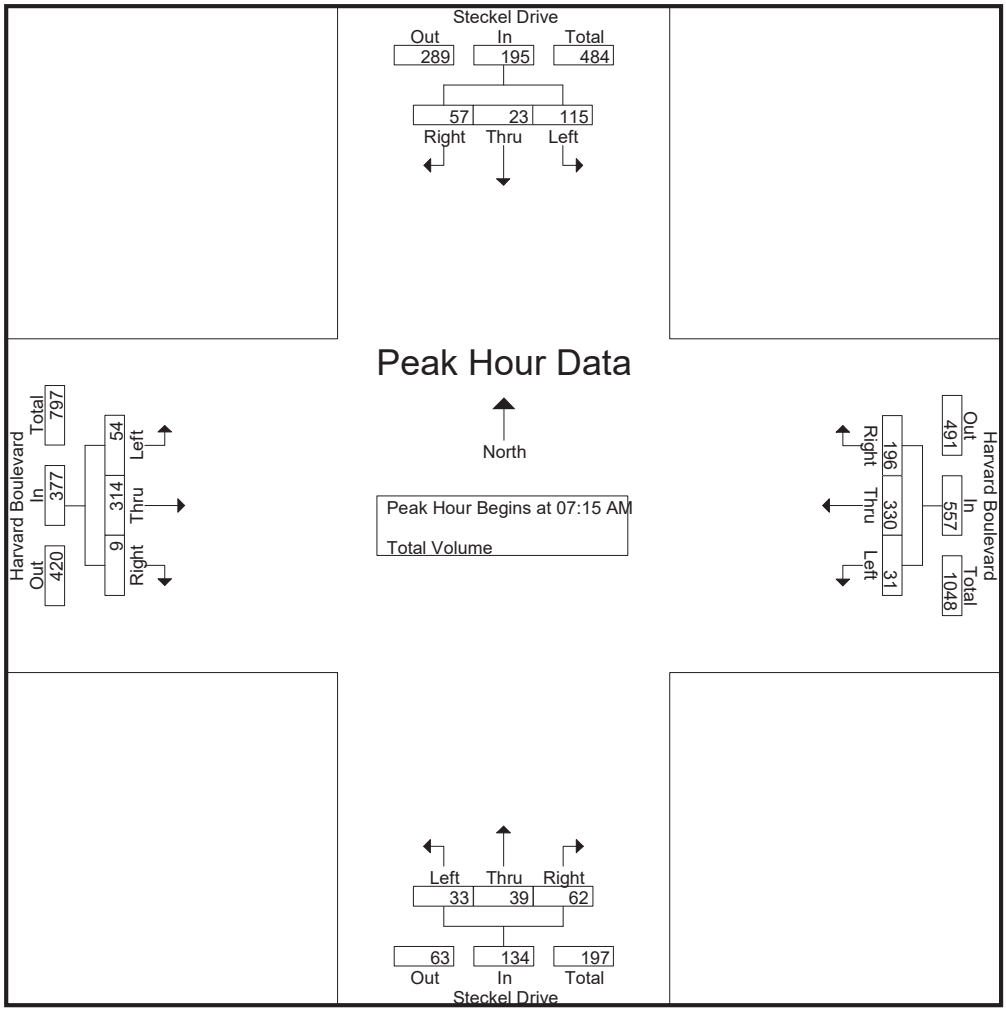
	Steckel Drive Southbound				Harvard Boulevard Westbound				Steckel Drive Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	0	16	25	3	73	17	93	5	5	19	29	15	52	2	69	216
07:30 AM	29	2	11	42	6	92	54	152	8	**25**	**20**	**53**	**20**	**105**	0	**125**	372
07:45 AM	**45**	7	**17**	**69**	**13**	**93**	**103**	**209**	**12**	8	16	36	11	76	2	89	**403**
08:00 AM	32	**14**	13	59	9	72	22	103	8	1	7	16	8	81	**5**	94	272
Total Volume	115	23	57	195	31	330	196	557	33	39	62	134	54	314	9	377	1263
% App. Total	59	11.8	29.2		5.6	59.2	35.2		24.6	29.1	46.3		14.3	83.3	2.4		
PHF	.639	.411	.838	.707	.596	.887	.476	.666	.688	.390	.775	.632	.675	.748	.450	.754	.783

12

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard
Weather: Clear

File Name : STPSTHAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	9	0	16	25	3	73	17	93	9	3	8	20	**20**	**105**	0	**125**
+15 mins.	29	2	11	42	6	92	54	152	5	5	19	29	11	76	2	89
+30 mins.	**45**	7	**17**	**69**	**13**	**93**	**103**	**209**	8	**25**	**20**	**53**	8	81	**5**	94
+45 mins.	32	**14**	13	59	9	72	22	103	**12**	8	16	36	7	72	5	84
Total Volume	115	23	57	195	31	330	196	557	34	41	63	138	46	334	12	392
% App. Total	59	11.8	29.2		5.6	59.2	35.2		24.6	29.7	45.7		11.7	85.2	3.1	
PHF	.639	.411	.838	.707	.596	.887	.476	.666	.708	.410	.788	.651	.575	.795	.600	.784

12

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard
Weather: Clear

File Name : STPSTHAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Steckel Drive Southbound				Harvard Boulevard Westbound				Steckel Drive Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	4	17	38	9	116	31	156	4	4	4	12	34	69	5	108	314
04:15 PM	19	0	29	48	0	115	18	133	0	0	0	0	93	2	0	95	276
04:30 PM	21	1	24	46	0	128	30	158	0	0	0	0	71	23	0	94	298
04:45 PM	28	10	24	62	11	119	25	155	4	5	7	16	18	147	1	166	399
Total	85	15	94	194	20	478	104	602	8	9	11	28	216	241	6	463	1287
05:00 PM	18	7	15	40	19	101	28	148	9	8	6	23	17	139	6	162	373
05:15 PM	20	7	14	41	10	100	33	143	8	13	11	32	20	149	9	178	394
05:30 PM	26	9	26	61	13	109	40	162	8	8	18	34	20	108	9	137	394
05:45 PM	32	10	10	52	17	114	38	169	8	9	14	31	17	119	12	148	400
Total	96	33	65	194	59	424	139	622	33	38	49	120	74	515	36	625	1561
Grand Total	181	48	159	388	79	902	243	1224	41	47	60	148	290	756	42	1088	2848
Apprch %	46.6	12.4	41		6.5	73.7	19.9		27.7	31.8	40.5		26.7	69.5	3.9		
Total %	6.4	1.7	5.6	13.6	2.8	31.7	8.5	43	1.4	1.7	2.1	5.2	10.2	26.5	1.5	38.2	

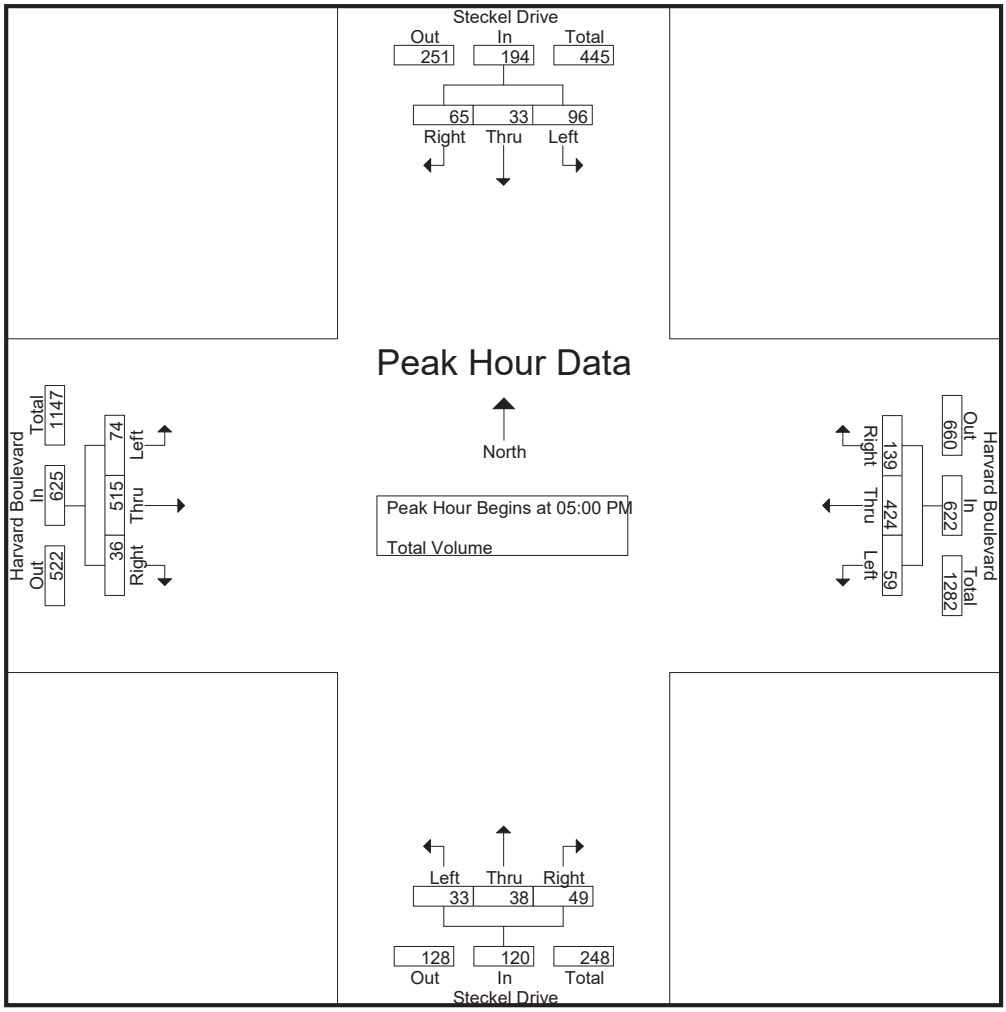
	Steckel Drive Southbound				Harvard Boulevard Westbound				Steckel Drive Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	7	15	40	**19**	101	28	148	**9**	8	6	23	17	139	6	162	373
05:15 PM	20	7	14	41	10	100	33	143	8	**13**	11	32	**20**	**149**	9	**178**	394
05:30 PM	26	9	**26**	**61**	13	109	**40**	162	8	8	**18**	**34**	20	108	9	137	394
05:45 PM	**32**	**10**	10	52	17	**114**	38	**169**	8	9	14	31	17	119	**12**	148	**400**
Total Volume	96	33	65	194	59	424	139	622	33	38	49	120	74	515	36	625	1561
% App. Total	49.5	17	33.5		9.5	68.2	22.3		27.5	31.7	40.8		11.8	82.4	5.8		
PHF	.750	.825	.625	.795	.776	.930	.869	.920	.917	.731	.681	.882	.925	.864	.750	.878	.976

12

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard
Weather: Clear

File Name : STPSTHAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	**28**	**10**	24	**62**	**19**	101	28	148	**9**	8	6	23	18	147	1	166
+15 mins.	18	7	15	40	10	100	33	143	8	**13**	11	32	17	139	6	162
+30 mins.	20	7	14	41	13	109	**40**	162	8	8	**18**	**34**	**20**	**149**	**9**	**178**
+45 mins.	26	9	**26**	61	17	**114**	38	**169**	8	9	14	31	20	108	9	137
Total Volume	92	33	79	204	59	424	139	622	33	38	49	120	75	543	25	643
% App. Total	45.1	16.2	38.7		9.5	68.2	22.3		27.5	31.7	40.8		11.7	84.4	3.9	
PHF	.821	.825	.760	.823	.776	.930	.869	.920	.917	.731	.681	.882	.938	.911	.694	.903

12

Location: Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Steckel Drive	East Leg Harvard Boulevard	South Leg Steckel Drive	West Leg Harvard Boulevard	TOTAL
7:00 AM	4	1	0	0	5
7:15 AM	5	8	1	0	14
7:30 AM	4	21	1	3	29
7:45 AM	1	13	0	1	15
8:00 AM	9	11	1	3	24
8:15 AM	3	8	1	1	13
8:30 AM	0	2	0	0	2
8:45 AM	4	2	3	1	10
TOTAL VOLUMES:	30	66	7	9	112

	North Leg Steckel Drive	East Leg Harvard Boulevard	South Leg Steckel Drive	West Leg Harvard Boulevard	TOTAL
4:00 PM	3	3	0	3	9
4:15 PM	8	2	0	5	15
4:30 PM	7	3	0	5	15
4:45 PM	3	3	0	9	15
5:00 PM	6	11	11	5	33
5:15 PM	10	8	0	8	26
5:30 PM	5	3	1	5	14
5:45 PM	2	1	0	11	14
TOTAL VOLUMES:	44	34	12	51	141

12

Location: Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Steckel Drive	East Leg Harvard Boulevard	South Leg Steckel Drive	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	1	0	0	1
8:30 AM	0	1	1	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	1	0	4

	North Leg Steckel Drive	East Leg Harvard Boulevard	South Leg Steckel Drive	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	2	1	0	0	3
4:45 PM	1	0	0	2	3
5:00 PM	0	1	1	0	2
5:15 PM	2	1	0	1	4
5:30 PM	2	1	0	0	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	8	4	1	3	16

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street
Weather: Clear

File Name : STPPASPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Santa Paula Street Westbound				Palm Avenue Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	11	0	13	16	35	1	52	2	3	17	22	1	15	17	33	120
07:15 AM	2	16	2	20	19	49	3	71	9	3	27	39	0	50	16	66	196
07:30 AM	7	27	0	34	21	69	1	91	9	5	31	45	0	79	21	100	270
07:45 AM	6	10	3	19	23	77	4	104	25	6	27	58	0	67	24	91	272
Total	17	64	5	86	79	230	9	318	45	17	102	164	1	211	78	290	858
08:00 AM	2	12	1	15	24	66	6	96	9	9	6	24	2	38	21	61	196
08:15 AM	4	13	3	20	8	34	2	44	13	12	8	33	3	43	10	56	153
08:30 AM	3	8	1	12	17	32	1	50	8	7	11	26	4	21	10	35	123
08:45 AM	4	12	2	18	14	21	7	42	6	11	8	25	3	26	11	40	125
Total	13	45	7	65	63	153	16	232	36	39	33	108	12	128	52	192	597
Grand Total	30	109	12	151	142	383	25	550	81	56	135	272	13	339	130	482	1455
Apprch %	19.9	72.2	7.9		25.8	69.6	4.5		29.8	20.6	49.6		2.7	70.3	27		
Total %	2.1	7.5	0.8	10.4	9.8	26.3	1.7	37.8	5.6	3.8	9.3	18.7	0.9	23.3	8.9	33.1	

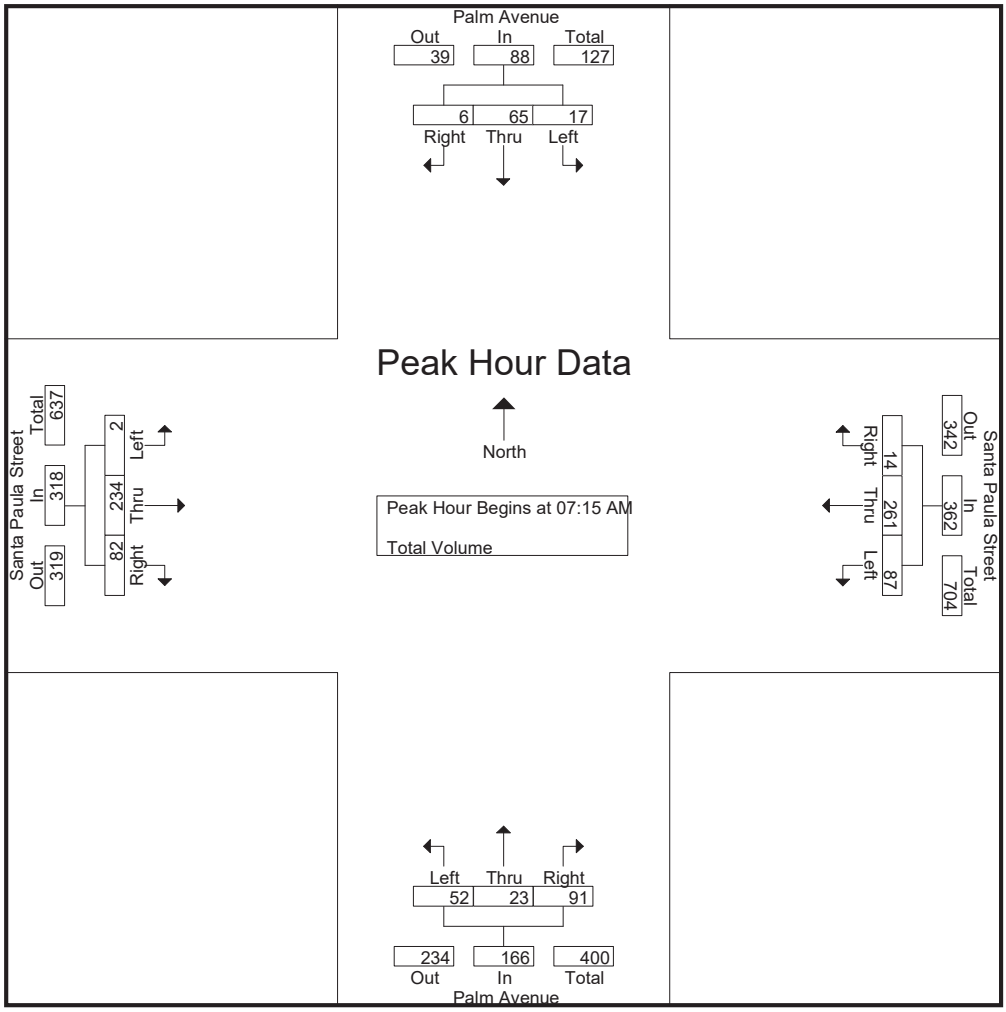
	Palm Avenue Southbound				Santa Paula Street Westbound				Palm Avenue Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	16	2	20	19	49	3	71	9	3	27	39	0	50	16	66	196
07:30 AM	**7**	**27**	0	**34**	21	69	1	91	9	5	**31**	45	0	**79**	21	**100**	270
07:45 AM	6	10	**3**	19	23	**77**	4	**104**	**25**	6	27	**58**	0	67	**24**	91	**272**
08:00 AM	2	12	1	15	**24**	66	**6**	96	9	**9**	6	24	**2**	38	21	61	196
Total Volume	17	65	6	88	87	261	14	362	52	23	91	166	2	234	82	318	934
% App. Total	19.3	73.9	6.8		24	72.1	3.9		31.3	13.9	54.8		0.6	73.6	25.8		
PHF	.607	.602	.500	.647	.906	.847	.583	.870	.520	.639	.734	.716	.250	.741	.854	.795	.858

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street
Weather: Clear

File Name : STPPASPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	16	2	20	19	49	3	71	9	3	27	39	0	50	16	66
+15 mins.	**7**	**27**	0	**34**	21	69	1	91	9	5	**31**	45	0	**79**	21	**100**
+30 mins.	6	10	**3**	19	23	**77**	4	**104**	**25**	6	27	**58**	0	67	**24**	91
+45 mins.	2	12	1	15	**24**	66	**6**	96	9	**9**	6	24	**2**	38	21	61
Total Volume	17	65	6	88	87	261	14	362	52	23	91	166	2	234	82	318
% App. Total	19.3	73.9	6.8		24	72.1	3.9		31.3	13.9	54.8		0.6	73.6	25.8	
PHF	.607	.602	.500	.647	.906	.847	.583	.870	.520	.639	.734	.716	.250	.741	.854	.795

13

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street
Weather: Clear

File Name : STPPASPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Santa Paula Street Westbound				Palm Avenue Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	4	0	7	17	44	2	63	27	10	14	51	2	58	17	77	198
04:15 PM	3	6	0	9	16	41	1	58	17	9	23	49	2	62	14	78	194
04:30 PM	2	5	0	7	33	37	2	72	27	9	27	63	1	65	9	75	217
04:45 PM	3	9	1	13	26	54	1	81	20	15	20	55	3	51	13	67	216
Total	11	24	1	36	92	176	6	274	91	43	84	218	8	236	53	297	825
05:00 PM	3	0	3	6	12	64	1	77	22	12	16	50	1	58	13	72	205
05:15 PM	5	4	1	10	31	55	4	90	20	9	28	57	0	90	14	104	261
05:30 PM	7	8	0	15	25	57	4	86	17	14	23	54	1	61	17	79	234
05:45 PM	3	6	2	11	25	53	8	86	23	10	42	75	2	77	12	91	263
Total	18	18	6	42	93	229	17	339	82	45	109	236	4	286	56	346	963
Grand Total	29	42	7	78	185	405	23	613	173	88	193	454	12	522	109	643	1788
Apprch %	37.2	53.8	9		30.2	66.1	3.8		38.1	19.4	42.5		1.9	81.2	17		
Total %	1.6	2.3	0.4	4.4	10.3	22.7	1.3	34.3	9.7	4.9	10.8	25.4	0.7	29.2	6.1	36	

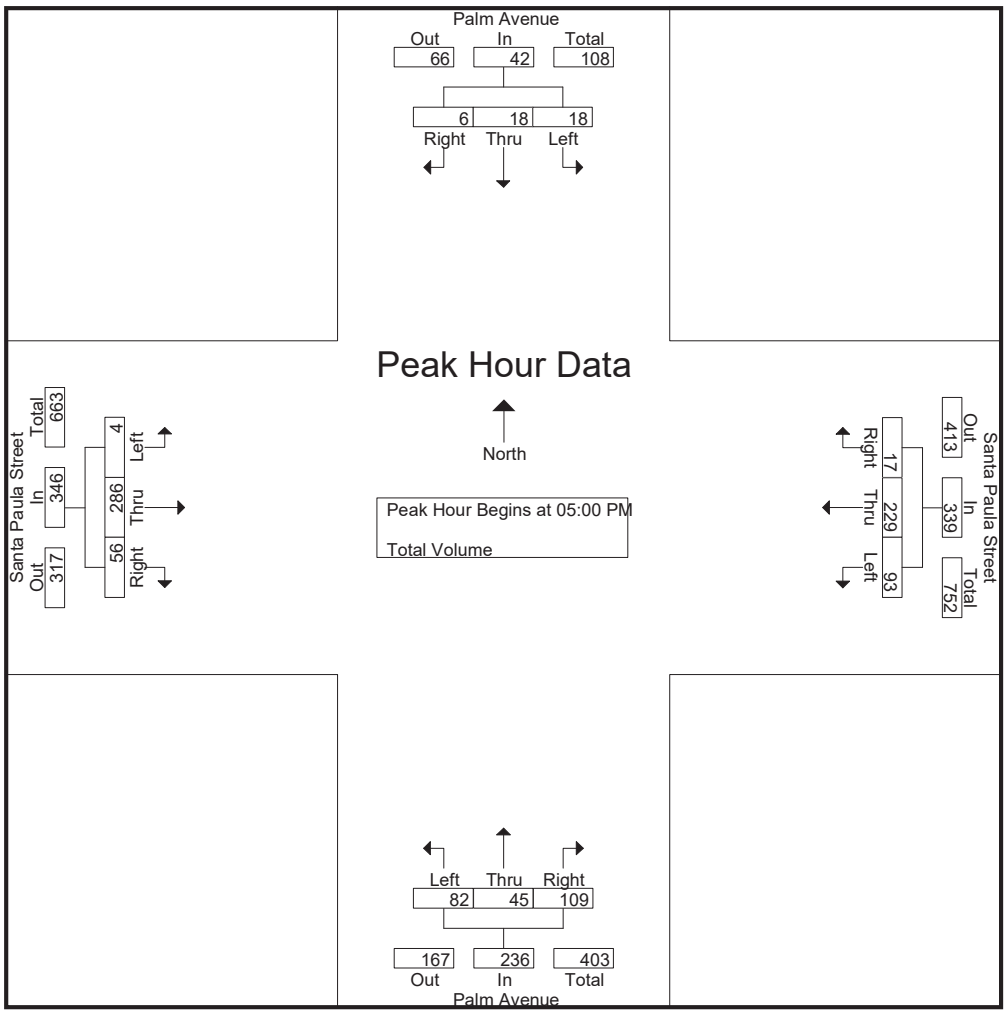
	Palm Avenue Southbound				Santa Paula Street Westbound				Palm Avenue Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	0	**3**	6	12	**64**	1	77	22	12	16	50	1	58	13	72	205
05:15 PM	5	4	1	10	**31**	55	4	**90**	20	9	28	57	0	**90**	14	**104**	261
05:30 PM	**7**	**8**	0	**15**	25	57	4	86	17	**14**	23	54	1	61	**17**	79	234
05:45 PM	3	6	2	11	25	53	**8**	86	**23**	10	**42**	**75**	**2**	77	12	91	**263**
Total Volume	18	18	6	42	93	229	17	339	82	45	109	236	4	286	56	346	963
% App. Total	42.9	42.9	14.3		27.4	67.6	5		34.7	19.1	46.2		1.2	82.7	16.2		
PHF	.643	.563	.500	.700	.750	.895	.531	.942	.891	.804	.649	.787	.500	.794	.824	.832	.915

13

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street
Weather: Clear

File Name : STPPASPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	3	**9**	1	13	12	**64**	1	77	22	12	16	50	1	58	13	72
+15 mins.	3	0	**3**	6	**31**	55	4	**90**	20	9	28	57	0	**90**	14	**104**
+30 mins.	5	4	1	10	25	57	4	86	17	**14**	23	54	1	61	**17**	79
+45 mins.	**7**	8	0	**15**	25	53	**8**	86	**23**	10	**42**	**75**	**2**	77	12	91
Total Volume	18	21	5	44	93	229	17	339	82	45	109	236	4	286	56	346
% App. Total	40.9	47.7	11.4		27.4	67.6	5		34.7	19.1	46.2		1.2	82.7	16.2	
PHF	.643	.583	.417	.733	.750	.895	.531	.942	.891	.804	.649	.787	.500	.794	.824	.832

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Location: Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg Santa Paula Street	South Leg Palm Avenue	West Leg Santa Paula Street	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	1	0	4	11	16
7:30 AM	14	6	18	11	49
7:45 AM	17	21	23	4	65
8:00 AM	1	2	3	1	7
8:15 AM	1	2	1	3	7
8:30 AM	5	2	2	3	12
8:45 AM	3	6	0	4	13
TOTAL VOLUMES:	42	39	51	38	170

	North Leg Palm Avenue	East Leg Santa Paula Street	South Leg Palm Avenue	West Leg Santa Paula Street	TOTAL
4:00 PM	3	1	1	2	7
4:15 PM	1	2	1	0	4
4:30 PM	12	1	4	7	24
4:45 PM	3	0	1	2	6
5:00 PM	2	0	2	4	8
5:15 PM	6	1	1	4	12
5:30 PM	2	0	1	2	5
5:45 PM	4	2	1	0	7
TOTAL VOLUMES:	33	7	12	21	73

13

Location: Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg Santa Paula Street	South Leg Palm Avenue	West Leg Santa Paula Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	1	1	1	1	4

	North Leg Palm Avenue	East Leg Santa Paula Street	South Leg Palm Avenue	West Leg Santa Paula Street	TOTAL
4:00 PM	0	0	0	1	1
4:15 PM	0	0	1	1	2
4:30 PM	0	0	0	0	0
4:45 PM	1	0	1	1	3
5:00 PM	0	0	0	0	0
5:15 PM	0	1	1	1	3
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	4	4	10

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPASBAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Santa Barbara Street Westbound				Palm Avenue Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	36	2	43	13	7	3	23	1	19	1	21	0	6	14	20	107
07:15 AM	3	47	1	51	22	5	5	32	3	32	5	40	1	9	12	22	145
07:30 AM	16	57	2	75	25	20	5	50	9	39	20	68	4	36	24	64	257
07:45 AM	20	31	1	52	48	40	10	98	17	49	25	91	3	32	18	53	294
Total	44	171	6	221	108	72	23	203	30	139	51	220	8	83	68	159	803
08:00 AM	10	47	2	59	25	20	8	53	10	15	13	38	1	24	14	39	189
08:15 AM	6	29	0	35	12	12	13	37	7	24	6	37	1	12	9	22	131
08:30 AM	5	26	1	32	10	10	5	25	5	13	9	27	4	8	11	23	107
08:45 AM	4	33	5	42	8	12	2	22	5	26	4	35	0	7	16	23	122
Total	25	135	8	168	55	54	28	137	27	78	32	137	6	51	50	107	549
Grand Total	69	306	14	389	163	126	51	340	57	217	83	357	14	134	118	266	1352
Apprch %	17.7	78.7	3.6		47.9	37.1	15		16	60.8	23.2		5.3	50.4	44.4		
Total %	5.1	22.6	1	28.8	12.1	9.3	3.8	25.1	4.2	16.1	6.1	26.4	1	9.9	8.7	19.7	

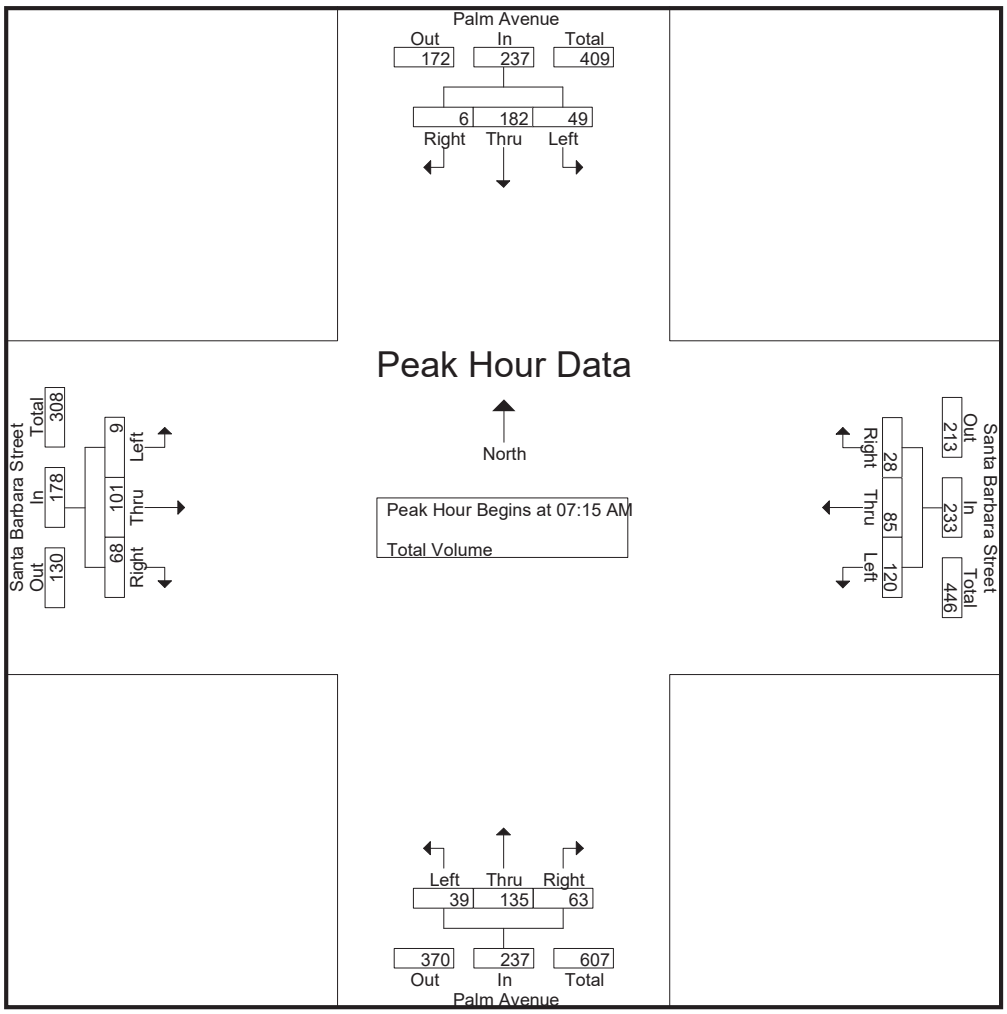
	Palm Avenue Southbound				Santa Barbara Street Westbound				Palm Avenue Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	47	1	51	22	5	5	32	3	32	5	40	1	9	12	22	145
07:30 AM	16	**57**	**2**	**75**	25	20	5	50	9	39	20	68	**4**	**36**	**24**	**64**	257
07:45 AM	**20**	31	1	52	**48**	**40**	**10**	**98**	**17**	**49**	**25**	**91**	3	32	18	53	**294**
08:00 AM	10	47	2	59	25	20	8	53	10	15	13	38	1	24	14	39	189
Total Volume	49	182	6	237	120	85	28	233	39	135	63	237	9	101	68	178	885
% App. Total	20.7	76.8	2.5		51.5	36.5	12		16.5	57	26.6		5.1	56.7	38.2		
PHF	.613	.798	.750	.790	.625	.531	.700	.594	.574	.689	.630	.651	.563	.701	.708	.695	.753

14

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPASBAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	3	47	1	51	25	20	5	50	3	32	5	40	1	9	12	22
+15 mins.	16	**57**	**2**	**75**	**48**	**40**	10	**98**	9	39	20	68	**4**	**36**	**24**	**64**
+30 mins.	**20**	31	1	52	25	20	8	53	**17**	**49**	**25**	**91**	3	32	18	53
+45 mins.	10	47	2	59	12	12	**13**	37	10	15	13	38	1	24	14	39
Total Volume	49	182	6	237	110	92	36	238	39	135	63	237	9	101	68	178
% App. Total	20.7	76.8	2.5		46.2	38.7	15.1		16.5	57	26.6		5.1	56.7	38.2	
PHF	.613	.798	.750	.790	.573	.575	.692	.607	.574	.689	.630	.651	.563	.701	.708	.695

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPASBPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Santa Barbara Street Westbound				Palm Avenue Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	30	3	42	17	22	8	47	19	40	21	80	0	11	8	19	188
04:15 PM	7	28	0	35	16	11	7	34	22	37	23	82	4	18	11	33	184
04:30 PM	4	36	3	43	12	22	10	44	20	48	18	86	9	26	45	80	253
04:45 PM	7	43	1	51	13	14	9	36	18	45	25	88	5	20	16	41	216
Total	27	137	7	171	58	69	34	161	79	170	87	336	18	75	80	173	841
05:00 PM	5	19	1	25	14	23	7	44	25	42	26	93	2	16	2	20	182
05:15 PM	8	35	5	48	23	24	9	56	19	45	24	88	3	17	12	32	224
05:30 PM	3	41	3	47	17	21	7	45	26	47	16	89	3	17	9	29	210
05:45 PM	10	34	4	48	22	23	9	54	14	63	25	102	3	18	7	28	232
Total	26	129	13	168	76	91	32	199	84	197	91	372	11	68	30	109	848
Grand Total	53	266	20	339	134	160	66	360	163	367	178	708	29	143	110	282	1689
Apprch %	15.6	78.5	5.9		37.2	44.4	18.3		23	51.8	25.1		10.3	50.7	39		
Total %	3.1	15.7	1.2	20.1	7.9	9.5	3.9	21.3	9.7	21.7	10.5	41.9	1.7	8.5	6.5	16.7	

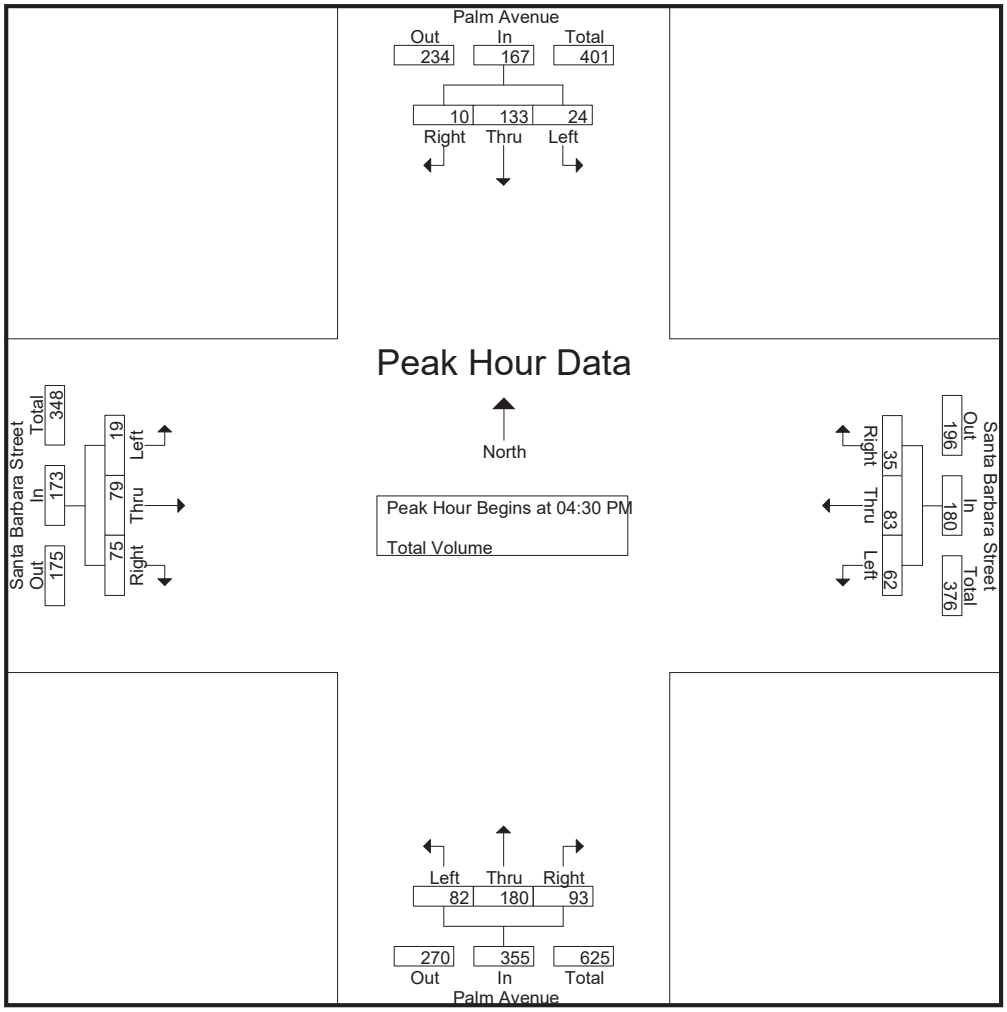
	Palm Avenue Southbound				Santa Barbara Street Westbound				Palm Avenue Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	36	3	43	12	22	**10**	44	20	**48**	18	86	**9**	**26**	**45**	**80**	**253**
04:45 PM	7	**43**	1	**51**	13	14	9	36	18	45	25	88	5	20	16	41	216
05:00 PM	5	19	1	25	14	23	7	44	**25**	42	**26**	**93**	2	16	2	20	182
05:15 PM	**8**	35	**5**	48	**23**	**24**	9	**56**	19	45	24	88	3	17	12	32	224
Total Volume	24	133	10	167	62	83	35	180	82	180	93	355	19	79	75	173	875
% App. Total	14.4	79.6	6		34.4	46.1	19.4		23.1	50.7	26.2		11	45.7	43.4		
PHF	.750	.773	.500	.819	.674	.865	.875	.804	.820	.938	.894	.954	.528	.760	.417	.541	.865

14

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPASBPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				04:15 PM			
+0 mins.	**9**	30	**3**	42	14	23	7	44	25	42	**26**	93	4	18	11	33
+15 mins.	7	28	0	35	**23**	**24**	**9**	**56**	19	45	24	88	**9**	**26**	**45**	**80**
+30 mins.	4	36	3	43	17	21	7	45	**26**	47	16	89	5	20	16	41
+45 mins.	7	**43**	1	**51**	22	23	9	54	14	**63**	25	**102**	2	16	2	20
Total Volume	27	137	7	171	76	91	32	199	84	197	91	372	20	80	74	174
% App. Total	15.8	80.1	4.1		38.2	45.7	16.1		22.6	53	24.5		11.5	46	42.5	
PHF	.750	.797	.583	.838	.826	.948	.889	.888	.808	.782	.875	.912	.556	.769	.411	.544

14

Location: Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg Santa Barbara Street	South Leg Palm Avenue	West Leg Santa Barbara Street	TOTAL
7:00 AM	0	0	2	0	2
7:15 AM	0	0	4	10	14
7:30 AM	10	6	20	10	46
7:45 AM	10	4	10	11	35
8:00 AM	1	0	1	1	3
8:15 AM	0	0	2	3	5
8:30 AM	0	0	2	1	3
8:45 AM	1	2	1	7	11
TOTAL VOLUMES:	22	12	42	43	119

	North Leg Palm Avenue	East Leg Santa Barbara Street	South Leg Palm Avenue	West Leg Santa Barbara Street	TOTAL
4:00 PM	0	2	6	4	12
4:15 PM	3	4	5	0	12
4:30 PM	1	3	6	3	13
4:45 PM	1	0	3	1	5
5:00 PM	1	0	3	6	10
5:15 PM	0	0	6	0	6
5:30 PM	1	0	8	0	9
5:45 PM	6	2	1	1	10
TOTAL VOLUMES:	13	11	38	15	77

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Location: Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg Santa Barbara Street	South Leg Palm Avenue	West Leg Santa Barbara Street	TOTAL
7:00 AM	0	0	1	1	2
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	1	2	3	6

	North Leg Palm Avenue	East Leg Santa Barbara Street	South Leg Palm Avenue	West Leg Santa Barbara Street	TOTAL
4:00 PM	0	1	0	0	1
4:15 PM	2	1	1	1	5
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	2	2	1	7

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Main Street
Weather: Clear

File Name : STPPAMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Main Street Westbound				Palm Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	63	2	65	22	14	1	37	7	21	0	28	2	22	13	37	167
07:15 AM	6	74	3	83	19	20	3	42	7	33	0	40	6	39	14	59	224
07:30 AM	12	86	8	106	27	49	5	81	14	56	0	70	10	68	21	99	356
07:45 AM	6	76	14	96	46	60	4	110	20	74	0	94	17	82	31	130	430
Total	24	299	27	350	114	143	13	270	48	184	0	232	35	211	79	325	1177
08:00 AM	0	81	6	87	31	29	2	62	15	33	0	48	5	68	26	99	296
08:15 AM	5	47	5	57	17	22	1	40	10	33	0	43	4	27	14	45	185
08:30 AM	3	43	5	51	22	17	2	41	4	25	1	30	4	31	18	53	175
08:45 AM	7	43	7	57	16	18	1	35	13	26	1	40	6	39	8	53	185
Total	15	214	23	252	86	86	6	178	42	117	2	161	19	165	66	250	841
Grand Total	39	513	50	602	200	229	19	448	90	301	2	393	54	376	145	575	2018
Apprch %	6.5	85.2	8.3		44.6	51.1	4.2		22.9	76.6	0.5		9.4	65.4	25.2		
Total %	1.9	25.4	2.5	29.8	9.9	11.3	0.9	22.2	4.5	14.9	0.1	19.5	2.7	18.6	7.2	28.5	

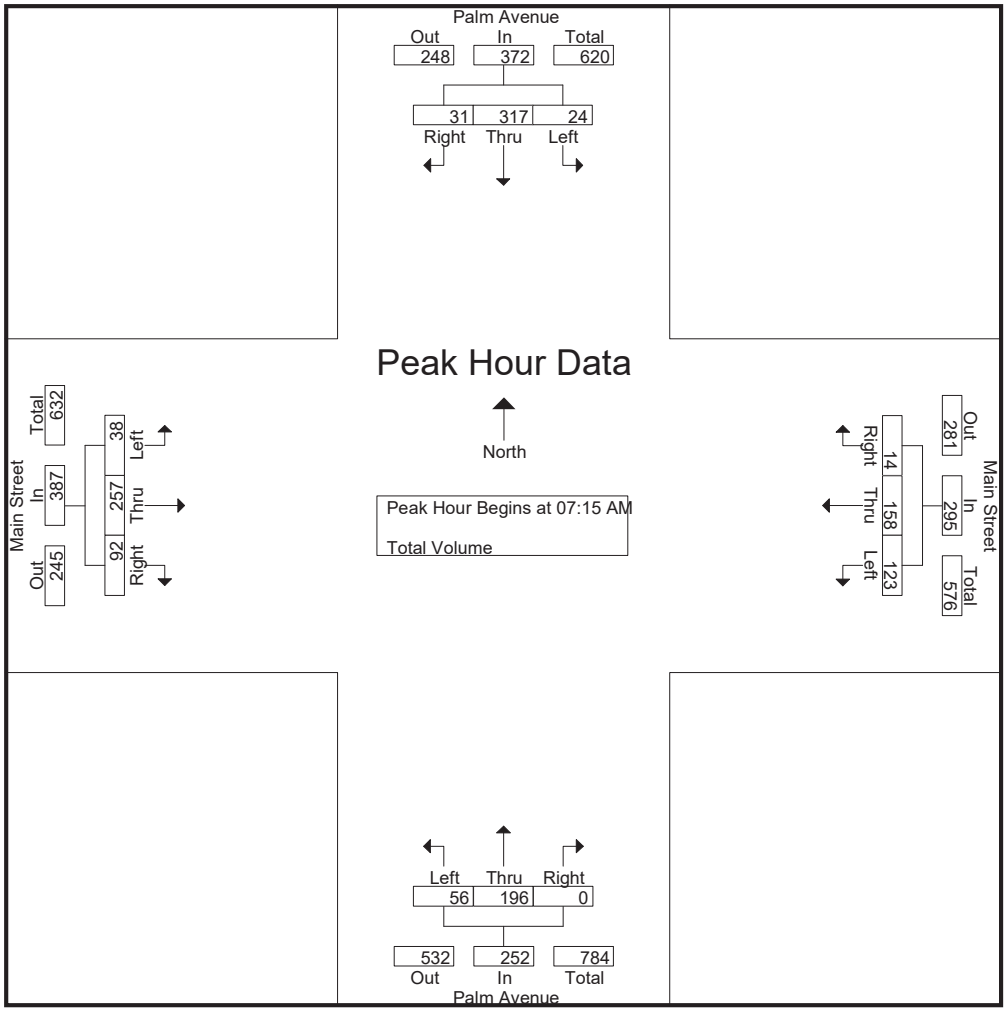
	Palm Avenue Southbound				Main Street Westbound				Palm Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	74	3	83	19	20	3	42	7	33	0	40	6	39	14	59	224
07:30 AM	**12**	**86**	8	**106**	27	49	**5**	81	14	56	0	70	10	68	21	99	356
07:45 AM	6	76	**14**	96	**46**	**60**	4	**110**	**20**	**74**	0	**94**	**17**	**82**	**31**	**130**	**430**
08:00 AM	0	81	6	87	31	29	2	62	15	33	0	48	5	68	26	99	296
Total Volume	24	317	31	372	123	158	14	295	56	196	0	252	38	257	92	387	1306
% App. Total	6.5	85.2	8.3		41.7	53.6	4.7		22.2	77.8	0		9.8	66.4	23.8		
PHF	.500	.922	.554	.877	.668	.658	.700	.670	.700	.662	.000	.670	.559	.784	.742	.744	.759

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Main Street
Weather: Clear

File Name : STPPAMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	6	74	3	83	19	20	3	42	14	56	0	70	6	39	14	59
+15 mins.	**12**	**86**	8	**106**	27	49	**5**	81	**20**	**74**	0	**94**	10	68	21	99
+30 mins.	6	76	**14**	96	**46**	**60**	4	**110**	15	33	0	48	**17**	**82**	**31**	**130**
+45 mins.	0	81	6	87	31	29	2	62	10	33	0	43	5	68	26	99
Total Volume	24	317	31	372	123	158	14	295	59	196	0	255	38	257	92	387
% App. Total	6.5	85.2	8.3		41.7	53.6	4.7		23.1	76.9	0		9.8	66.4	23.8	
PHF	.500	.922	.554	.877	.668	.658	.700	.670	.738	.662	.000	.678	.559	.784	.742	.744

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Main Street
Weather: Clear

File Name : STPPAMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Main Street Westbound				Palm Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	41	14	59	34	51	8	93	18	65	2	85	8	75	15	98	335
04:15 PM	2	45	11	58	26	40	4	70	15	66	4	85	11	66	21	98	311
04:30 PM	4	83	10	97	31	42	4	77	23	66	1	90	17	72	21	110	374
04:45 PM	5	54	11	70	33	48	4	85	18	73	1	92	11	82	13	106	353
Total	15	223	46	284	124	181	20	325	74	270	8	352	47	295	70	412	1373
05:00 PM	1	32	7	40	25	47	9	81	22	71	1	94	10	57	27	94	309
05:15 PM	5	62	5	72	32	49	2	83	15	74	1	90	16	63	17	96	341
05:30 PM	5	54	10	69	36	45	3	84	18	75	2	95	15	73	16	104	352
05:45 PM	4	48	11	63	29	49	2	80	24	85	1	110	17	58	19	94	347
Total	15	196	33	244	122	190	16	328	79	305	5	389	58	251	79	388	1349
Grand Total	30	419	79	528	246	371	36	653	153	575	13	741	105	546	149	800	2722
Apprch %	5.7	79.4	15		37.7	56.8	5.5		20.6	77.6	1.8		13.1	68.2	18.6		
Total %	1.1	15.4	2.9	19.4	9	13.6	1.3	24	5.6	21.1	0.5	27.2	3.9	20.1	5.5	29.4	

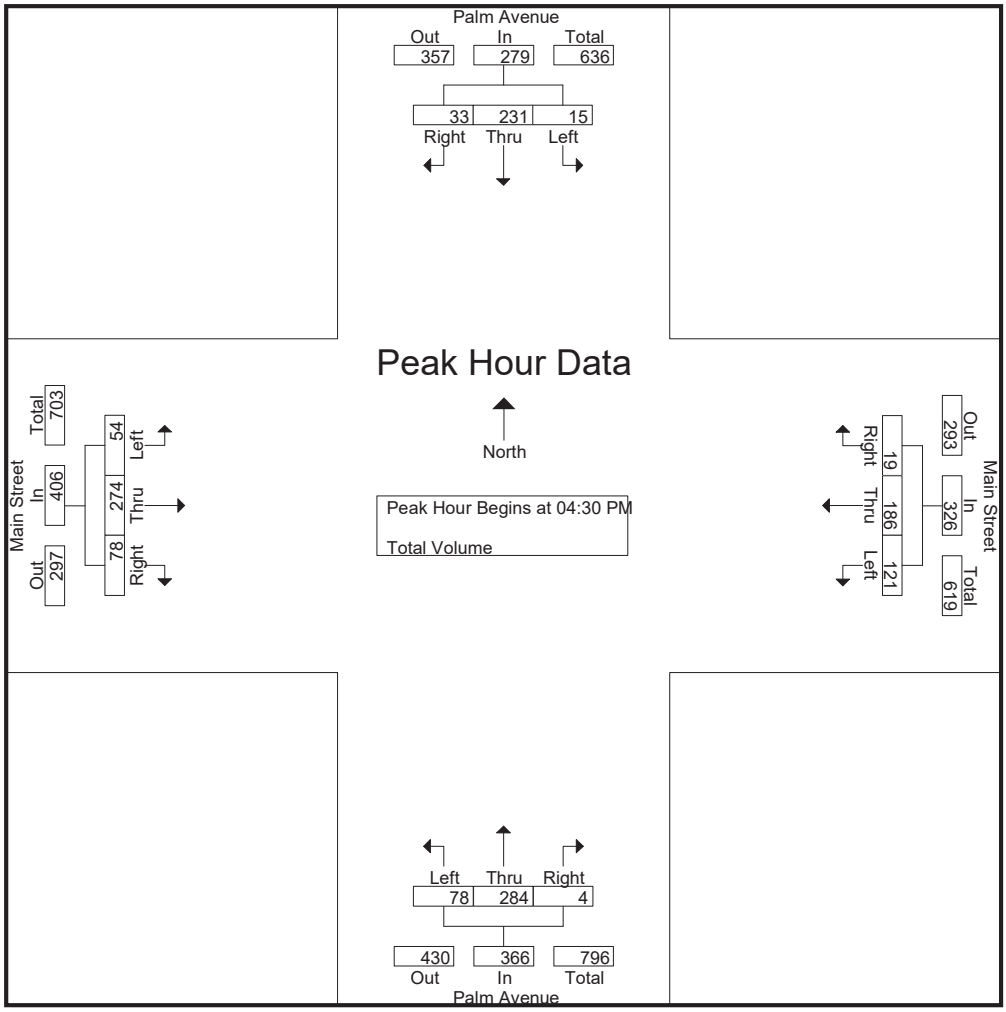
	Palm Avenue Southbound				Main Street Westbound				Palm Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	**83**	10	**97**	31	42	4	77	**23**	66	**1**	90	**17**	72	21	**110**	**374**
04:45 PM	**5**	54	**11**	70	**33**	48	4	**85**	18	73	1	92	11	**82**	13	106	353
05:00 PM	1	32	7	40	25	47	**9**	81	22	71	1	**94**	10	57	**27**	94	309
05:15 PM	5	62	5	72	32	**49**	2	83	15	**74**	1	90	16	63	17	96	341
Total Volume	15	231	33	279	121	186	19	326	78	284	4	366	54	274	78	406	1377
% App. Total	5.4	82.8	11.8		37.1	57.1	5.8		21.3	77.6	1.1		13.3	67.5	19.2		
PHF	.750	.696	.750	.719	.917	.949	.528	.959	.848	.959	1.00	.973	.794	.835	.722	.923	.920

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Main Street
Weather: Clear

File Name : STPPAMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	4	41	**14**	59	33	48	4	**85**	22	71	1	94	8	75	15	98
+15 mins.	2	45	11	58	25	47	**9**	81	15	74	1	90	11	66	**21**	98
+30 mins.	4	**83**	10	**97**	32	**49**	2	83	18	75	**2**	95	**17**	72	21	**110**
+45 mins.	**5**	54	11	70	**36**	45	3	84	**24**	**85**	1	**110**	11	**82**	13	106
Total Volume	15	223	46	284	126	189	18	333	79	305	5	389	47	295	70	412
% App. Total	5.3	78.5	16.2		37.8	56.8	5.4		20.3	78.4	1.3		11.4	71.6	17	
PHF	.750	.672	.821	.732	.875	.964	.500	.979	.823	.897	.625	.884	.691	.899	.833	.936

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Location: Santa Paula
N/S: Palm Avenue
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg Main Street	South Leg Palm Avenue	West Leg Main Street	TOTAL
7:00 AM	1	0	2	2	5
7:15 AM	2	0	2	2	6
7:30 AM	0	0	13	13	26
7:45 AM	0	0	2	6	8
8:00 AM	0	0	0	2	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	4	3	7
8:45 AM	0	0	3	10	13
TOTAL VOLUMES:	3	0	26	38	67

	North Leg Palm Avenue	East Leg Main Street	South Leg Palm Avenue	West Leg Main Street	TOTAL
4:00 PM	0	0	1	8	9
4:15 PM	0	0	1	2	3
4:30 PM	0	0	2	6	8
4:45 PM	0	0	1	2	3
5:00 PM	0	0	3	6	9
5:15 PM	0	2	5	2	9
5:30 PM	0	0	7	5	12
5:45 PM	0	0	0	4	4
TOTAL VOLUMES:	0	2	20	35	57

15

Location: Santa Paula
N/S: Palm Avenue
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg Main Street	South Leg Palm Avenue	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	1	3	4

	North Leg Palm Avenue	East Leg Main Street	South Leg Palm Avenue	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	2	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	3	4

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard
Weather: Clear

File Name : STPPAHAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Harvard Boulevard Westbound				Palm Avenue Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	85	22	118	31	52	5	88	20	30	13	63	15	44	32	91	360
07:15 AM	7	96	22	125	42	55	14	111	27	39	24	90	21	59	25	105	431
07:30 AM	13	92	33	138	57	121	22	200	18	68	29	115	27	116	34	177	630
07:45 AM	16	95	42	153	64	170	25	259	27	72	24	123	37	93	33	163	698
Total	47	368	119	534	194	398	66	658	92	209	90	391	100	312	124	536	2119
08:00 AM	18	95	38	151	33	71	14	118	31	43	10	84	23	58	39	120	473
08:15 AM	7	61	18	86	28	62	8	98	35	54	10	99	19	55	32	106	389
08:30 AM	10	57	23	90	28	58	4	90	27	39	11	77	24	57	33	114	371
08:45 AM	14	54	6	74	23	48	9	80	36	46	9	91	23	50	28	101	346
Total	49	267	85	401	112	239	35	386	129	182	40	351	89	220	132	441	1579
Grand Total	96	635	204	935	306	637	101	1044	221	391	130	742	189	532	256	977	3698
Apprch %	10.3	67.9	21.8		29.3	61	9.7		29.8	52.7	17.5		19.3	54.5	26.2		
Total %	2.6	17.2	5.5	25.3	8.3	17.2	2.7	28.2	6	10.6	3.5	20.1	5.1	14.4	6.9	26.4	

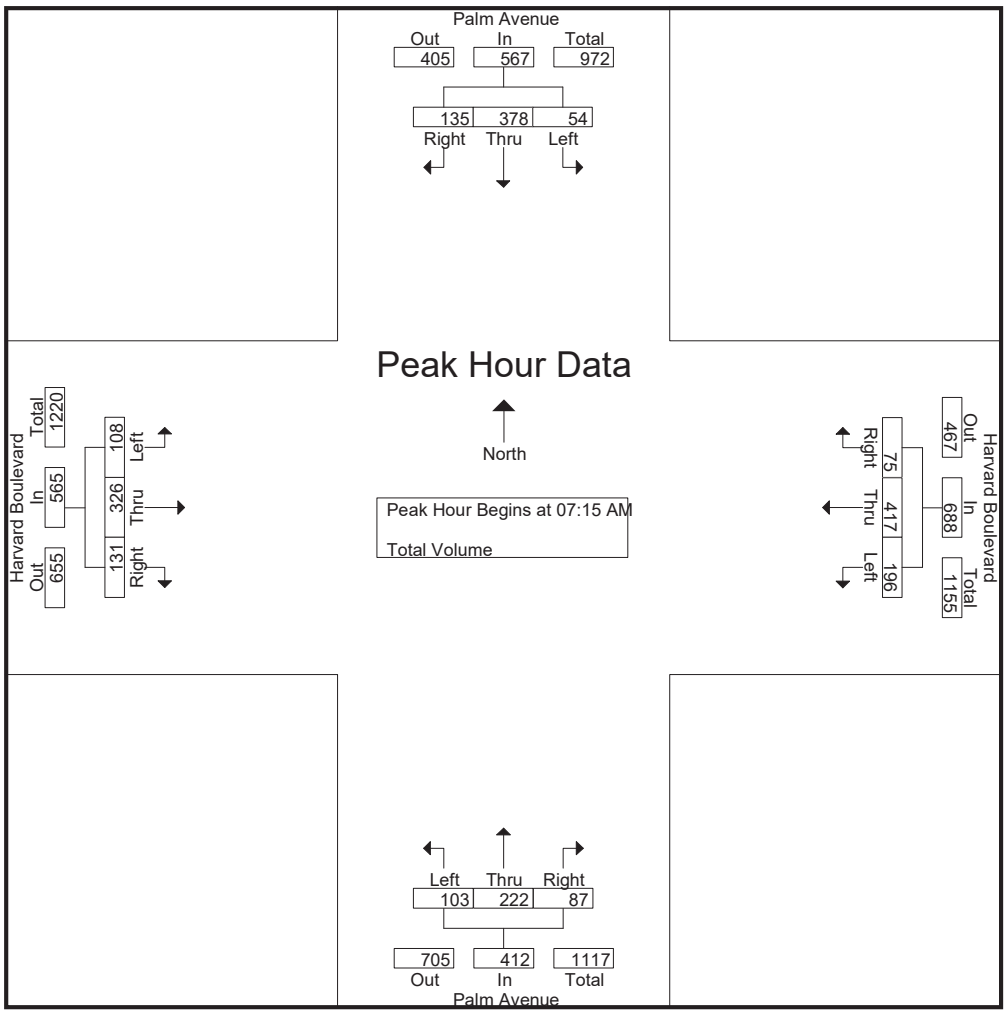
	Palm Avenue Southbound				Harvard Boulevard Westbound				Palm Avenue Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	**96**	22	125	42	55	14	111	27	39	24	90	21	59	25	105	431
07:30 AM	13	92	33	138	57	121	22	200	18	68	**29**	115	27	**116**	34	**177**	630
07:45 AM	16	95	**42**	**153**	**64**	**170**	**25**	**259**	27	**72**	24	**123**	**37**	93	33	163	**698**
08:00 AM	**18**	95	38	151	33	71	14	118	**31**	43	10	84	23	58	**39**	120	473
Total Volume	54	378	135	567	196	417	75	688	103	222	87	412	108	326	131	565	2232
% App. Total	9.5	66.7	23.8		28.5	60.6	10.9		25	53.9	21.1		19.1	57.7	23.2		
PHF	.750	.984	.804	.926	.766	.613	.750	.664	.831	.771	.750	.837	.730	.703	.840	.798	.799

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard
Weather: Clear

File Name : STPPAHAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	7	**96**	22	125	42	55	14	111	18	68	**29**	115	27	**116**	34	**177**
+15 mins.	13	92	33	138	57	121	22	200	27	**72**	24	**123**	**37**	93	33	163
+30 mins.	16	95	**42**	**153**	**64**	**170**	**25**	**259**	31	43	10	84	23	58	**39**	120
+45 mins.	**18**	95	38	151	33	71	14	118	**35**	54	10	99	19	55	32	106
Total Volume	54	378	135	567	196	417	75	688	111	237	73	421	106	322	138	566
% App. Total	9.5	66.7	23.8		28.5	60.6	10.9		26.4	56.3	17.3		18.7	56.9	24.4	
PHF	.750	.984	.804	.926	.766	.613	.750	.664	.793	.823	.629	.856	.716	.694	.885	.799

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard
Weather: Clear

File Name : STPPAHAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Harvard Boulevard Westbound				Palm Avenue Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	54	28	97	31	102	16	149	34	66	16	116	43	105	50	198	560
04:15 PM	10	50	34	94	24	98	19	141	45	76	19	140	40	87	34	161	536
04:30 PM	15	90	25	130	23	104	20	147	34	81	15	130	31	98	31	160	567
04:45 PM	11	56	33	100	36	109	18	163	51	84	19	154	40	106	48	194	611
Total	51	250	120	421	114	413	73	600	164	307	69	540	154	396	163	713	2274
05:00 PM	3	62	28	93	26	112	19	157	47	86	20	153	44	84	45	173	576
05:15 PM	11	49	33	93	31	103	23	157	28	97	21	146	31	97	41	169	565
05:30 PM	14	77	27	118	26	119	15	160	35	94	18	147	43	107	50	200	625
05:45 PM	14	64	40	118	26	111	20	157	43	86	20	149	48	99	32	179	603
Total	42	252	128	422	109	445	77	631	153	363	79	595	166	387	168	721	2369
Grand Total	93	502	248	843	223	858	150	1231	317	670	148	1135	320	783	331	1434	4643
Apprch %	11	59.5	29.4		18.1	69.7	12.2		27.9	59	13		22.3	54.6	23.1		
Total %	2	10.8	5.3	18.2	4.8	18.5	3.2	26.5	6.8	14.4	3.2	24.4	6.9	16.9	7.1	30.9	

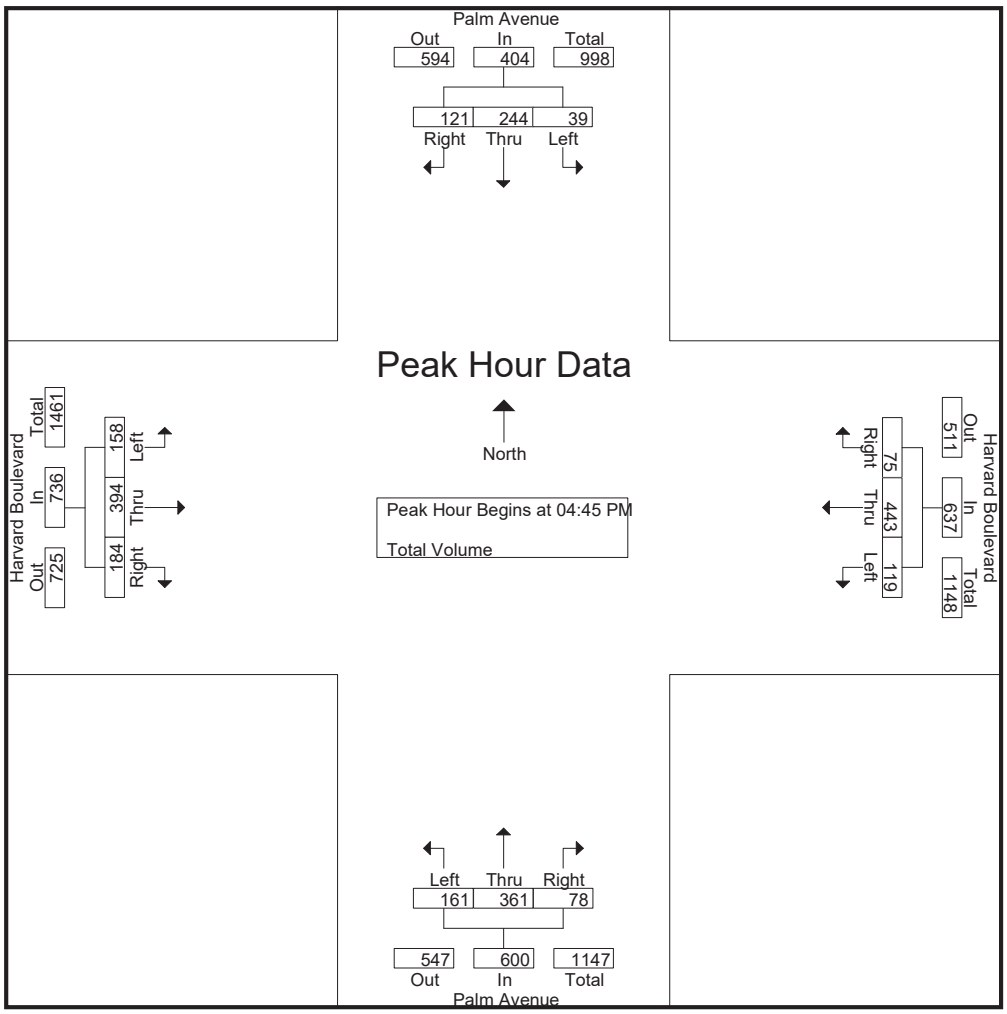
	Palm Avenue Southbound				Harvard Boulevard Westbound				Palm Avenue Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	56	**33**	100	**36**	109	18	**163**	**51**	84	19	**154**	40	106	48	194	611
05:00 PM	3	62	28	93	26	112	19	157	47	86	20	153	**44**	84	45	173	576
05:15 PM	11	49	33	93	31	103	**23**	157	28	**97**	**21**	146	31	97	41	169	565
05:30 PM	**14**	**77**	27	**118**	26	**119**	15	160	35	94	18	147	43	**107**	**50**	**200**	**625**
Total Volume	39	244	121	404	119	443	75	637	161	361	78	600	158	394	184	736	2377
% App. Total	9.7	60.4	30		18.7	69.5	11.8		26.8	60.2	13		21.5	53.5	25		
PHF	.696	.792	.917	.856	.826	.931	.815	.977	.789	.930	.929	.974	.898	.921	.920	.920	.951

16

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard
Weather: Clear

File Name : STPPAHAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	3	62	28	93	**36**	109	18	**163**	**51**	84	19	**154**	40	106	48	194
+15 mins.	11	49	33	93	26	112	19	157	47	86	20	153	**44**	84	45	173
+30 mins.	**14**	**77**	27	**118**	31	103	**23**	157	28	**97**	**21**	146	31	97	41	169
+45 mins.	14	64	**40**	118	26	**119**	15	160	35	94	18	147	43	**107**	**50**	**200**
Total Volume	42	252	128	422	119	443	75	637	161	361	78	600	158	394	184	736
% App. Total	10	59.7	30.3		18.7	69.5	11.8		26.8	60.2	13		21.5	53.5	25	
PHF	.750	.818	.800	.894	.826	.931	.815	.977	.789	.930	.929	.974	.898	.921	.920	.920

16

Location: Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg Harvard Boulevard	South Leg Palm Avenue	West Leg Harvard Boulevard	TOTAL
7:00 AM	5	1	2	1	9
7:15 AM	17	2	3	7	29
7:30 AM	34	8	17	32	91
7:45 AM	11	3	2	3	19
8:00 AM	5	0	1	3	9
8:15 AM	3	1	3	3	10
8:30 AM	3	0	3	3	9
8:45 AM	5	1	1	2	9
TOTAL VOLUMES:	83	16	32	54	185

	North Leg Palm Avenue	East Leg Harvard Boulevard	South Leg Palm Avenue	West Leg Harvard Boulevard	TOTAL
4:00 PM	6	1	3	6	16
4:15 PM	2	6	12	5	25
4:30 PM	9	1	5	3	18
4:45 PM	6	9	11	5	31
5:00 PM	6	1	9	13	29
5:15 PM	5	4	5	4	18
5:30 PM	4	13	8	5	30
5:45 PM	2	0	3	5	10
TOTAL VOLUMES:	40	35	56	46	177

16

Location: Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg Harvard Boulevard	South Leg Palm Avenue	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Palm Avenue	East Leg Harvard Boulevard	South Leg Palm Avenue	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	0	2
5:15 PM	0	0	0	1	1
5:30 PM	0	1	1	1	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	3	2	6

17

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPPA126WAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				SR-126 Westbound Off Ramp Westbound				Palm Avenue Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	31	140	171	5	0	27	32	1	57	0	58	0	0	0	0	261
07:15 AM	0	46	127	173	6	0	26	32	10	75	0	85	0	0	0	0	290
07:30 AM	0	56	164	220	6	0	46	52	13	88	0	101	0	0	0	0	373
07:45 AM	0	73	109	182	2	0	50	52	9	78	0	87	0	0	0	0	321
Total	0	206	540	746	19	0	149	168	33	298	0	331	0	0	0	0	1245
08:00 AM	0	52	99	151	2	1	34	37	4	59	0	63	0	0	0	0	251
08:15 AM	0	38	81	119	4	0	35	39	7	58	0	65	0	0	0	0	223
08:30 AM	0	49	74	123	1	1	35	37	5	58	0	63	0	0	0	0	223
08:45 AM	0	39	68	107	2	0	26	28	6	58	0	64	0	0	0	0	199
Total	0	178	322	500	9	2	130	141	22	233	0	255	0	0	0	0	896
Grand Total	0	384	862	1246	28	2	279	309	55	531	0	586	0	0	0	0	2141
Apprch %	0	30.8	69.2		9.1	0.6	90.3		9.4	90.6	0		0	0	0		
Total %	0	17.9	40.3	58.2	1.3	0.1	13	14.4	2.6	24.8	0	27.4	0	0	0	0	

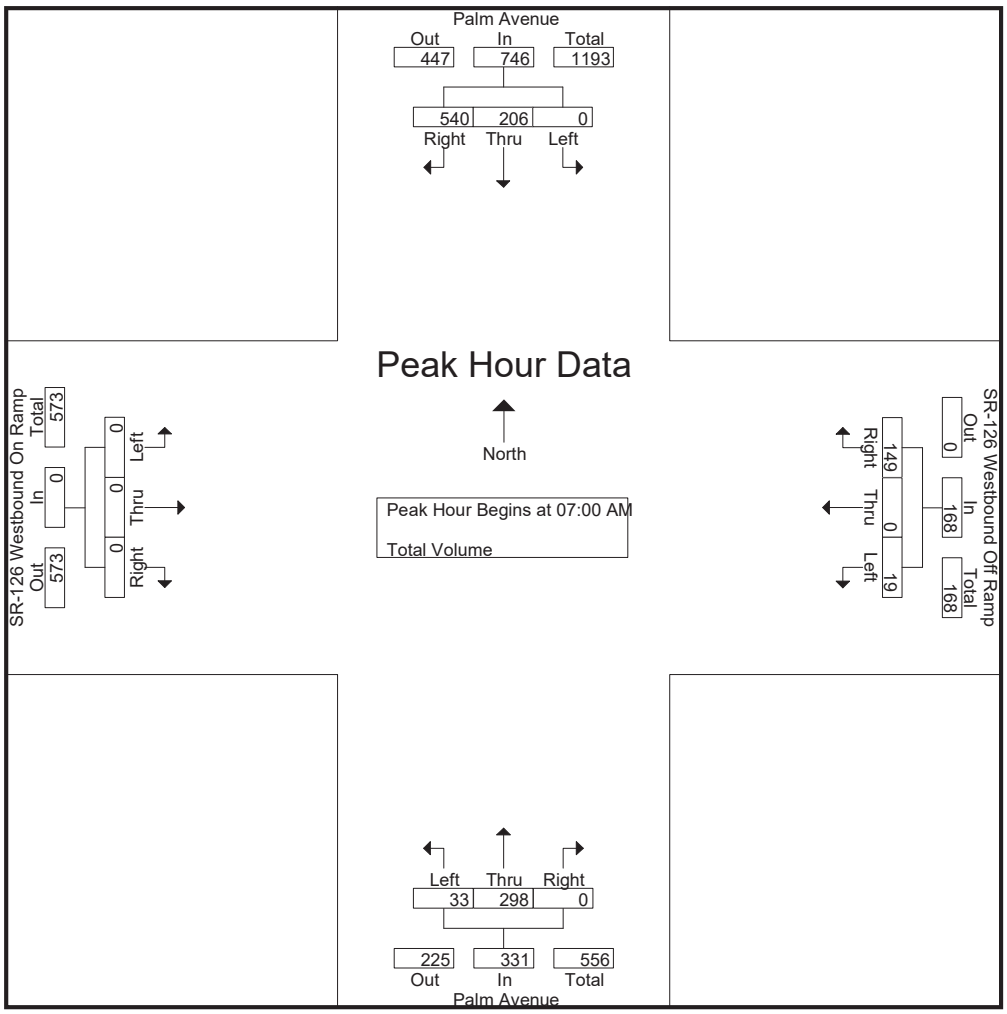
	Palm Avenue Southbound				SR-126 Westbound Off Ramp Westbound				Palm Avenue Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	31	140	171	5	0	27	32	1	57	0	58	0	0	0	0	261
07:15 AM	0	46	127	173	**6**	0	26	32	10	75	0	85	0	0	0	0	290
07:30 AM	0	56	**164**	**220**	6	0	46	**52**	**13**	**88**	0	**101**	0	0	0	0	**373**
07:45 AM	0	**73**	109	182	2	0	**50**	52	9	78	0	87	0	0	0	0	321
Total Volume	0	206	540	746	19	0	149	168	33	298	0	331	0	0	0	0	1245
% App. Total	0	27.6	72.4		11.3	0	88.7		10	90	0		0	0	0		
PHF	.000	.705	.823	.848	.792	.000	.745	.808	.635	.847	.000	.819	.000	.000	.000	.000	.834

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPPA126WAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	0	31	140	171	**6**	0	46	**52**	10	75	0	85	0	0	0	0
+15 mins.	0	46	127	173	2	0	**50**	52	**13**	**88**	0	**101**	0	0	0	0
+30 mins.	0	56	**164**	**220**	2	**1**	34	37	9	78	0	87	0	0	0	0
+45 mins.	0	**73**	109	182	4	0	35	39	4	59	0	63	0	0	0	0
Total Volume	0	206	540	746	14	1	165	180	36	300	0	336	0	0	0	0
% App. Total	0	27.6	72.4		7.8	0.6	91.7		10.7	89.3	0		0	0	0	
PHF	.000	.705	.823	.848	.583	.250	.825	.865	.692	.852	.000	.832	.000	.000	.000	.000

17

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPPA126WPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				SR-126 Westbound Off Ramp Westbound				Palm Avenue Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	62	71	133	10	0	34	44	14	98	0	112	0	0	0	0	289
04:15 PM	0	52	49	101	3	0	39	42	7	103	0	110	0	0	0	0	253
04:30 PM	0	73	77	150	7	1	53	61	17	100	0	117	0	0	0	0	328
04:45 PM	0	60	83	143	10	0	42	52	9	112	0	121	0	0	0	0	316
Total	0	247	280	527	30	1	168	199	47	413	0	460	0	0	0	0	1186
05:00 PM	0	64	66	130	4	0	49	53	13	93	0	106	0	0	0	0	289
05:15 PM	0	59	74	133	4	0	30	34	8	130	0	138	0	0	0	0	305
05:30 PM	0	78	70	148	2	0	40	42	7	118	0	125	0	0	0	0	315
05:45 PM	0	60	63	123	6	0	44	50	10	122	0	132	0	0	0	0	305
Total	0	261	273	534	16	0	163	179	38	463	0	501	0	0	0	0	1214
Grand Total	0	508	553	1061	46	1	331	378	85	876	0	961	0	0	0	0	2400
Apprch %	0	47.9	52.1		12.2	0.3	87.6		8.8	91.2	0		0	0	0		
Total %	0	21.2	23	44.2	1.9	0	13.8	15.8	3.5	36.5	0	40	0	0	0	0	

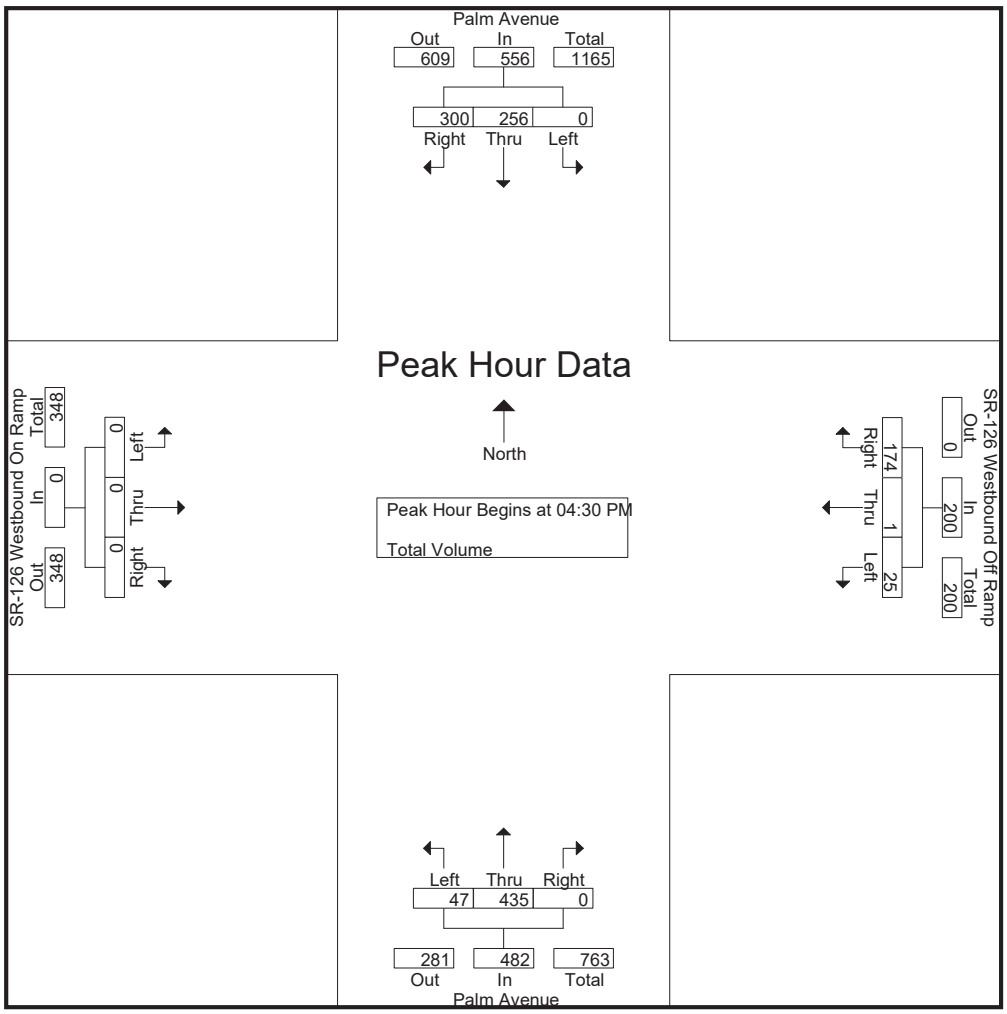
	Palm Avenue Southbound				SR-126 Westbound Off Ramp Westbound				Palm Avenue Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**73**	77	**150**	7	**1**	**53**	**61**	**17**	100	0	117	0	0	0	0	**328**
04:45 PM	0	60	**83**	143	**10**	0	42	52	9	112	0	121	0	0	0	0	316
05:00 PM	0	64	66	130	4	0	49	53	13	93	0	106	0	0	0	0	289
05:15 PM	0	59	74	133	4	0	30	34	8	**130**	0	**138**	0	0	0	0	305
Total Volume	0	256	300	556	25	1	174	200	47	435	0	482	0	0	0	0	1238
% App. Total	0	46	54		12.5	0.5	87		9.8	90.2	0		0	0	0		
PHF	.000	.877	.904	.927	.625	.250	.821	.820	.691	.837	.000	.873	.000	.000	.000	.000	.944

17

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPPA126WPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	0	**73**	77	**150**	3	0	39	42	**13**	93	0	106	0	0	0	0
+15 mins.	0	60	**83**	143	7	**1**	**53**	**61**	8	**130**	0	**138**	0	0	0	0
+30 mins.	0	64	66	130	**10**	0	42	52	7	118	0	125	0	0	0	0
+45 mins.	0	59	74	133	4	0	49	53	10	122	0	132	0	0	0	0
Total Volume	0	256	300	556	24	1	183	208	38	463	0	501	0	0	0	0
% App. Total	0	46	54		11.5	0.5	88		7.6	92.4	0		0	0	0	
PHF	.000	.877	.904	.927	.600	.250	.863	.852	.731	.890	.000	.908	.000	.000	.000	.000

17

Location: Santa Paula
N/S: Palm Avenue
E/W: SR-126 WB Ramps

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg SR-126 WB Ramps	South Leg Palm Avenue	West Leg SR-126 WB Ramps	TOTAL
7:00 AM	1	2	0	1	4
7:15 AM	0	0	0	0	0
7:30 AM	0	2	0	4	6
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	4	0	5	10

	North Leg Palm Avenue	East Leg SR-126 WB Ramps	South Leg Palm Avenue	West Leg SR-126 WB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	2	0	1	4
4:30 PM	0	0	0	0	0
4:45 PM	0	2	0	2	4
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	5	0	3	9

Location: Santa Paula
N/S: Palm Avenue
E/W: SR-126 WB Ramps

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg SR-126 WB Ramps	South Leg Palm Avenue	West Leg SR-126 WB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Palm Avenue	East Leg SR-126 WB Ramps	South Leg Palm Avenue	West Leg SR-126 WB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	1	0	1	2

18 - 19

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
07:00 AM	24	6	0	5	0	35	0	0	0	0	0	0	0	3	0	3	0	6	0	0	0	0	0	0	0	7	4	3	0	14	48	2	3	2	3	58	113
07:15 AM	32	5	1	12	0	50	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	0	0	1	0	16	3	1	1	21	62	0	6	0	4	72	152
07:30 AM	40	7	4	8	0	59	0	0	0	0	0	0	1	2	0	12	1	16	0	0	0	1	1	2	0	21	7	10	0	38	68	0	11	1	0	80	195
07:45 AM	55	9	0	12	0	76	0	0	0	0	0	0	0	3	0	7	0	10	0	0	1	2	0	3	0	12	2	6	0	20	70	0	9	1	1	81	190
Total	151	27	5	37	0	220	0	0	0	0	0	0	1	8	0	30	1	40	0	0	2	3	1	6	0	56	16	20	1	93	248	2	29	4	8	291	650
08:00 AM	36	10	0	8	0	54	0	0	0	0	0	0	0	3	0	7	0	10	0	0	0	1	0	1	0	5	0	1	0	6	52	0	4	0	4	60	131
08:15 AM	25	8	1	6	0	40	0	0	0	0	0	0	0	1	0	6	1	8	0	0	0	0	0	0	0	11	7	2	0	20	47	0	11	2	2	62	130
08:30 AM	32	8	0	7	0	47	0	0	0	0	0	0	0	0	0	5	0	5	1	0	4	2	0	7	0	7	3	7	1	18	48	0	2	0	3	53	130
08:45 AM	27	6	1	8	0	42	0	0	0	0	0	0	0	1	0	8	1	10	0	0	1	3	0	4	0	5	1	6	0	12	54	0	7	0	2	63	131
Total	120	32	2	29	0	183	0	0	0	0	0	0	0	5	0	26	2	33	1	0	5	6	0	12	0	28	11	16	1	56	201	0	24	2	11	238	522
Grand Total	271	59	7	66	0	403	0	0	0	0	0	0	1	13	0	56	3	73	1	0	7	9	1	18	0	84	27	36	2	149	449	2	53	6	19	529	1172
Apprch %	67.2	14.6	1.7	16.4	0		0	0	0	0	0		1.4	17.8	0	76.7	4.1		5.6	0	38.9	50	5.6		0	56.4	18.1	24.2	1.3		84.9	0.4	10	1.1	3.6		
Total %	23.1	5	0.6	5.6	0	34.4	0	0	0	0	0	0	0.1	1.1	0	4.8	0.3	6.2	0.1	0	0.6	0.8	0.1	1.5	0	7.2	2.3	3.1	0.2	12.7	38.3	0.2	4.5	0.5	1.6	45.1	

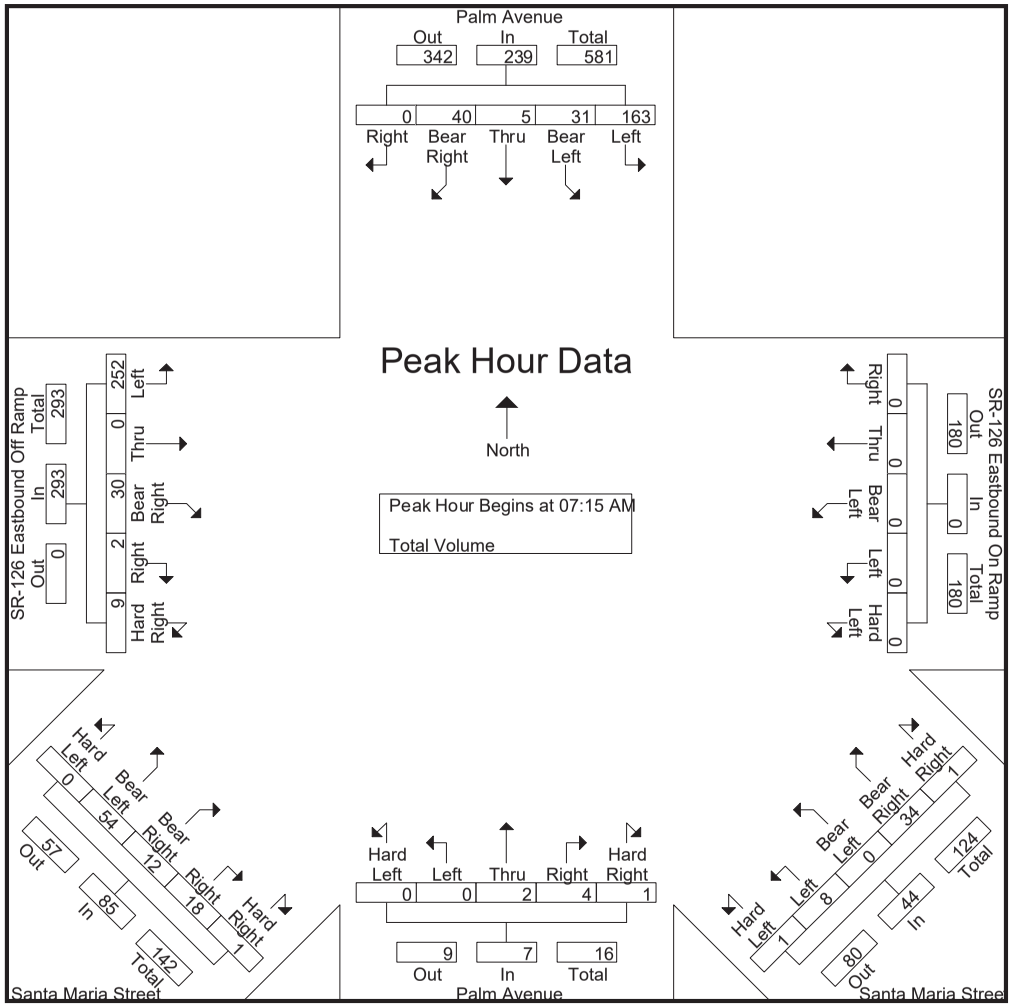
	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 07:15 AM																																					
07:15 AM	32	5	1	**12**	0	50	0	0	0	0	0	0	0	0	0	8	0	8	0	0	**1**	0	0	1	0	16	3	1	**1**	21	62	0	6	0	**4**	72	152
07:30 AM	40	7	**4**	8	0	59	0	0	0	0	0	0	**1**	2	0	**12**	**1**	**16**	0	0	0	1	**1**	2	0	**21**	**7**	**10**	0	**38**	68	0	**11**	**1**	0	80	**195**
07:45 AM	**55**	9	0	12	0	**76**	0	0	0	0	0	0	0	**3**	0	7	0	10	0	0	1	**2**	0	**3**	0	12	2	6	0	20	**70**	0	9	1	1	**81**	190
08:00 AM	36	**10**	0	8	0	54	0	0	0	0	0	0	0	3	0	7	0	10	0	0	0	1	0	1	0	5	0	1	0	6	52	0	4	0	4	60	131
Total Volume	163	31	5	40	0	239	0	0	0	0	0	0	1	8	0	34	1	44	0	0	2	4	1	7	0	54	12	18	1	85	252	0	30	2	9	293	668
% App. Total	68.2	13	2.1	16.7	0		0	0	0	0	0		2.3	18.2	0	77.3	2.3		0	0	28.6	57.1	14.3		0	63.5	14.1	21.2	1.2		86	0	10.2	0.7	3.1		
PHF	.741	.775	.313	.833	.000	.786	.000	.000	.000	.000	.000	.000	.250	.667	.000	.708	.250	.688	.000	.000	.500	.500	.250	.583	.000	.643	.429	.450	.250	.559	.900	.000	.682	.500	.563	.904	.856

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 351

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 352

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																				
Peak Hour for Each Approach Begins at:																																				
	07:15 AM						07:00 AM						07:15 AM						08:00 AM						07:00 AM						07:15 AM						
+0 mins.	32	5	1	**12**	0	50	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	1	0	1	0	7	4	3	0	14	62	0	6	0	**4**	72	
+15 mins.	40	7	**4**	8	0	59	0	0	0	0	0	0	**1**	2	0	**12**	**1**	**16**	0	0	0	0	0	0	0	16	3	1	**1**	21	68	0	**11**	**1**	0	80	
+30 mins.	**55**	9	0	12	0	**76**	0	0	0	0	0	0	0	**3**	0	7	0	10	**1**	0	**4**	2	0	**7**	0	**21**	**7**	**10**	0	**38**	**70**	0	9	1	1	**81**	
+45 mins.	36	**10**	0	8	0	54	0	0	0	0	0	0	0	3	0	7	0	10	0	0	1	**3**	0	4	0	12	2	6	0	20	52	0	4	0	4	60	
Total Volume	163	31	5	40	0	239	0	0	0	0	0	0	1	8	0	34	1	44	1	0	5	6	0	12	0	56	16	20	1	93	252	0	30	2	9	293	
% App. Total	68.2	13	2.1	16.7	0		0	0	0	0	0		2.3	18.2	0	77.3	2.3		8.3	0	41.7	50	0		0	60.2	17.2	21.5	1.1		86	0	10.2	0.7	3.1		
PHF	.741	.775	.313	.833	.000	.786	.000	.000	.000	.000	.000	.000	.250	.667	.000	.708	.250	.688	.250	.000	.313	.500	.000	.429	.000	.667	.571	.500	.250	.612	.900	.000	.682	.500	.563	.904	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 353

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
04:00 PM	41	12	4	19	0	76	0	0	0	0	0	0	1	7	0	14	0	22	0	0	6	0	1	7	0	11	7	5	1	24	83	0	16	2	2	103	232
04:15 PM	33	4	2	13	0	52	0	0	0	0	0	0	0	2	0	7	0	9	0	0	7	2	1	10	0	8	3	6	1	18	89	0	18	2	0	109	198
04:30 PM	53	10	1	15	0	79	0	0	0	0	0	0	1	2	0	21	0	24	0	0	3	0	0	3	0	11	4	2	0	17	82	0	16	1	0	99	222
04:45 PM	43	4	4	17	0	68	0	0	0	0	0	0	0	4	0	9	0	13	0	0	2	0	1	3	0	7	4	6	1	18	102	0	18	0	0	120	222
Total	170	30	11	64	0	275	0	0	0	0	0	0	2	15	0	51	0	68	0	0	18	2	3	23	0	37	18	19	3	77	356	0	68	5	2	431	874
05:00 PM	40	10	0	14	0	64	0	0	0	0	0	0	0	5	0	10	0	15	0	0	2	0	1	3	0	16	6	7	0	29	81	0	17	2	2	102	213
05:15 PM	35	8	3	10	0	56	0	0	0	0	0	0	0	2	0	6	0	8	0	0	2	3	1	6	0	14	6	4	0	24	116	0	41	1	0	158	252
05:30 PM	42	15	6	13	0	76	0	0	0	0	0	0	0	3	0	2	0	5	0	0	2	0	0	2	0	11	7	0	0	18	107	0	36	2	0	145	246
05:45 PM	36	11	6	12	0	65	0	0	0	0	0	0	0	2	0	4	0	6	0	0	2	2	0	4	0	13	6	0	0	19	110	0	34	2	0	146	240
Total	153	44	15	49	0	261	0	0	0	0	0	0	0	12	0	22	0	34	0	0	8	5	2	15	0	54	25	11	0	90	414	0	128	7	2	551	951
Grand Total	323	74	26	113	0	536	0	0	0	0	0	0	2	27	0	73	0	102	0	0	26	7	5	38	0	91	43	30	3	167	770	0	196	12	4	982	1825
Apprch %	60.3	13.8	4.9	21.1	0		0	0	0	0	0		2	26.5	0	71.6	0		0	0	68.4	18.4	13.2		0	54.5	25.7	18	1.8		78.4	0	20	1.2	0.4		
Total %	17.7	4.1	1.4	6.2	0	29.4	0	0	0	0	0	0	0.1	1.5	0	4	0	5.6	0	0	1.4	0.4	0.3	2.1	0	5	2.4	1.6	0.2	9.2	42.2	0	10.7	0.7	0.2	53.8	

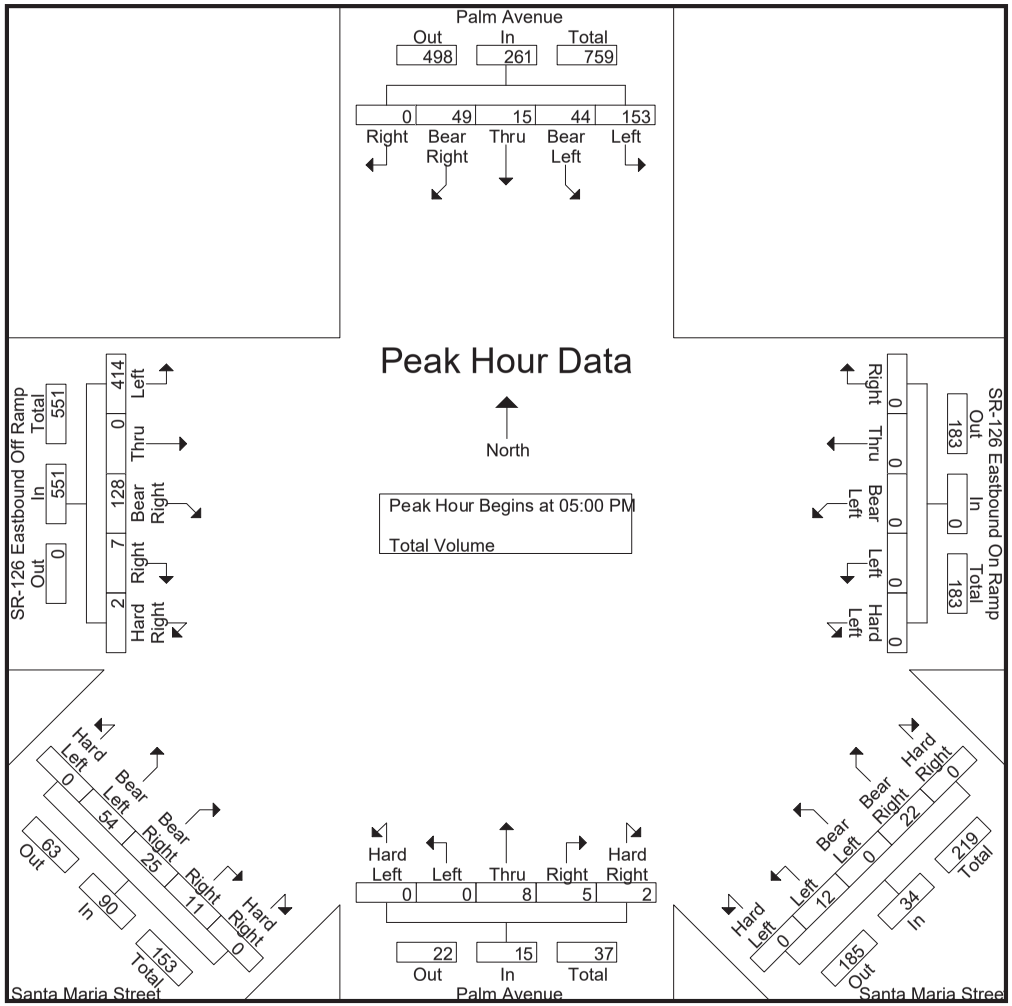
	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																																				
Peak Hour for Entire Intersection Begins at 05:00 PM																																				
05:00 PM	40	10	0	**14**	0	64	0	0	0	0	0	0	0	**5**	0	**10**	0	**15**	0	0	**2**	0	**1**	3	0	**16**	6	**7**	0	**29**	81	0	17	**2**	**2**	102	213
05:15 PM	35	8	3	10	0	56	0	0	0	0	0	0	0	2	0	6	0	8	0	0	2	**3**	1	**6**	0	14	6	4	0	24	**116**	0	**41**	1	0	**158**	**252**
05:30 PM	**42**	**15**	**6**	13	0	**76**	0	0	0	0	0	0	0	3	0	2	0	5	0	0	2	0	0	2	0	11	**7**	0	0	18	107	0	36	2	0	145	246
05:45 PM	36	11	6	12	0	65	0	0	0	0	0	0	0	2	0	4	0	6	0	0	2	2	0	4	0	13	6	0	0	19	110	0	34	2	0	146	240
Total Volume	153	44	15	49	0	261	0	0	0	0	0	0	0	12	0	22	0	34	0	0	8	5	2	15	0	54	25	11	0	90	414	0	128	7	2	551	951
% App. Total	58.6	16.9	5.7	18.8	0		0	0	0	0	0		0	35.3	0	64.7	0		0	0	53.3	33.3	13.3		0	60	27.8	12.2	0		75.1	0	23.2	1.3	0.4		
PHF	.911	.733	.625	.875	.000	.859	.000	.000	.000	.000	.000	.000	.000	.600	.000	.550	.000	.567	.000	.000	1.00	.417	.500	.625	.000	.844	.893	.393	.000	.776	.892	.000	.780	.875	.250	.872	.943

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 354

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 355

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																																				
Peak Hour for Each Approach Begins at:																																				
	04:00 PM						04:00 PM						04:00 PM						04:00 PM						05:00 PM						05:00 PM						
+0 mins.	41	**12**	**4**	**19**	0	76	0	0	0	0	0	0	**1**	**7**	0	14	0	22	0	0	6	0	**1**	7	0	**16**	6	**7**	0	**29**	81	0	17	**2**	**2**	102	
+15 mins.	33	4	2	13	0	52	0	0	0	0	0	0	0	2	0	7	0	9	0	0	**7**	**2**	1	**10**	0	14	6	4	0	24	**116**	0	**41**	1	0	**158**	
+30 mins.	**53**	10	1	15	0	**79**	0	0	0	0	0	0	1	2	0	**21**	0	**24**	0	0	3	0	0	3	0	11	**7**	0	0	18	107	0	36	2	0	145	
+45 mins.	43	4	4	17	0	68	0	0	0	0	0	0	0	4	0	9	0	13	0	0	2	0	1	3	0	13	6	0	0	19	110	0	34	2	0	146	
Total Volume	170	30	11	64	0	275	0	0	0	0	0	0	2	15	0	51	0	68	0	0	18	2	3	23	0	54	25	11	0	90	414	0	128	7	2	551	
% App. Total	61.8	10.9	4	23.3	0		0	0	0	0	0		2.9	22.1	0	75	0		0	0	78.3	8.7	13		0	60	27.8	12.2	0		75.1	0	23.2	1.3	0.4		
PHF	.802	.625	.688	.842	.000	.870	.000	.000	.000	.000	.000	.000	.500	.536	.000	.607	.000	.708	.000	.000	.643	.250	.750	.575	.000	.844	.893	.393	.000	.776	.892	.000	.780	.875	.250	.872	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 356

Location: Santa Paula
N/S: Palm Avenue
E/W: SR-126 EB Ramps / Santa Maria St

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg SR-126 EB On Ramp	Southeast Leg Santa Maria Street	South Leg Palm Avenue	Southwest Leg Santa Maria Avenue	West Leg SR-126 EB Off Ramp	TOTAL
7:00 AM	0	2	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	1	3
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	2	0	2	6

	North Leg Palm Avenue	East Leg SR-126 EB On Ramp	Southeast Leg Santa Maria Street	South Leg Palm Avenue	Southwest Leg Santa Maria Avenue	West Leg SR-126 EB Off Ramp	TOTAL
4:00 PM	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	2
5:30 PM	0	0	0	1	0	0	1
5:45 PM	1	0	0	0	0	0	1
TOTAL VOLUMES:	3	0	0	3	0	1	7

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 357

Location: Santa Paula
N/S: Palm Avenue
E/W: SR-126 EB Ramps / Santa Maria St

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg SR-126 EB On Ramp	Southeast Leg Santa Maria Street	South Leg Palm Avenue	Southwest Leg Santa Maria Avenue	West Leg SR-126 EB Off Ramp	TOTAL
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	2	0	0	0	0	0	2
TOTAL VOLUMES:	2	0	0	0	0	0	2

	North Leg Palm Avenue	East Leg SR-126 EB On Ramp	Southeast Leg Santa Maria Street	South Leg Palm Avenue	Southwest Leg Santa Maria Avenue	West Leg SR-126 EB Off Ramp	TOTAL
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Main Street
Weather: Clear

File Name : STP8TMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Main Street Westbound				8th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	17	5	24	2	16	3	21	2	10	2	14	8	20	4	32	91
07:15 AM	7	25	8	40	0	22	2	24	2	14	0	16	11	35	6	52	132
07:30 AM	5	68	16	89	5	38	4	47	7	31	5	43	28	46	9	83	262
07:45 AM	13	52	18	83	13	24	3	40	5	37	3	45	30	82	14	126	294
Total	27	162	47	236	20	100	12	132	16	92	10	118	77	183	33	293	779
08:00 AM	10	27	21	58	8	29	4	41	4	10	6	20	10	56	10	76	195
08:15 AM	6	15	12	33	2	30	4	36	5	13	4	22	9	43	5	57	148
08:30 AM	4	12	9	25	4	28	3	35	4	5	4	13	10	35	12	57	130
08:45 AM	4	23	7	34	2	25	6	33	4	10	6	20	10	38	14	62	149
Total	24	77	49	150	16	112	17	145	17	38	20	75	39	172	41	252	622
Grand Total	51	239	96	386	36	212	29	277	33	130	30	193	116	355	74	545	1401
Apprch %	13.2	61.9	24.9		13	76.5	10.5		17.1	67.4	15.5		21.3	65.1	13.6		
Total %	3.6	17.1	6.9	27.6	2.6	15.1	2.1	19.8	2.4	9.3	2.1	13.8	8.3	25.3	5.3	38.9	

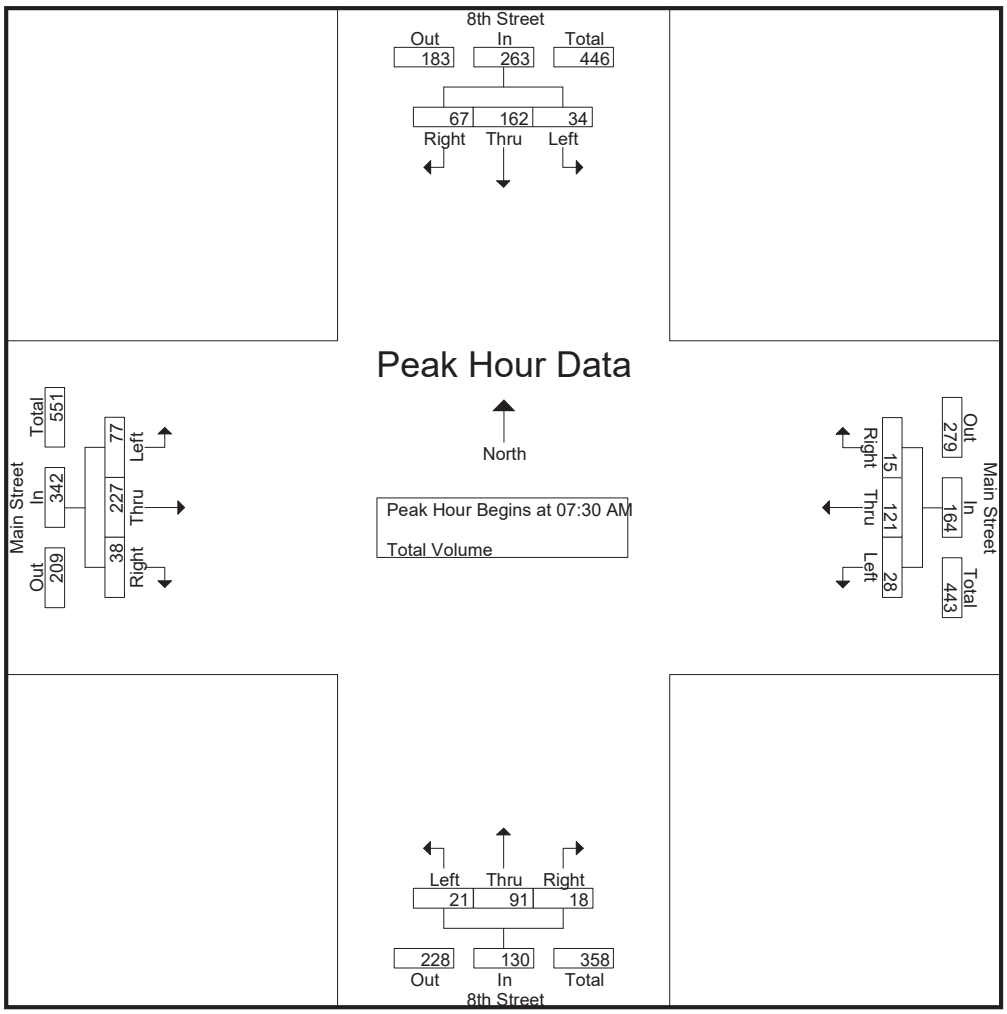
	8th Street Southbound				Main Street Westbound				8th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	**68**	16	**89**	5	**38**	**4**	**47**	**7**	31	5	43	28	46	9	83	262
07:45 AM	**13**	52	18	83	**13**	24	3	40	5	**37**	3	**45**	**30**	**82**	**14**	**126**	**294**
08:00 AM	10	27	**21**	58	8	29	4	41	4	10	**6**	20	10	56	10	76	195
08:15 AM	6	15	12	33	2	30	4	36	5	13	4	22	9	43	5	57	148
Total Volume	34	162	67	263	28	121	15	164	21	91	18	130	77	227	38	342	899
% App. Total	12.9	61.6	25.5		17.1	73.8	9.1		16.2	70	13.8		22.5	66.4	11.1		
PHF	.654	.596	.798	.739	.538	.796	.938	.872	.750	.615	.750	.722	.642	.692	.679	.679	.764

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Main Street
Weather: Clear

File Name : STP8TMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	25	8	40	5	**38**	**4**	**47**	**7**	31	5	43	28	46	9	83
+15 mins.	5	**68**	16	**89**	**13**	24	3	40	5	**37**	3	**45**	**30**	**82**	**14**	**126**
+30 mins.	**13**	52	18	83	8	29	4	41	4	10	**6**	20	10	56	10	76
+45 mins.	10	27	**21**	58	2	30	4	36	5	13	4	22	9	43	5	57
Total Volume	35	172	63	270	28	121	15	164	21	91	18	130	77	227	38	342
% App. Total	13	63.7	23.3		17.1	73.8	9.1		16.2	70	13.8		22.5	66.4	11.1	
PHF	.673	.632	.750	.758	.538	.796	.938	.872	.750	.615	.750	.722	.642	.692	.679	.679

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Main Street
Weather: Clear

File Name : STP8TMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Main Street Westbound				8th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	27	18	48	6	41	5	52	10	18	9	37	15	67	14	96	233
04:15 PM	4	15	11	30	7	50	7	64	12	17	12	41	19	67	18	104	239
04:30 PM	17	23	14	54	9	52	8	69	12	22	12	46	19	67	15	101	270
04:45 PM	6	16	16	38	4	56	9	69	8	23	10	41	15	76	19	110	258
Total	30	81	59	170	26	199	29	254	42	80	43	165	68	277	66	411	1000
05:00 PM	12	25	15	52	5	54	11	70	7	27	14	48	20	72	19	111	281
05:15 PM	13	28	17	58	2	43	12	57	11	38	13	62	22	60	24	106	283
05:30 PM	14	33	12	59	6	49	10	65	11	39	8	58	18	83	17	118	300
05:45 PM	11	28	15	54	11	38	22	71	11	41	9	61	13	62	19	94	280
Total	50	114	59	223	24	184	55	263	40	145	44	229	73	277	79	429	1144
Grand Total	80	195	118	393	50	383	84	517	82	225	87	394	141	554	145	840	2144
Apprch %	20.4	49.6	30		9.7	74.1	16.2		20.8	57.1	22.1		16.8	66	17.3		
Total %	3.7	9.1	5.5	18.3	2.3	17.9	3.9	24.1	3.8	10.5	4.1	18.4	6.6	25.8	6.8	39.2	

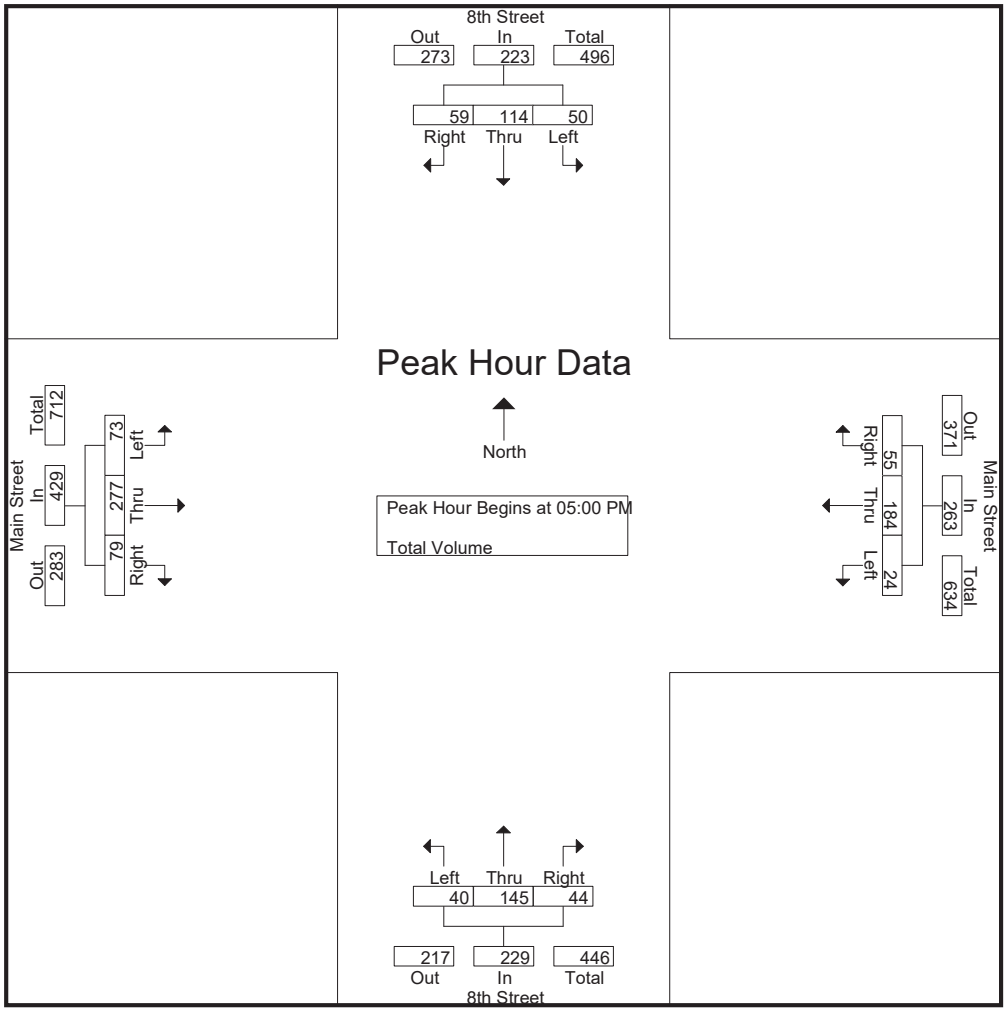
	8th Street Southbound				Main Street Westbound				8th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	25	15	52	5	**54**	11	70	7	27	**14**	48	20	72	19	111	281
05:15 PM	13	28	**17**	58	2	43	12	57	**11**	38	13	**62**	**22**	60	**24**	106	283
05:30 PM	**14**	**33**	12	**59**	6	49	10	65	11	39	8	58	18	**83**	17	**118**	**300**
05:45 PM	11	28	15	54	**11**	38	**22**	**71**	11	**41**	9	61	13	62	19	94	280
Total Volume	50	114	59	223	24	184	55	263	40	145	44	229	73	277	79	429	1144
% App. Total	22.4	51.1	26.5		9.1	70	20.9		17.5	63.3	19.2		17	64.6	18.4		
PHF	.893	.864	.868	.945	.545	.852	.625	.926	.909	.884	.786	.923	.830	.834	.823	.909	.953

20

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Main Street
Weather: Clear

File Name : STP8TMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	12	25	15	52	7	50	7	64	7	27	**14**	48	15	76	19	110
+15 mins.	13	28	**17**	58	**9**	52	8	69	**11**	38	13	**62**	20	72	19	111
+30 mins.	**14**	**33**	12	**59**	4	**56**	9	69	11	39	8	58	**22**	60	**24**	106
+45 mins.	11	28	15	54	5	54	**11**	**70**	11	**41**	9	61	18	**83**	17	**118**
Total Volume	50	114	59	223	25	212	35	272	40	145	44	229	75	291	79	445
% App. Total	22.4	51.1	26.5		9.2	77.9	12.9		17.5	63.3	19.2		16.9	65.4	17.8	
PHF	.893	.864	.868	.945	.694	.946	.795	.971	.909	.884	.786	.923	.852	.877	.823	.943

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Location: Santa Paula
N/S: 8th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 8th Street	East Leg Main Street	South Leg 8th Street	West Leg Main Street	TOTAL
7:00 AM	1	0	2	2	5
7:15 AM	7	1	8	8	24
7:30 AM	8	1	25	5	39
7:45 AM	7	4	3	1	15
8:00 AM	5	2	4	0	11
8:15 AM	4	1	4	0	9
8:30 AM	6	2	2	3	13
8:45 AM	13	1	3	3	20
TOTAL VOLUMES:	51	12	51	22	136

	North Leg 8th Street	East Leg Main Street	South Leg 8th Street	West Leg Main Street	TOTAL
4:00 PM	5	6	8	3	22
4:15 PM	11	5	7	2	25
4:30 PM	13	3	7	1	24
4:45 PM	14	3	10	10	37
5:00 PM	7	4	14	5	30
5:15 PM	6	0	6	3	15
5:30 PM	5	5	10	0	20
5:45 PM	13	2	9	2	26
TOTAL VOLUMES:	74	28	71	26	199

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Location: Santa Paula
N/S: 8th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 8th Street	East Leg Main Street	South Leg 8th Street	West Leg Main Street	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

	North Leg 8th Street	East Leg Main Street	South Leg 8th Street	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	1	0	2
4:30 PM	0	0	2	1	3
4:45 PM	0	1	0	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	1	2	6	1	10

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP8THAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Harvard Boulevard Westbound				8th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	4	19	28	2	61	4	67	1	8	1	10	2	48	1	51	156
07:15 AM	7	5	11	23	1	61	4	66	1	9	0	10	2	55	1	58	157
07:30 AM	16	12	50	78	0	131	10	141	9	26	5	40	0	78	14	92	351
07:45 AM	12	10	51	73	1	149	15	165	11	18	6	35	1	113	10	124	397
Total	40	31	131	202	4	402	33	439	22	61	12	95	5	294	26	325	1061
08:00 AM	10	7	23	40	0	88	7	95	2	9	1	12	1	63	3	67	214
08:15 AM	6	3	9	18	1	81	5	87	1	11	2	14	4	53	4	61	180
08:30 AM	6	4	15	25	1	63	6	70	1	5	2	8	4	56	3	63	166
08:45 AM	5	3	13	21	0	61	4	65	1	17	1	19	2	59	6	67	172
Total	27	17	60	104	2	293	22	317	5	42	6	53	11	231	16	258	732
Grand Total	67	48	191	306	6	695	55	756	27	103	18	148	16	525	42	583	1793
Apprch %	21.9	15.7	62.4		0.8	91.9	7.3		18.2	69.6	12.2		2.7	90.1	7.2		
Total %	3.7	2.7	10.7	17.1	0.3	38.8	3.1	42.2	1.5	5.7	1	8.3	0.9	29.3	2.3	32.5	

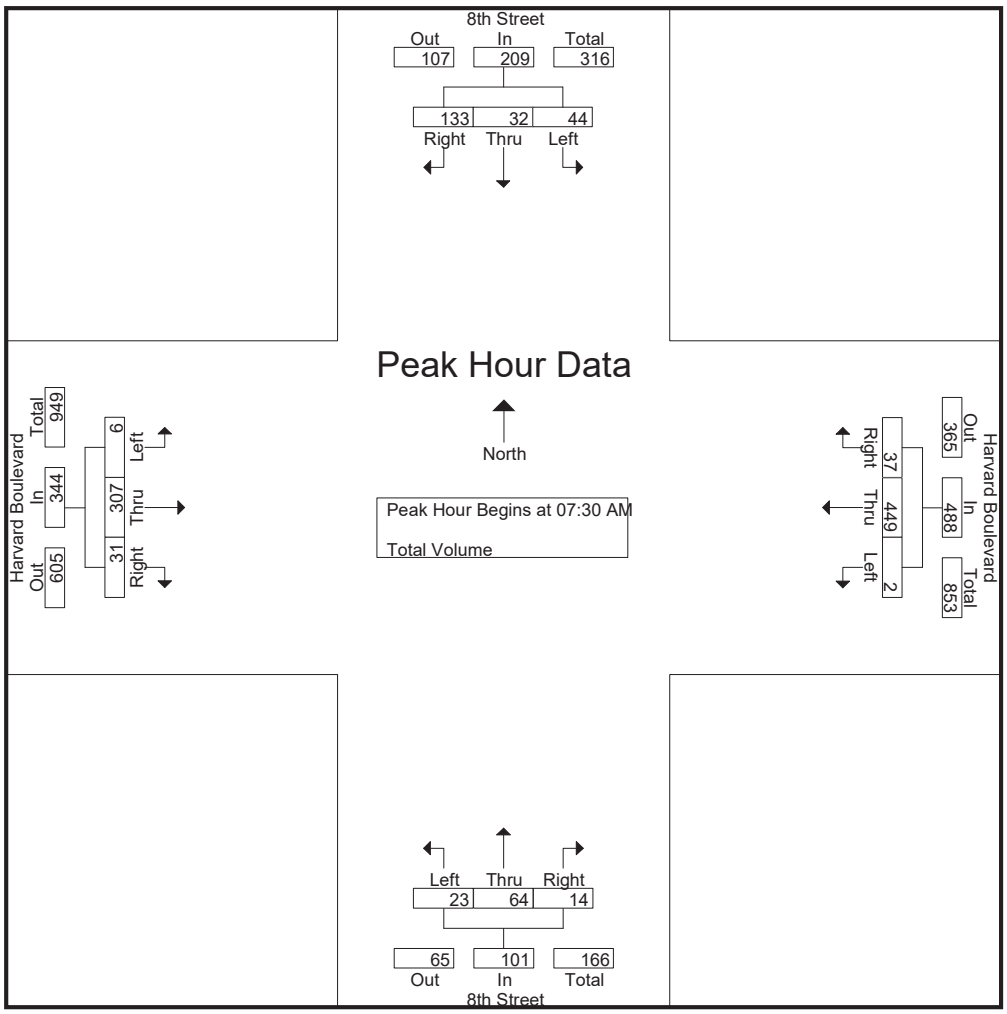
	8th Street Southbound				Harvard Boulevard Westbound				8th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**16**	**12**	50	**78**	0	131	10	141	9	**26**	5	**40**	0	78	**14**	92	351
07:45 AM	12	10	**51**	73	**1**	**149**	**15**	**165**	**11**	18	**6**	35	1	**113**	10	**124**	**397**
08:00 AM	10	7	23	40	0	88	7	95	2	9	1	12	1	63	3	67	214
08:15 AM	6	3	9	18	1	81	5	87	1	11	2	14	**4**	53	4	61	180
Total Volume	44	32	133	209	2	449	37	488	23	64	14	101	6	307	31	344	1142
% App. Total	21.1	15.3	63.6		0.4	92	7.6		22.8	63.4	13.9		1.7	89.2	9		
PHF	.688	.667	.652	.670	.500	.753	.617	.739	.523	.615	.583	.631	.375	.679	.554	.694	.719

21

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP8THAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	5	11	23	0	131	10	141	9	**26**	5	**40**	0	78	**14**	92
+15 mins.	**16**	**12**	50	**78**	**1**	**149**	**15**	**165**	**11**	18	**6**	35	1	**113**	10	**124**
+30 mins.	12	10	**51**	73	0	88	7	95	2	9	1	12	1	63	3	67
+45 mins.	10	7	23	40	1	81	5	87	1	11	2	14	**4**	53	4	61
Total Volume	45	34	135	214	2	449	37	488	23	64	14	101	6	307	31	344
% App. Total	21	15.9	63.1		0.4	92	7.6		22.8	63.4	13.9		1.7	89.2	9	
PHF	.703	.708	.662	.686	.500	.753	.617	.739	.523	.615	.583	.631	.375	.679	.554	.694

21

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP8THAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Harvard Boulevard Westbound				8th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	10	27	41	2	114	13	129	1	20	6	27	0	112	9	121	318
04:15 PM	7	4	22	33	0	113	18	131	4	22	6	32	1	84	4	89	285
04:30 PM	8	11	24	43	0	107	11	118	2	19	1	22	3	92	7	102	285
04:45 PM	11	9	20	40	2	132	11	145	2	31	6	39	0	110	3	113	337
Total	30	34	93	157	4	466	53	523	9	92	19	120	4	398	23	425	1225
05:00 PM	17	5	32	54	0	107	11	118	1	21	4	26	0	88	5	93	291
05:15 PM	14	5	23	42	0	127	15	142	6	40	4	50	1	91	11	103	337
05:30 PM	14	9	32	55	0	127	18	145	2	31	5	38	3	100	3	106	344
05:45 PM	7	5	24	36	0	119	31	150	0	26	7	33	3	102	5	110	329
Total	52	24	111	187	0	480	75	555	9	118	20	147	7	381	24	412	1301
Grand Total	82	58	204	344	4	946	128	1078	18	210	39	267	11	779	47	837	2526
Apprch %	23.8	16.9	59.3		0.4	87.8	11.9		6.7	78.7	14.6		1.3	93.1	5.6		
Total %	3.2	2.3	8.1	13.6	0.2	37.5	5.1	42.7	0.7	8.3	1.5	10.6	0.4	30.8	1.9	33.1	

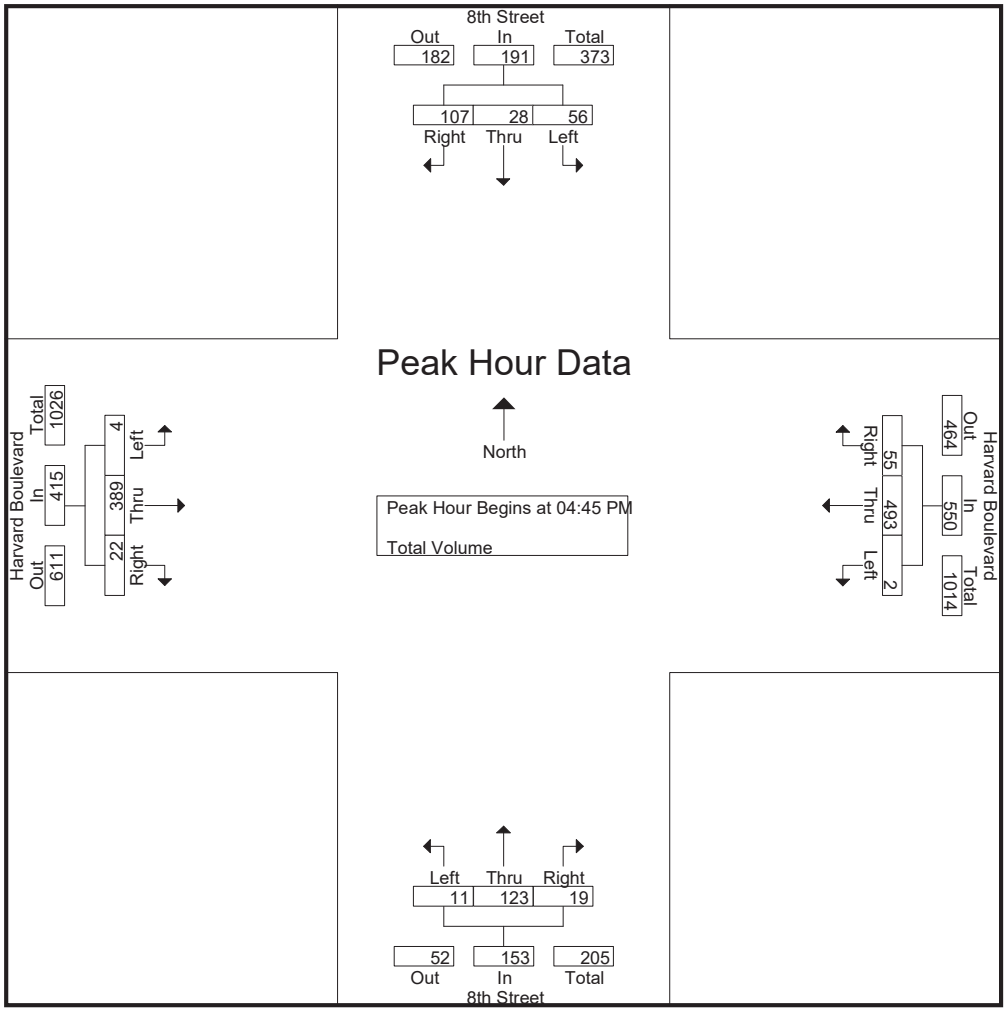
	8th Street Southbound				Harvard Boulevard Westbound				8th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	**9**	20	40	**2**	**132**	11	**145**	2	31	**6**	39	0	**110**	3	**113**	337
05:00 PM	**17**	5	**32**	54	0	107	11	118	1	21	4	26	0	88	5	93	291
05:15 PM	14	5	23	42	0	127	15	142	**6**	**40**	4	**50**	1	91	**11**	103	337
05:30 PM	14	9	32	**55**	0	127	**18**	145	2	31	5	38	**3**	100	3	106	**344**
Total Volume	56	28	107	191	2	493	55	550	11	123	19	153	4	389	22	415	1309
% App. Total	29.3	14.7	56		0.4	89.6	10		7.2	80.4	12.4		1	93.7	5.3		
PHF	.824	.778	.836	.868	.250	.934	.764	.948	.458	.769	.792	.765	.333	.884	.500	.918	.951

21

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP8THAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	11	**9**	20	40	0	107	11	118	2	31	**6**	39	0	**112**	**9**	**121**
+15 mins.	**17**	5	**32**	54	0	**127**	15	142	1	21	4	26	1	84	4	89
+30 mins.	14	5	23	42	0	127	18	145	**6**	**40**	4	**50**	**3**	92	7	102
+45 mins.	14	9	32	**55**	0	119	**31**	**150**	2	31	5	38	0	110	3	113
Total Volume	56	28	107	191	0	480	75	555	11	123	19	153	4	398	23	425
% App. Total	29.3	14.7	56		0	86.5	13.5		7.2	80.4	12.4		0.9	93.6	5.4	
PHF	.824	.778	.836	.868	.000	.945	.605	.925	.458	.769	.792	.765	.333	.888	.639	.878

21

Location: Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 8th Street	East Leg Harvard Boulevard	South Leg 8th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	4	0	0	0	4
7:30 AM	9	0	0	0	9
7:45 AM	2	0	0	0	2
8:00 AM	3	0	0	0	3
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	3	1	0	0	4
TOTAL VOLUMES:	23	1	0	0	24

	North Leg 8th Street	East Leg Harvard Boulevard	South Leg 8th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	2	0	0	1	3
4:15 PM	7	0	0	1	8
4:30 PM	2	0	0	0	2
4:45 PM	2	0	0	0	2
5:00 PM	2	0	0	0	2
5:15 PM	2	1	0	0	3
5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	17	3	0	3	23

21

Location: Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 8th Street	East Leg Harvard Boulevard	South Leg 8th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg 8th Street	East Leg Harvard Boulevard	South Leg 8th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

22

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Ojai Road/Santa Paula Ojai Road
E/W: Virginia Terrace
Weather: Clear

File Name : STPOJVIAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Ojai Road Southbound				Bank of America Driveway Westbound				Santa Paula Ojai Road Northbound				Virginia Terrace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	122	10	132	0	0	0	0	2	59	0	61	8	0	6	14	207
07:15 AM	0	140	20	160	0	0	0	0	6	87	0	93	9	0	5	14	267
07:30 AM	0	159	60	219	0	0	0	0	6	129	1	136	19	0	4	23	378
07:45 AM	0	175	59	234	0	0	0	0	18	139	0	157	23	0	10	33	424
Total	0	596	149	745	0	0	0	0	32	414	1	447	59	0	25	84	1276
08:00 AM	0	141	12	153	0	0	0	0	2	77	0	79	19	0	7	26	258
08:15 AM	1	130	13	144	0	0	0	0	5	58	0	63	3	0	2	5	212
08:30 AM	0	118	6	124	0	0	1	1	4	67	1	72	4	0	4	8	205
08:45 AM	0	90	6	96	0	0	0	0	4	52	2	58	4	1	5	10	164
Total	1	479	37	517	0	0	1	1	15	254	3	272	30	1	18	49	839
Grand Total	1	1075	186	1262	0	0	1	1	47	668	4	719	89	1	43	133	2115
Apprch %	0.1	85.2	14.7		0	0	100		6.5	92.9	0.6		66.9	0.8	32.3		
Total %	0	50.8	8.8	59.7	0	0	0	0	2.2	31.6	0.2	34	4.2	0	2	6.3	

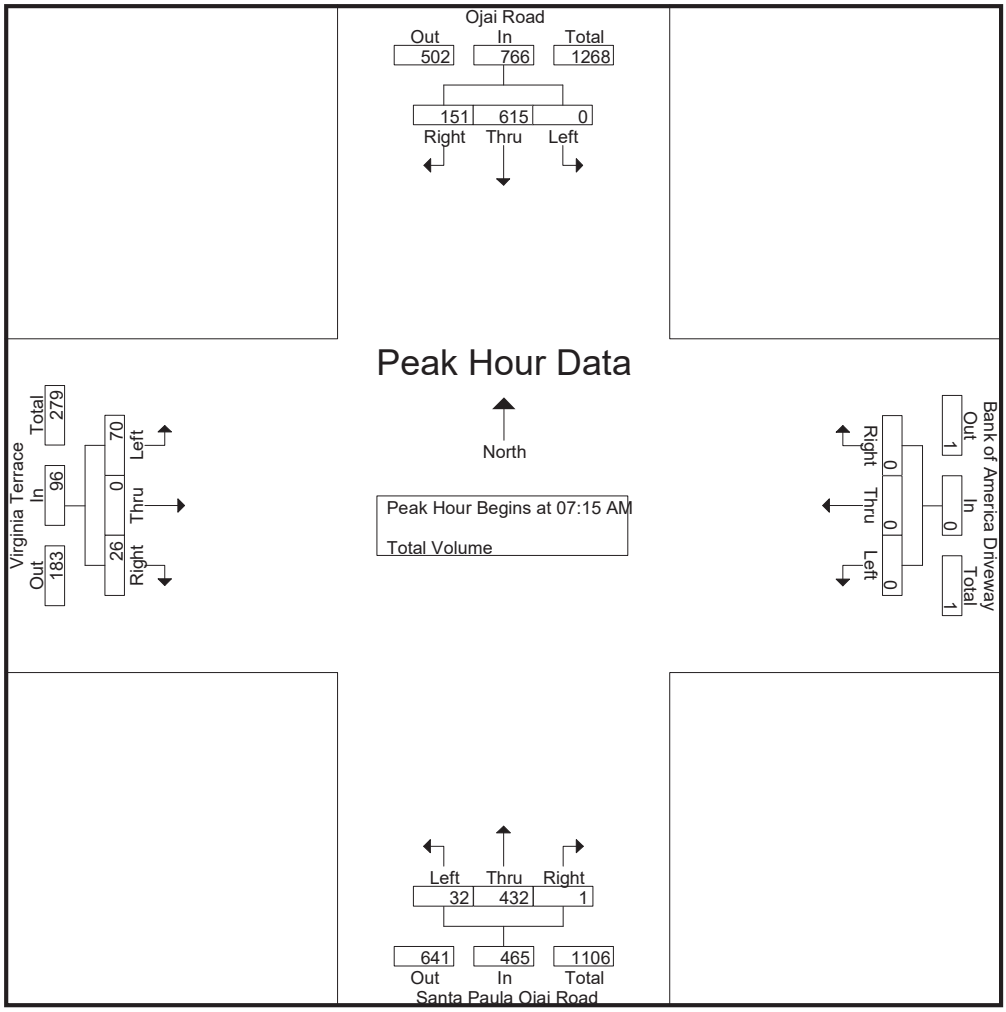
	Ojai Road Southbound				Bank of America Driveway Westbound				Santa Paula Ojai Road Northbound				Virginia Terrace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	140	20	160	0	0	0	0	6	87	0	93	9	0	5	14	267
07:30 AM	0	159	**60**	219	0	0	0	0	6	129	**1**	136	19	0	4	23	378
07:45 AM	0	**175**	59	**234**	0	0	0	0	**18**	**139**	0	**157**	**23**	0	**10**	**33**	**424**
08:00 AM	0	141	12	153	0	0	0	0	2	77	0	79	19	0	7	26	258
Total Volume	0	615	151	766	0	0	0	0	32	432	1	465	70	0	26	96	1327
% App. Total	0	80.3	19.7		0	0	0		6.9	92.9	0.2		72.9	0	27.1		
PHF	.000	.879	.629	.818	.000	.000	.000	.000	.444	.777	.250	.740	.761	.000	.650	.727	.782

22

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Ojai Road/Santa Paula Ojai Road
E/W: Virginia Terrace
Weather: Clear

File Name : STPOJVIAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:15 AM				07:15 AM			
+0 mins.	0	140	20	160	0	0	0	0	6	87	0	93	9	0	5	14
+15 mins.	0	159	**60**	219	0	0	0	0	6	129	**1**	136	19	0	4	23
+30 mins.	0	**175**	59	**234**	0	0	0	0	**18**	**139**	0	**157**	**23**	0	**10**	**33**
+45 mins.	0	141	12	153	0	0	**1**	**1**	2	77	0	79	19	0	7	26
Total Volume	0	615	151	766	0	0	1	1	32	432	1	465	70	0	26	96
% App. Total	0	80.3	19.7		0	0	100		6.9	92.9	0.2		72.9	0	27.1	
PHF	.000	.879	.629	.818	.000	.000	.250	.250	.444	.777	.250	.740	.761	.000	.650	.727

22

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Ojai Road/Santa Paula Ojai Road
E/W: Virginia Terrace
Weather: Clear

File Name : STPOJVIPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Ojai Road Southbound				Bank of America Driveway Westbound				Santa Paula Ojai Road Northbound				Virginia Terrace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	113	6	119	0	0	0	0	7	124	2	133	4	0	5	9	261
04:15 PM	1	91	12	104	0	1	0	1	4	148	3	155	13	0	2	15	275
04:30 PM	0	105	10	115	2	0	0	2	7	116	2	125	15	1	3	19	261
04:45 PM	0	106	9	115	1	0	0	1	8	145	7	160	13	0	3	16	292
Total	1	415	37	453	3	1	0	4	26	533	14	573	45	1	13	59	1089
05:00 PM	2	110	13	125	1	0	0	1	11	165	2	178	12	0	7	19	323
05:15 PM	0	111	10	121	1	1	1	3	9	158	3	170	12	1	8	21	315
05:30 PM	1	104	18	123	0	0	2	2	15	137	5	157	21	3	7	31	313
05:45 PM	0	130	17	147	2	1	0	3	8	131	6	145	13	0	7	20	315
Total	3	455	58	516	4	2	3	9	43	591	16	650	58	4	29	91	1266
Grand Total	4	870	95	969	7	3	3	13	69	1124	30	1223	103	5	42	150	2355
Apprch %	0.4	89.8	9.8		53.8	23.1	23.1		5.6	91.9	2.5		68.7	3.3	28		
Total %	0.2	36.9	4	41.1	0.3	0.1	0.1	0.6	2.9	47.7	1.3	51.9	4.4	0.2	1.8	6.4	

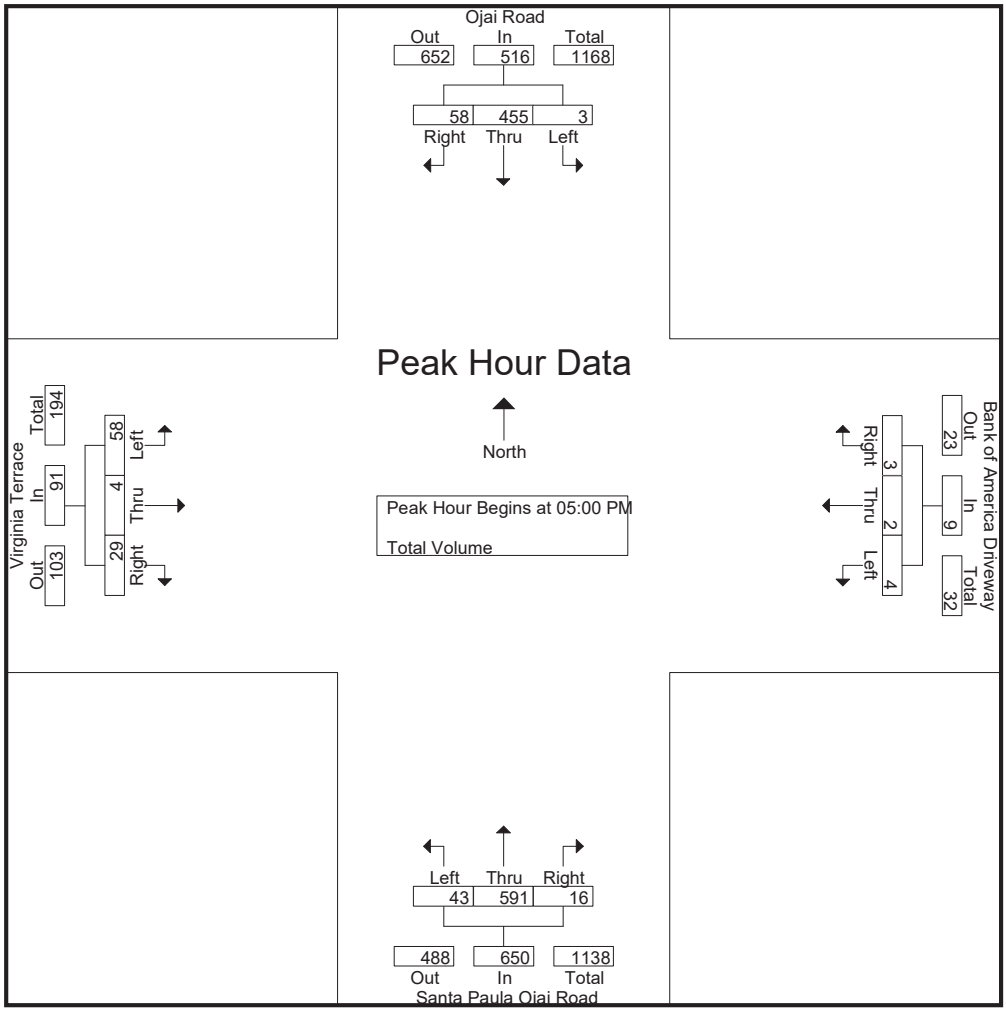
	Ojai Road Southbound				Bank of America Driveway Westbound				Santa Paula Ojai Road Northbound				Virginia Terrace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**2**	110	13	125	1	0	0	1	11	**165**	2	**178**	12	0	7	19	**323**
05:15 PM	0	111	10	121	1	**1**	1	**3**	9	158	3	170	12	1	**8**	21	315
05:30 PM	1	104	**18**	123	0	0	**2**	2	**15**	137	5	157	**21**	**3**	7	**31**	313
05:45 PM	0	**130**	17	**147**	**2**	1	0	3	8	131	**6**	145	13	0	7	20	315
Total Volume	3	455	58	516	4	2	3	9	43	591	16	650	58	4	29	91	1266
% App. Total	0.6	88.2	11.2		44.4	22.2	33.3		6.6	90.9	2.5		63.7	4.4	31.9		
PHF	.375	.875	.806	.878	.500	.500	.375	.750	.717	.895	.667	.913	.690	.333	.906	.734	.980

22

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Santa Paula
N/S: Ojai Road/Santa Paula Ojai Road
E/W: Virginia Terrace
Weather: Clear

File Name : STPOJVIPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	**2**	110	13	125	1	0	0	1	8	145	**7**	160	12	0	7	19
+15 mins.	0	111	10	121	1	**1**	1	**3**	11	**165**	2	**178**	12	1	**8**	21
+30 mins.	1	104	**18**	123	0	0	**2**	2	9	158	3	170	**21**	**3**	7	**31**
+45 mins.	0	**130**	17	**147**	**2**	1	0	3	**15**	137	5	157	13	0	7	20
Total Volume	3	455	58	516	4	2	3	9	43	605	17	665	58	4	29	91
% App. Total	0.6	88.2	11.2		44.4	22.2	33.3		6.5	91	2.6		63.7	4.4	31.9	
PHF	.375	.875	.806	.878	.500	.500	.375	.750	.717	.917	.607	.934	.690	.333	.906	.734

22

Location: Santa Paula
N/S: Ojai Road
E/W: Virginia Terrace

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Ojai Road	East Leg BoA Driveway	South Leg Santa Paula Ojai Road	West Leg Virginia Terrace	TOTAL
7:00 AM	0	0	4	2	6
7:15 AM	0	0	12	2	14
7:30 AM	0	0	29	0	29
7:45 AM	0	0	17	4	21
8:00 AM	0	0	7	1	8
8:15 AM	0	0	3	0	3
8:30 AM	0	0	2	0	2
8:45 AM	0	0	3	0	3
TOTAL VOLUMES:	0	0	77	9	86

	North Leg Ojai Road	East Leg BoA Driveway	South Leg Ojai Road	West Leg Virginia Terrace	TOTAL
4:00 PM	0	0	5	0	5
4:15 PM	0	0	1	0	1
4:30 PM	0	0	10	0	10
4:45 PM	0	0	6	0	6
5:00 PM	0	0	7	0	7
5:15 PM	0	0	1	1	2
5:30 PM	0	0	6	0	6
5:45 PM	0	0	1	3	4
TOTAL VOLUMES:	0	0	37	4	41

22

Location: Santa Paula
N/S: Ojai Road
E/W: Virginia Terrace

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Ojai Road	East Leg BoA Driveway	South Leg Santa Paula Ojai Road	West Leg Virginia Terrace	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Ojai Road	East Leg BoA Driveway	South Leg Ojai Road	West Leg Virginia Terrace	TOTAL
4:00 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	2	3
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	2	5

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City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	30	1	31	0	120	13	0	133	5	10	0	0	15	1	17	55	0	73	0	12	6	5	23	275
07:15 AM	0	0	41	0	41	0	124	29	0	153	6	13	0	1	20	0	21	81	3	105	1	26	5	12	44	363
07:30 AM	0	0	56	3	59	0	127	38	1	166	6	43	0	1	50	5	29	144	3	181	2	27	20	9	58	514
07:45 AM	0	0	45	2	47	0	133	30	1	164	8	54	1	2	65	3	38	126	5	172	0	37	17	16	70	518
Total	0	0	172	6	178	0	504	110	2	616	25	120	1	4	150	9	105	406	11	531	3	102	48	42	195	1670
08:00 AM	0	0	36	3	39	0	125	19	0	144	5	18	1	1	25	2	31	68	7	108	0	17	16	10	43	359
08:15 AM	0	0	25	0	25	0	111	26	0	137	3	12	1	1	17	4	22	59	7	92	2	7	14	4	27	298
08:30 AM	0	0	24	1	25	0	95	26	0	121	4	16	0	0	20	2	21	53	9	85	5	15	8	10	38	289
08:45 AM	0	0	25	1	26	0	82	17	0	99	8	6	0	1	15	3	17	54	4	78	2	9	5	3	19	237
Total	0	0	110	5	115	0	413	88	0	501	20	52	2	3	77	11	91	234	27	363	9	48	43	27	127	1183
Grand Total	0	0	282	11	293	0	917	198	2	1117	45	172	3	7	227	20	196	640	38	894	12	150	91	69	322	2853
Apprch %	0	0	96.2	3.8		0	82.1	17.7	0.2		19.8	75.8	1.3	3.1		2.2	21.9	71.6	4.3		3.7	46.6	28.3	21.4		
Total %	0	0	9.9	0.4	10.3	0	32.1	6.9	0.1	39.2	1.6	6	0.1	0.2	8	0.7	6.9	22.4	1.3	31.3	0.4	5.3	3.2	2.4	11.3	

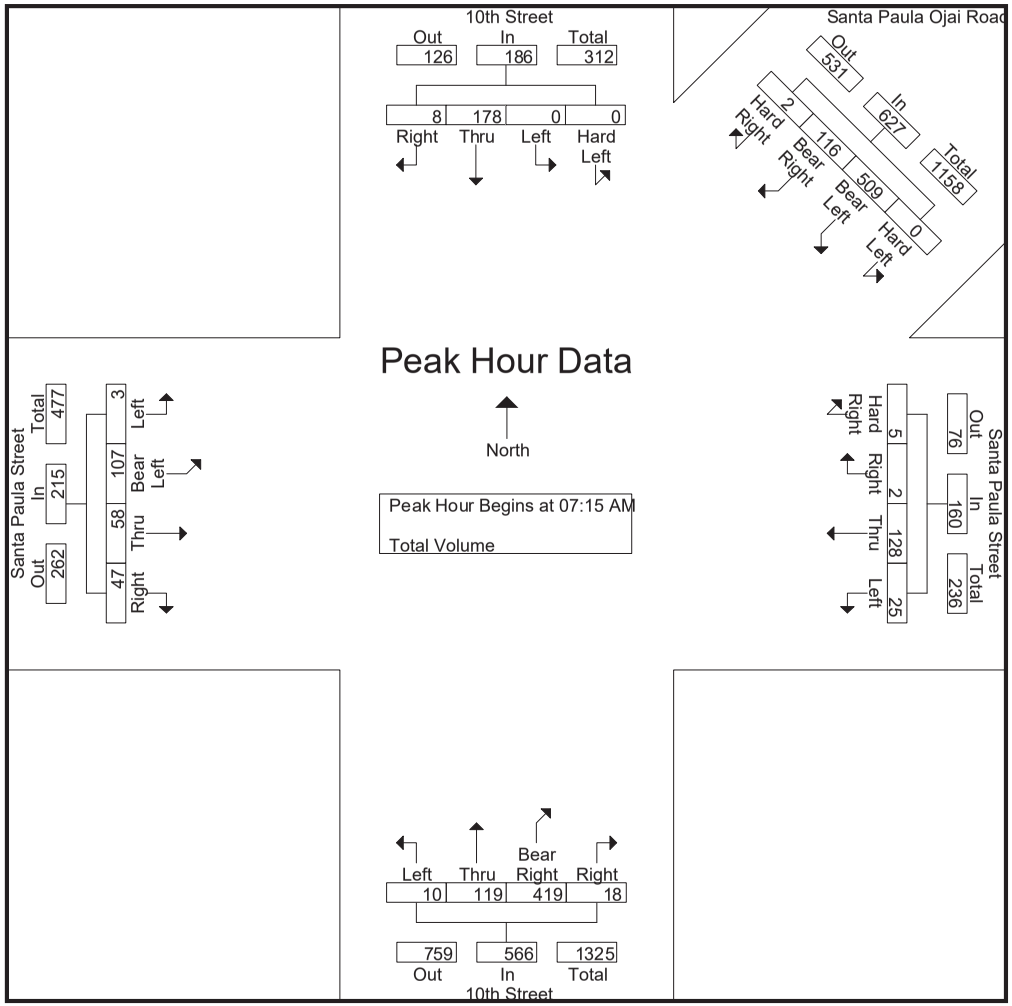
	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	0	41	0	41	0	124	29	0	153	6	13	0	1	20	0	21	81	3	105	1	26	5	12	44	363
07:30 AM	0	0	**56**	**3**	**59**	0	127	**38**	**1**	**166**	6	43	0	1	50	**5**	29	**144**	3	**181**	**2**	27	**20**	9	58	514
07:45 AM	0	0	45	2	47	0	**133**	30	1	164	**8**	**54**	**1**	**2**	**65**	3	**38**	126	5	172	0	**37**	17	**16**	**70**	**518**
08:00 AM	0	0	36	3	39	0	125	19	0	144	5	18	1	1	25	2	31	68	**7**	108	0	17	16	10	43	359
Total Volume	0	0	178	8	186	0	509	116	2	627	25	128	2	5	160	10	119	419	18	566	3	107	58	47	215	1754
% App. Total	0	0	95.7	4.3		0	81.2	18.5	0.3		15.6	80	1.2	3.1		1.8	21	74	3.2		1.4	49.8	27	21.9		
PHF	.000	.000	.795	.667	.788	.000	.957	.763	.500	.944	.781	.593	.500	.625	.615	.500	.783	.727	.643	.782	.375	.723	.725	.734	.768	.847

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
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Counts Unlimited, Inc.
PO Box 1178
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951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
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Counts Unlimited, Inc.
PO Box 1178
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City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Each Approach Begins at:																									
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	0	0	41	0	41	0	124	29	0	153	6	13	0	1	20	0	21	81	3	105	1	26	5	12	44	
+15 mins.	0	0	**56**	**3**	**59**	0	127	**38**	**1**	**166**	6	43	0	1	50	**5**	29	**144**	3	**181**	**2**	27	**20**	9	58	
+30 mins.	0	0	45	2	47	0	**133**	30	1	164	**8**	**54**	**1**	**2**	**65**	3	**38**	126	5	172	0	**37**	17	**16**	**70**	
+45 mins.	0	0	36	3	39	0	125	19	0	144	5	18	1	1	25	2	31	68	**7**	108	0	17	16	10	43	
Total Volume	0	0	178	8	186	0	509	116	2	627	25	128	2	5	160	10	119	419	18	566	3	107	58	47	215	
% App. Total	0	0	95.7	4.3		0	81.2	18.5	0.3		15.6	80	1.2	3.1		1.8	21	74	3.2		1.4	49.8	27	21.9		
PHF	.000	.000	.795	.667	.788	.000	.957	.763	.500	.944	.781	.593	.500	.625	.615	.500	.783	.727	.643	.782	.375	.723	.725	.734	.768	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
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Counts Unlimited, Inc.
PO Box 1178
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City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	19	0	19	0	88	19	0	107	10	25	1	0	36	3	25	119	8	155	1	28	14	11	54	371
04:15 PM	0	0	29	1	30	0	67	21	1	89	2	11	2	1	16	3	25	127	7	162	0	27	22	10	59	356
04:30 PM	0	0	31	2	33	0	80	20	1	101	9	25	0	0	34	3	24	121	7	155	1	36	17	11	65	388
04:45 PM	0	0	16	2	18	0	81	36	0	117	6	24	0	1	31	8	33	136	8	185	1	29	12	2	44	395
Total	0	0	95	5	100	0	316	96	2	414	27	85	3	2	117	17	107	503	30	657	3	120	65	34	222	1510
05:00 PM	0	0	24	1	25	0	91	21	0	112	9	20	1	2	32	3	31	138	10	182	0	47	14	6	67	418
05:15 PM	0	0	17	1	18	0	79	32	0	111	7	21	2	2	32	4	26	135	9	174	1	37	14	5	57	392
05:30 PM	0	0	25	1	26	0	87	32	0	119	6	23	1	1	31	8	24	120	6	158	2	31	11	3	47	381
05:45 PM	0	0	23	0	23	0	89	38	0	127	10	28	0	2	40	9	26	129	7	171	2	28	18	5	53	414
Total	0	0	89	3	92	0	346	123	0	469	32	92	4	7	135	24	107	522	32	685	5	143	57	19	224	1605
Grand Total	0	0	184	8	192	0	662	219	2	883	59	177	7	9	252	41	214	1025	62	1342	8	263	122	53	446	3115
Apprch %	0	0	95.8	4.2		0	75	24.8	0.2		23.4	70.2	2.8	3.6		3.1	15.9	76.4	4.6		1.8	59	27.4	11.9		
Total %	0	0	5.9	0.3	6.2	0	21.3	7	0.1	28.3	1.9	5.7	0.2	0.3	8.1	1.3	6.9	32.9	2	43.1	0.3	8.4	3.9	1.7	14.3	

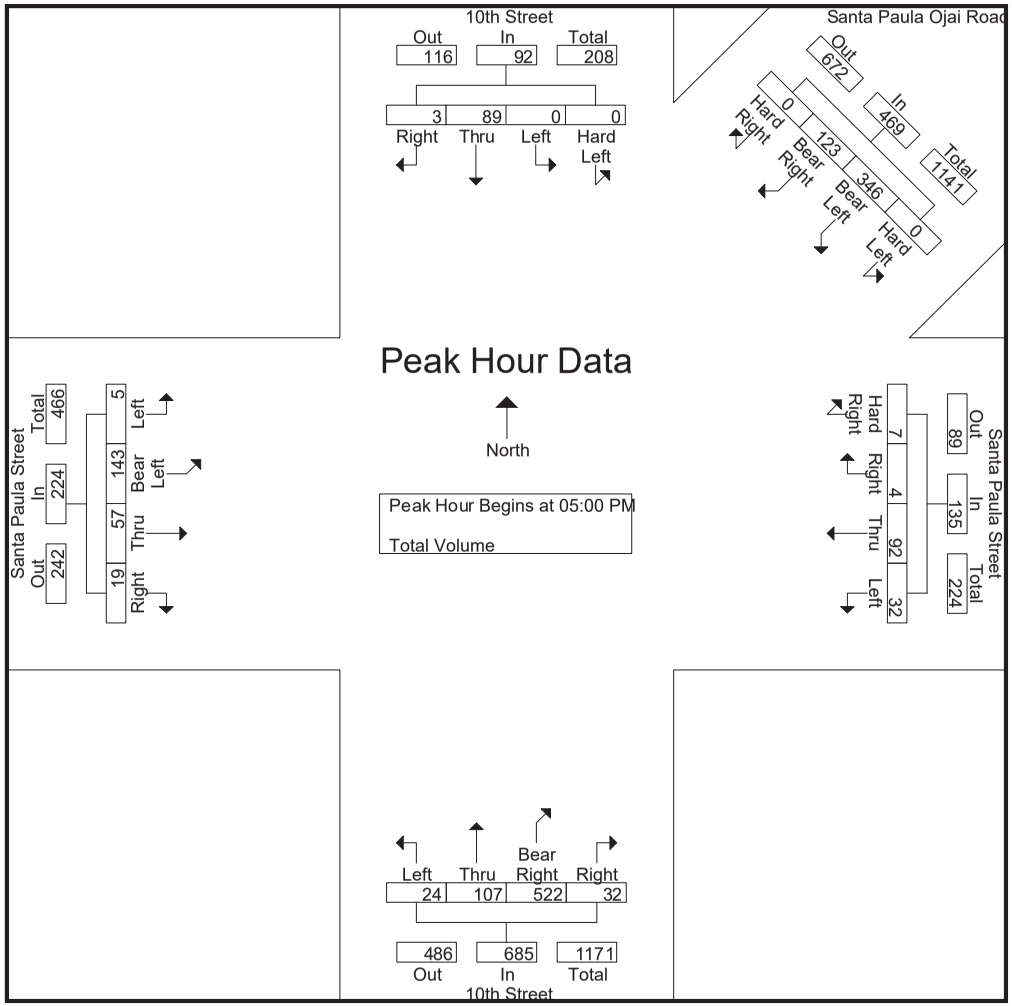
	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	24	**1**	25	0	**91**	21	0	112	9	20	1	**2**	32	3	**31**	**138**	**10**	**182**	0	**47**	14	**6**	**67**	**418**
05:15 PM	0	0	17	1	18	0	79	32	0	111	7	21	**2**	2	32	4	26	135	9	174	1	37	14	5	57	392
05:30 PM	0	0	**25**	1	**26**	0	87	32	0	119	6	23	1	1	31	8	24	120	6	158	**2**	31	11	3	47	381
05:45 PM	0	0	23	0	23	0	89	**38**	0	**127**	**10**	**28**	0	2	**40**	**9**	26	129	7	171	2	28	**18**	5	53	414
Total Volume	0	0	89	3	92	0	346	123	0	469	32	92	4	7	135	24	107	522	32	685	5	143	57	19	224	1605
% App. Total	0	0	96.7	3.3		0	73.8	26.2	0		23.7	68.1	3	5.2		3.5	15.6	76.2	4.7		2.2	63.8	25.4	8.5		
PHF	.000	.000	.890	.750	.885	.000	.951	.809	.000	.923	.800	.821	.500	.875	.844	.667	.863	.946	.800	.941	.625	.761	.792	.792	.836	.960

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
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951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 381

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Each Approach Begins at:																									
	04:15 PM					05:00 PM					05:00 PM					04:45 PM					04:15 PM					
+0 mins.	0	0	29	1	30	0	**91**	21	0	112	9	20	1	**2**	32	**8**	**33**	136	8	**185**	0	27	**22**	10	59	
+15 mins.	0	0	**31**	**2**	**33**	0	79	32	0	111	7	21	**2**	2	32	3	31	**138**	**10**	182	**1**	36	17	**11**	65	
+30 mins.	0	0	16	2	18	0	87	32	0	119	6	23	1	1	31	4	26	135	9	174	1	29	12	2	44	
+45 mins.	0	0	24	1	25	0	89	**38**	0	**127**	**10**	**28**	0	2	**40**	8	24	120	6	158	0	**47**	14	6	**67**	
Total Volume	0	0	100	6	106	0	346	123	0	469	32	92	4	7	135	23	114	529	33	699	2	139	65	29	235	
% App. Total	0	0	94.3	5.7		0	73.8	26.2	0		23.7	68.1	3	5.2		3.3	16.3	75.7	4.7		0.9	59.1	27.7	12.3		
PHF	.000	.000	.806	.750	.803	.000	.951	.809	.000	.923	.800	.821	.500	.875	.844	.719	.864	.958	.825	.945	.500	.739	.739	.659	.877	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 382

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Location: Santa Paula
N/S: 10th Street
E/W: Santa Paula Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	Northeast Leg Santa Paula Ojai Rd	East Leg Santa Paula Street	South Leg 10th Street	West Leg Santa Paula Street	TOTAL
7:00 AM	3	0	6	3	0	12
7:15 AM	14	9	3	3	2	31
7:30 AM	19	3	2	1	1	26
7:45 AM	17	1	2	0	2	22
8:00 AM	7	1	3	1	4	16
8:15 AM	1	1	2	3	1	8
8:30 AM	1	4	1	2	1	9
8:45 AM	6	0	0	2	3	11
TOTAL VOLUMES:	68	19	19	15	14	135

	North Leg 10th Street	Northeast Leg Santa Paula Ojai Rd	East Leg Santa Paula Street	South Leg 10th Street	West Leg Santa Paula Street	TOTAL
4:00 PM	1	0	2	2	1	6
4:15 PM	7	1	1	2	2	13
4:30 PM	7	0	0	4	1	12
4:45 PM	6	0	1	4	3	14
5:00 PM	1	0	1	0	2	4
5:15 PM	3	1	3	1	1	9
5:30 PM	10	3	7	4	0	24
5:45 PM	0	0	1	2	0	3
TOTAL VOLUMES:	35	5	16	19	10	85

23

Location: Santa Paula
N/S: 10th Street
E/W: Santa Paula Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	Northeast Leg Santa Paula Ojai Rd	East Leg Santa Paula Street	South Leg 10th Street	West Leg Santa Paula Street	TOTAL
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	1
8:30 AM	0	0	0	0	2	2
8:45 AM	0	1	0	0	0	1
TOTAL VOLUMES:	0	1	0	1	2	4

	North Leg 10th Street	East Leg Santa Paula Ojai Rd	East Leg Santa Paula Street	South Leg 10th Street	West Leg Santa Paula Street	TOTAL
4:00 PM	1	0	0	0	0	1
4:15 PM	0	1	0	0	0	1
4:30 PM	1	0	0	0	1	2
4:45 PM	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	1
TOTAL VOLUMES:	4	1	0	1	1	7

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Barbara Street
Weather: Clear

File Name : SNP10SBAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Santa Barbara Street Westbound				10th Street Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	148	6	158	9	9	5	23	6	55	1	62	6	10	4	20	263
07:15 AM	2	164	5	171	15	13	3	31	5	89	1	95	13	8	4	25	322
07:30 AM	4	188	12	204	16	37	8	61	4	139	0	143	39	20	8	67	475
07:45 AM	9	167	30	206	15	47	13	75	2	148	0	150	30	32	10	72	503
Total	19	667	53	739	55	106	29	190	17	431	2	450	88	70	26	184	1563
08:00 AM	9	161	20	190	6	18	3	27	5	90	1	96	20	31	11	62	375
08:15 AM	1	122	11	134	10	24	4	38	5	84	2	91	7	13	8	28	291
08:30 AM	4	126	11	141	4	7	5	16	5	71	4	80	6	9	5	20	257
08:45 AM	6	108	15	129	3	13	6	22	5	70	3	78	13	5	16	34	263
Total	20	517	57	594	23	62	18	103	20	315	10	345	46	58	40	144	1186
Grand Total	39	1184	110	1333	78	168	47	293	37	746	12	795	134	128	66	328	2749
Apprch %	2.9	88.8	8.3		26.6	57.3	16		4.7	93.8	1.5		40.9	39	20.1		
Total %	1.4	43.1	4	48.5	2.8	6.1	1.7	10.7	1.3	27.1	0.4	28.9	4.9	4.7	2.4	11.9	

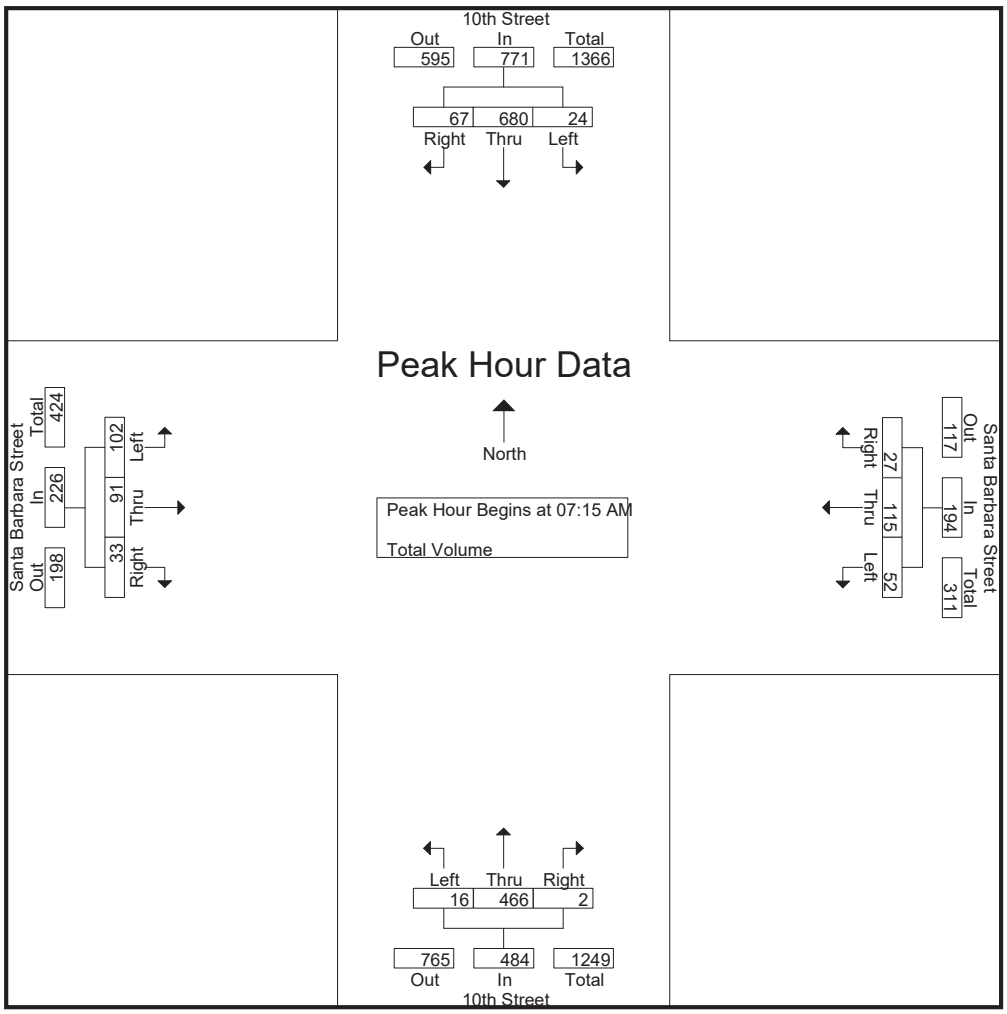
	10th Street Southbound				Santa Barbara Street Westbound				10th Street Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	164	5	171	15	13	3	31	**5**	89	**1**	95	13	8	4	25	322
07:30 AM	4	**188**	12	204	**16**	37	8	61	4	139	0	143	**39**	20	8	67	475
07:45 AM	**9**	167	**30**	**206**	15	**47**	**13**	**75**	2	**148**	0	**150**	30	**32**	10	**72**	**503**
08:00 AM	9	161	20	190	6	18	3	27	5	90	1	96	20	31	**11**	62	375
Total Volume	24	680	67	771	52	115	27	194	16	466	2	484	102	91	33	226	1675
% App. Total	3.1	88.2	8.7		26.8	59.3	13.9		3.3	96.3	0.4		45.1	40.3	14.6		
PHF	.667	.904	.558	.936	.813	.612	.519	.647	.800	.787	.500	.807	.654	.711	.750	.785	.833

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Barbara Street
Weather: Clear

File Name : SNP10SBAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	2	164	5	171	**16**	37	8	61	**5**	89	**1**	95	**39**	20	8	67
+15 mins.	4	**188**	12	204	15	**47**	**13**	**75**	4	139	0	143	30	**32**	10	**72**
+30 mins.	**9**	167	**30**	**206**	6	18	3	27	2	**148**	0	**150**	20	31	**11**	62
+45 mins.	9	161	20	190	10	24	4	38	5	90	1	96	7	13	8	28
Total Volume	24	680	67	771	47	126	28	201	16	466	2	484	96	96	37	229
% App. Total	3.1	88.2	8.7		23.4	62.7	13.9		3.3	96.3	0.4		41.9	41.9	16.2	
PHF	.667	.904	.558	.936	.734	.670	.538	.670	.800	.787	.500	.807	.615	.750	.841	.795

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Barbara Street
Weather: Clear

File Name : SNP10SBPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Santa Barbara Street Westbound				10th Street Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	106	19	131	4	26	9	39	10	119	4	133	26	12	13	51	354
04:15 PM	4	99	11	114	1	15	10	26	6	127	6	139	35	28	15	78	357
04:30 PM	8	119	13	140	6	27	9	42	9	111	2	122	31	17	11	59	363
04:45 PM	2	88	13	103	9	27	15	51	7	141	4	152	38	19	15	72	378
Total	20	412	56	488	20	95	43	158	32	498	16	546	130	76	54	260	1452
05:00 PM	4	110	17	131	5	21	14	40	14	141	2	157	34	20	14	68	396
05:15 PM	8	97	10	115	4	30	12	46	6	136	6	148	27	18	9	54	363
05:30 PM	3	109	20	132	2	12	14	28	13	124	7	144	29	23	12	64	368
05:45 PM	4	106	13	123	2	32	11	45	11	145	3	159	37	20	8	65	392
Total	19	422	60	501	13	95	51	159	44	546	18	608	127	81	43	251	1519
Grand Total	39	834	116	989	33	190	94	317	76	1044	34	1154	257	157	97	511	2971
Apprch %	3.9	84.3	11.7		10.4	59.9	29.7		6.6	90.5	2.9		50.3	30.7	19		
Total %	1.3	28.1	3.9	33.3	1.1	6.4	3.2	10.7	2.6	35.1	1.1	38.8	8.7	5.3	3.3	17.2	

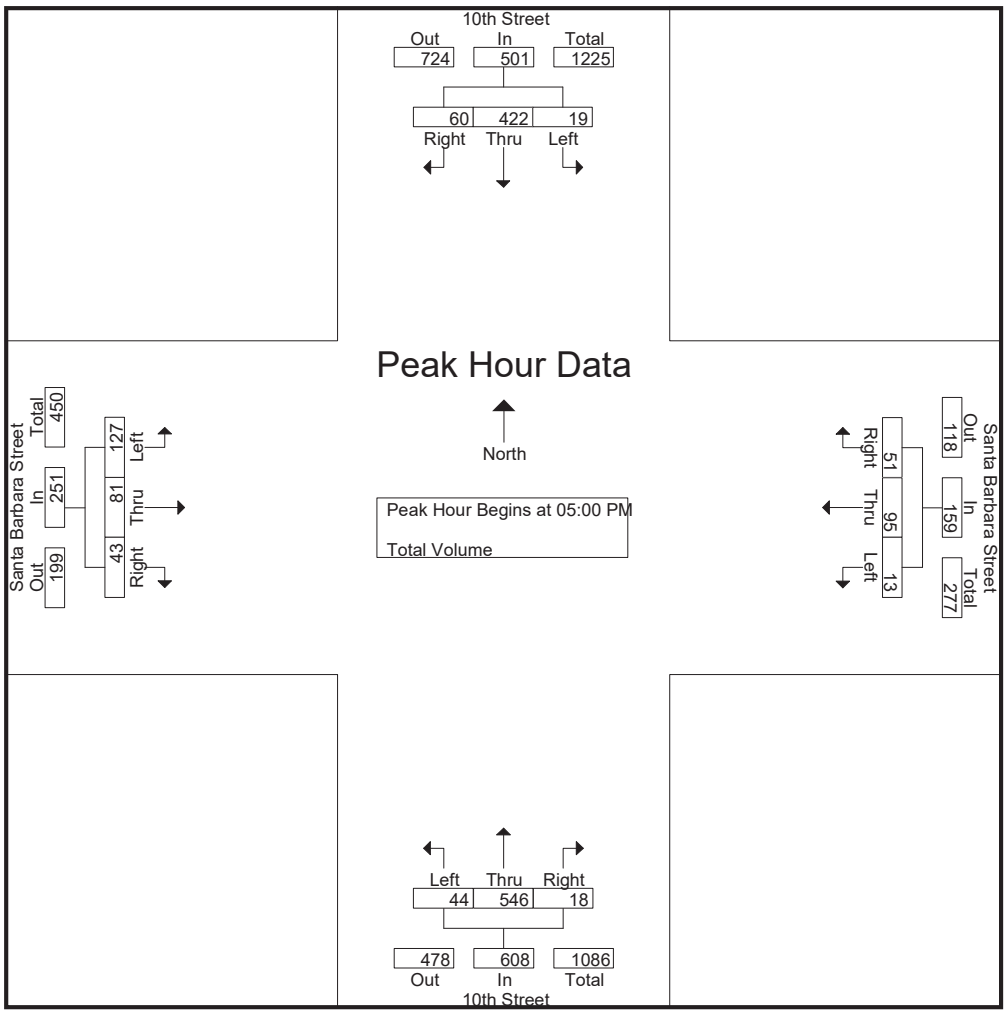
	10th Street Southbound				Santa Barbara Street Westbound				10th Street Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	**110**	17	131	**5**	21	**14**	40	**14**	141	2	157	34	20	**14**	**68**	**396**
05:15 PM	**8**	97	10	115	4	30	12	**46**	6	136	6	148	27	18	9	54	363
05:30 PM	3	109	**20**	**132**	2	12	14	28	13	124	**7**	144	29	**23**	12	64	368
05:45 PM	4	106	13	123	2	**32**	11	45	11	**145**	3	**159**	**37**	20	8	65	392
Total Volume	19	422	60	501	13	95	51	159	44	546	18	608	127	81	43	251	1519
% App. Total	3.8	84.2	12		8.2	59.7	32.1		7.2	89.8	3		50.6	32.3	17.1		
PHF	.594	.959	.750	.949	.650	.742	.911	.864	.786	.941	.643	.956	.858	.880	.768	.923	.959

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Barbara Street
Weather: Clear

File Name : SNP10SBPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	4	**110**	17	131	6	27	9	42	**14**	141	2	157	35	**28**	**15**	**78**
+15 mins.	**8**	97	10	115	**9**	27	**15**	**51**	6	136	6	148	31	17	11	59
+30 mins.	3	109	**20**	**132**	5	21	14	40	13	124	**7**	144	**38**	19	15	72
+45 mins.	4	106	13	123	4	**30**	12	46	11	**145**	3	**159**	34	20	14	68
Total Volume	19	422	60	501	24	105	50	179	44	546	18	608	138	84	55	277
% App. Total	3.8	84.2	12		13.4	58.7	27.9		7.2	89.8	3		49.8	30.3	19.9	
PHF	.594	.959	.750	.949	.667	.875	.833	.877	.786	.941	.643	.956	.908	.750	.917	.888

Location: Santa Paula
N/S: 10th Street
E/W: Santa Barbara St



Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg Santa Barbara St	South Leg 10th Street	West Leg Santa Barbara St	TOTAL
7:00 AM	3	0	0	0	3
7:15 AM	2	7	6	2	17
7:30 AM	8	10	8	10	36
7:45 AM	2	2	1	1	6
8:00 AM	1	2	0	1	4
8:15 AM	4	2	4	0	10
8:30 AM	4	4	1	2	11
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	25	27	20	17	89

	North Leg 10th Street	East Leg Santa Barbara St	South Leg 10th Street	West Leg Santa Barbara St	TOTAL
4:00 PM	0	2	1	1	4
4:15 PM	0	0	0	0	0
4:30 PM	1	0	2	0	3
4:45 PM	0	0	0	3	3
5:00 PM	7	1	1	2	11
5:15 PM	8	2	3	7	20
5:30 PM	8	3	1	6	18
5:45 PM	3	0	0	0	3
TOTAL VOLUMES:	27	8	8	19	62

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Location: Santa Paula
N/S: 10th Street
E/W: Santa Barbara St

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg Santa Barbara St	South Leg 10th Street	West Leg Santa Barbara St	TOTAL
7:00 AM	0	1	1	0	2
7:15 AM	0	0	0	0	0
7:30 AM	1	1	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	2	1	1	6

	North Leg 10th Street	East Leg Santa Barbara St	South Leg 10th Street	West Leg Santa Barbara St	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	1	1	0	1	3
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	3	1	0	3	7

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : STP10TMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	156	5	164	8	10	5	23	1	49	7	57	4	10	7	21	265
07:15 AM	2	172	11	185	11	15	6	32	4	77	2	83	16	13	5	34	334
07:30 AM	2	197	11	210	15	21	6	42	6	117	11	134	26	19	7	52	438
07:45 AM	9	175	8	192	13	23	12	48	7	98	10	115	39	39	8	86	441
Total	16	700	35	751	47	69	29	145	18	341	30	389	85	81	27	193	1478
08:00 AM	13	162	11	186	8	21	2	31	7	88	8	103	10	25	7	42	362
08:15 AM	10	114	17	141	7	15	6	28	5	74	14	93	13	22	5	40	302
08:30 AM	3	126	8	137	6	13	5	24	19	67	7	93	8	18	8	34	288
08:45 AM	7	107	5	119	9	11	7	27	11	67	11	89	10	17	14	41	276
Total	33	509	41	583	30	60	20	110	42	296	40	378	41	82	34	157	1228
Grand Total	49	1209	76	1334	77	129	49	255	60	637	70	767	126	163	61	350	2706
Apprch %	3.7	90.6	5.7		30.2	50.6	19.2		7.8	83.1	9.1		36	46.6	17.4		
Total %	1.8	44.7	2.8	49.3	2.8	4.8	1.8	9.4	2.2	23.5	2.6	28.3	4.7	6	2.3	12.9	

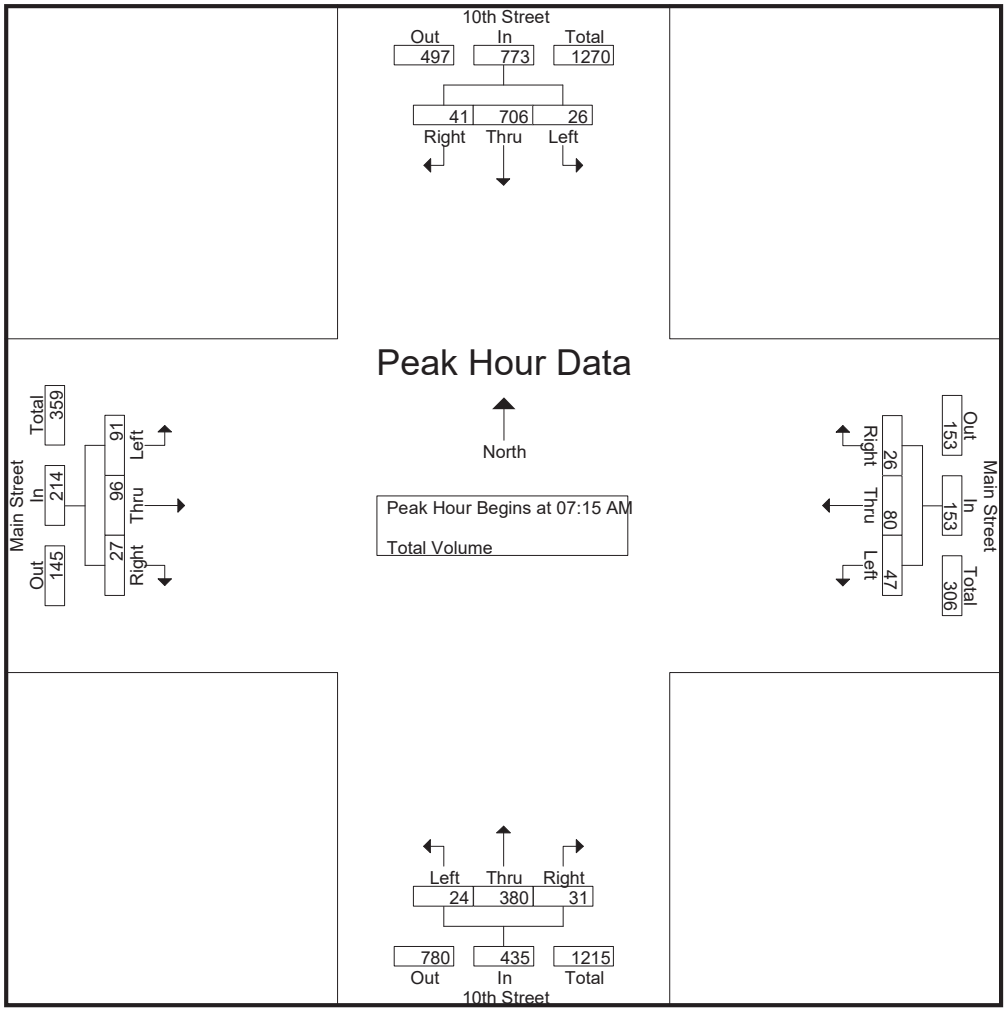
	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	172	**11**	185	11	15	6	32	4	77	2	83	16	13	5	34	334
07:30 AM	2	**197**	11	**210**	**15**	21	6	42	6	**117**	**11**	**134**	26	19	7	52	438
07:45 AM	9	175	8	192	13	**23**	**12**	**48**	**7**	98	10	115	**39**	**39**	**8**	**86**	**441**
08:00 AM	**13**	162	11	186	8	21	2	31	7	88	8	103	10	25	7	42	362
Total Volume	26	706	41	773	47	80	26	153	24	380	31	435	91	96	27	214	1575
% App. Total	3.4	91.3	5.3		30.7	52.3	17		5.5	87.4	7.1		42.5	44.9	12.6		
PHF	.500	.896	.932	.920	.783	.870	.542	.797	.857	.812	.705	.812	.583	.615	.844	.622	.893

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : STP10TMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	2	172	**11**	185	11	15	6	32	6	**117**	11	**134**	26	19	7	52
+15 mins.	2	**197**	11	**210**	**15**	21	6	42	**7**	98	10	115	**39**	**39**	**8**	**86**
+30 mins.	9	175	8	192	13	**23**	**12**	**48**	7	88	8	103	10	25	7	42
+45 mins.	**13**	162	11	186	8	21	2	31	5	74	**14**	93	13	22	5	40
Total Volume	26	706	41	773	47	80	26	153	25	377	43	445	88	105	27	220
% App. Total	3.4	91.3	5.3		30.7	52.3	17		5.6	84.7	9.7		40	47.7	12.3	
PHF	.500	.896	.932	.920	.783	.870	.542	.797	.893	.806	.768	.830	.564	.673	.844	.640

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : STP10TMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	111	15	140	18	31	8	57	6	114	11	131	14	37	14	65	393
04:15 PM	5	83	14	102	14	31	5	50	18	110	11	139	22	26	25	73	364
04:30 PM	5	124	19	148	8	41	6	55	20	96	12	128	24	34	18	76	407
04:45 PM	4	101	13	118	15	39	14	68	19	125	18	162	17	44	14	75	423
Total	28	419	61	508	55	142	33	230	63	445	52	560	77	141	71	289	1587
05:00 PM	6	113	13	132	15	39	8	62	15	125	10	150	23	53	12	88	432
05:15 PM	2	93	15	110	8	30	5	43	14	127	9	150	18	39	14	71	374
05:30 PM	9	98	16	123	12	45	10	67	12	123	13	148	15	37	16	68	406
05:45 PM	9	98	21	128	8	25	8	41	21	124	17	162	24	20	12	56	387
Total	26	402	65	493	43	139	31	213	62	499	49	610	80	149	54	283	1599
Grand Total	54	821	126	1001	98	281	64	443	125	944	101	1170	157	290	125	572	3186
Apprch %	5.4	82	12.6		22.1	63.4	14.4		10.7	80.7	8.6		27.4	50.7	21.9		
Total %	1.7	25.8	4	31.4	3.1	8.8	2	13.9	3.9	29.6	3.2	36.7	4.9	9.1	3.9	18	

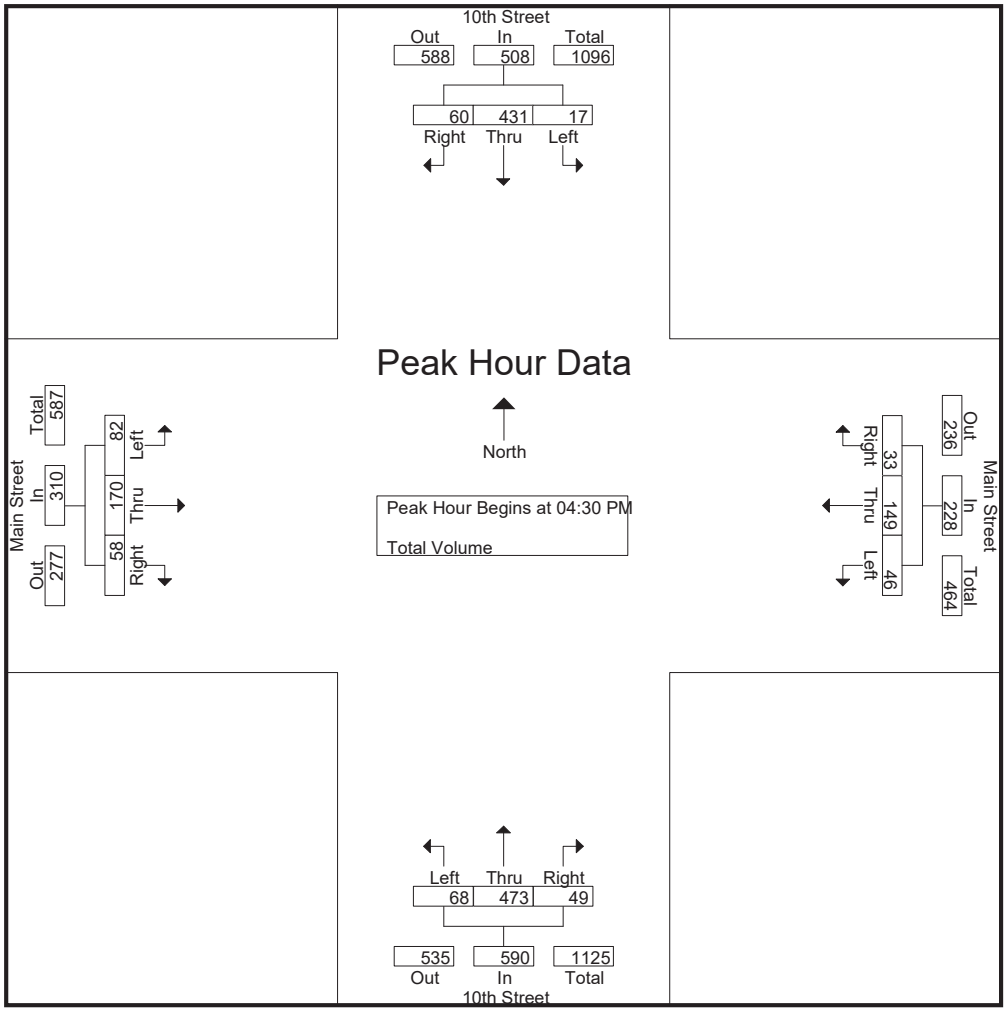
	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	**124**	**19**	**148**	8	**41**	6	55	**20**	96	12	128	**24**	34	**18**	76	407
04:45 PM	4	101	13	118	**15**	39	**14**	**68**	19	125	**18**	**162**	17	44	14	75	423
05:00 PM	**6**	113	13	132	15	39	8	62	15	125	10	150	23	**53**	12	**88**	**432**
05:15 PM	2	93	15	110	8	30	5	43	14	**127**	9	150	18	39	14	71	374
Total Volume	17	431	60	508	46	149	33	228	68	473	49	590	82	170	58	310	1636
% App. Total	3.3	84.8	11.8		20.2	65.4	14.5		11.5	80.2	8.3		26.5	54.8	18.7		
PHF	.708	.869	.789	.858	.767	.909	.589	.838	.850	.931	.681	.910	.854	.802	.806	.881	.947

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : STP10TMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				04:15 PM			
+0 mins.	**14**	111	15	140	**15**	39	**14**	**68**	**19**	125	**18**	**162**	22	26	**25**	73
+15 mins.	5	83	14	102	15	39	8	62	15	125	10	150	**24**	34	18	76
+30 mins.	5	**124**	**19**	**148**	8	30	5	43	14	**127**	9	150	17	44	14	75
+45 mins.	4	101	13	118	12	**45**	10	67	12	123	13	148	23	**53**	12	**88**
Total Volume	28	419	61	508	50	153	37	240	60	500	50	610	86	157	69	312
% App. Total	5.5	82.5	12		20.8	63.8	15.4		9.8	82	8.2		27.6	50.3	22.1	
PHF	.500	.845	.803	.858	.833	.850	.661	.882	.789	.984	.694	.941	.896	.741	.690	.886

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Location: Santa Paula
N/S: 10th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg Main Street	South Leg 10th Street	West Leg Main Street	TOTAL
7:00 AM	0	2	2	1	5
7:15 AM	5	4	8	1	18
7:30 AM	7	0	3	4	14
7:45 AM	2	2	4	3	11
8:00 AM	4	4	6	2	16
8:15 AM	1	1	5	1	8
8:30 AM	3	2	3	0	8
8:45 AM	3	1	2	1	7
TOTAL VOLUMES:	25	16	33	13	87

	North Leg 10th Street	East Leg Main Street	South Leg 10th Street	West Leg Main Street	TOTAL
4:00 PM	6	2	8	3	19
4:15 PM	8	0	5	2	15
4:30 PM	2	3	3	0	8
4:45 PM	4	3	20	5	32
5:00 PM	1	3	8	3	15
5:15 PM	7	5	1	3	16
5:30 PM	3	3	4	2	12
5:45 PM	2	2	5	4	13
TOTAL VOLUMES:	33	21	54	22	130

25

Location: Santa Paula
N/S: 10th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg Main Street	South Leg 10th Street	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	1	2

	North Leg 10th Street	East Leg Main Street	South Leg 10th Street	West Leg Main Street	TOTAL
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	1	0	1	2
4:45 PM	0	0	1	0	1
5:00 PM	1	3	0	0	4
5:15 PM	0	1	0	1	2
5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	1	8	1	3	13

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP10THAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Harvard Boulevard Westbound				10th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	140	20	167	29	31	6	66	4	50	15	69	12	35	7	54	356
07:15 AM	9	153	13	175	60	36	1	97	7	63	16	86	22	27	12	61	419
07:30 AM	3	169	32	204	43	86	6	135	8	119	29	156	30	53	15	98	593
07:45 AM	7	154	38	199	42	91	1	134	10	90	28	128	45	78	12	135	596
Total	26	616	103	745	174	244	14	432	29	322	88	439	109	193	46	348	1964
08:00 AM	8	125	29	162	40	48	2	90	9	90	23	122	29	35	9	73	447
08:15 AM	5	95	25	125	30	39	7	76	5	85	25	115	22	33	8	63	379
08:30 AM	6	116	26	148	32	32	5	69	10	85	23	118	26	29	6	61	396
08:45 AM	2	103	18	123	27	37	3	67	4	71	18	93	35	26	6	67	350
Total	21	439	98	558	129	156	17	302	28	331	89	448	112	123	29	264	1572
Grand Total	47	1055	201	1303	303	400	31	734	57	653	177	887	221	316	75	612	3536
Apprch %	3.6	81	15.4		41.3	54.5	4.2		6.4	73.6	20		36.1	51.6	12.3		
Total %	1.3	29.8	5.7	36.8	8.6	11.3	0.9	20.8	1.6	18.5	5	25.1	6.2	8.9	2.1	17.3	

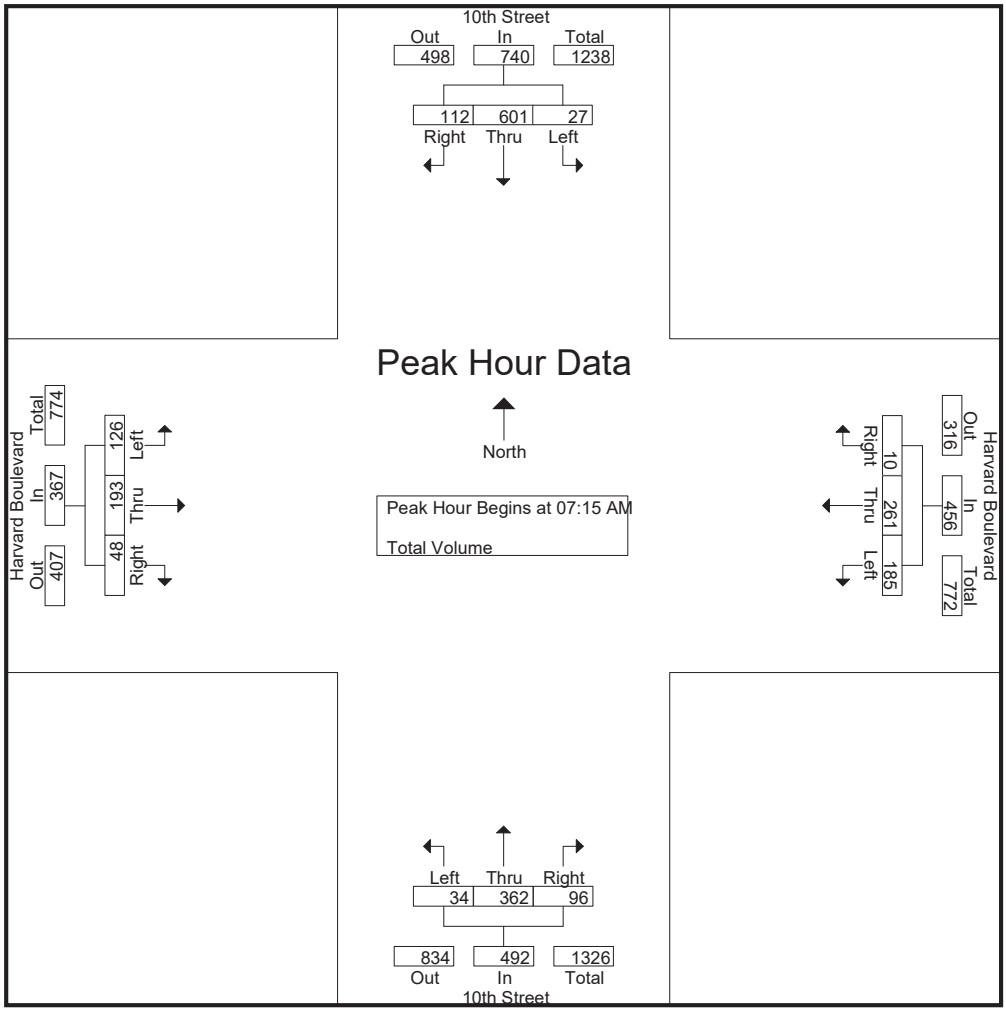
	10th Street Southbound				Harvard Boulevard Westbound				10th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**9**	153	13	175	**60**	36	1	97	7	63	16	86	22	27	12	61	419
07:30 AM	3	**169**	32	**204**	43	86	**6**	**135**	8	**119**	**29**	**156**	30	53	**15**	98	593
07:45 AM	7	154	**38**	199	42	**91**	1	134	**10**	90	28	128	**45**	**78**	12	**135**	**596**
08:00 AM	8	125	29	162	40	48	2	90	9	90	23	122	29	35	9	73	447
Total Volume	27	601	112	740	185	261	10	456	34	362	96	492	126	193	48	367	2055
% App. Total	3.6	81.2	15.1		40.6	57.2	2.2		6.9	73.6	19.5		34.3	52.6	13.1		
PHF	.750	.889	.737	.907	.771	.717	.417	.844	.850	.761	.828	.788	.700	.619	.800	.680	.862

26

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP10THAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	7	140	20	167	**60**	36	1	97	8	**119**	**29**	**156**	30	53	**15**	98
+15 mins.	**9**	153	13	175	43	86	**6**	**135**	**10**	90	28	128	**45**	**78**	12	**135**
+30 mins.	3	**169**	32	**204**	42	**91**	1	134	9	90	23	122	29	35	9	73
+45 mins.	7	154	**38**	199	40	48	2	90	5	85	25	115	22	33	8	63
Total Volume	26	616	103	745	185	261	10	456	32	384	105	521	126	199	44	369
% App. Total	3.5	82.7	13.8		40.6	57.2	2.2		6.1	73.7	20.2		34.1	53.9	11.9	
PHF	.722	.911	.678	.913	.771	.717	.417	.844	.800	.807	.905	.835	.700	.638	.733	.683

26

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP10THAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Harvard Boulevard Westbound				10th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	100	23	127	35	81	9	125	5	103	39	147	39	67	14	120	519
04:15 PM	2	84	24	110	35	90	6	131	8	119	37	164	31	62	15	108	513
04:30 PM	6	106	30	142	40	63	11	114	10	97	30	137	34	56	10	100	493
04:45 PM	5	86	29	120	39	79	9	127	8	135	37	180	36	61	12	109	536
Total	17	376	106	499	149	313	35	497	31	454	143	628	140	246	51	437	2061
05:00 PM	6	100	33	139	34	77	9	120	9	114	39	162	40	65	14	119	540
05:15 PM	6	82	33	121	31	71	7	109	13	127	41	181	40	56	17	113	524
05:30 PM	6	83	38	127	24	78	8	110	10	131	50	191	30	64	15	109	537
05:45 PM	4	70	29	103	38	73	10	121	11	126	32	169	40	79	9	128	521
Total	22	335	133	490	127	299	34	460	43	498	162	703	150	264	55	469	2122
Grand Total	39	711	239	989	276	612	69	957	74	952	305	1331	290	510	106	906	4183
Apprch %	3.9	71.9	24.2		28.8	63.9	7.2		5.6	71.5	22.9		32	56.3	11.7		
Total %	0.9	17	5.7	23.6	6.6	14.6	1.6	22.9	1.8	22.8	7.3	31.8	6.9	12.2	2.5	21.7	

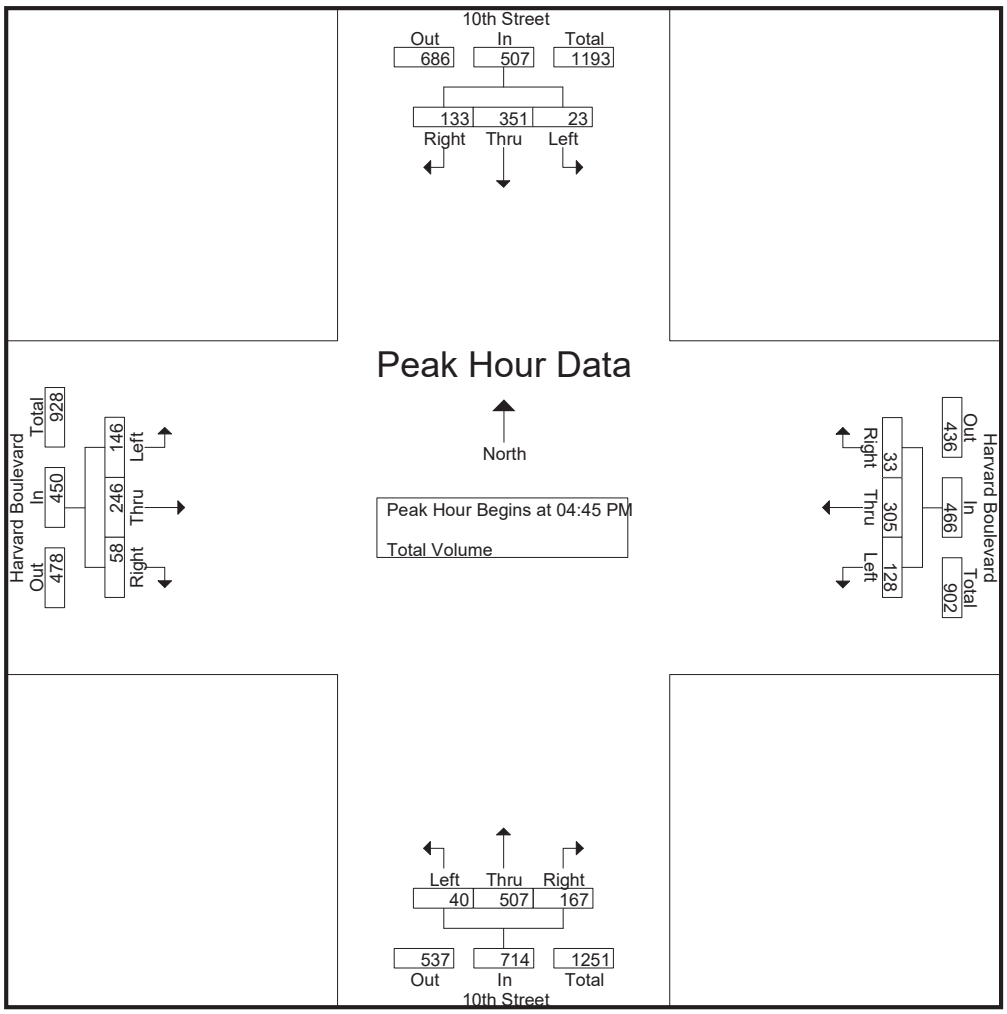
	10th Street Southbound				Harvard Boulevard Westbound				10th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	86	29	120	**39**	**79**	**9**	**127**	8	**135**	37	180	36	61	12	109	536
05:00 PM	**6**	**100**	33	**139**	34	77	9	120	9	114	39	162	**40**	**65**	14	**119**	**540**
05:15 PM	6	82	33	121	31	71	7	109	**13**	127	41	181	40	56	**17**	113	524
05:30 PM	6	83	**38**	127	24	78	8	110	10	131	**50**	**191**	30	64	15	109	537
Total Volume	23	351	133	507	128	305	33	466	40	507	167	714	146	246	58	450	2137
% App. Total	4.5	69.2	26.2		27.5	65.5	7.1		5.6	71	23.4		32.4	54.7	12.9		
PHF	.958	.878	.875	.912	.821	.965	.917	.917	.769	.939	.835	.935	.913	.946	.853	.945	.989

26

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP10THAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	**6**	**106**	30	**142**	35	81	9	125	8	**135**	37	180	**40**	65	14	119
+15 mins.	5	86	29	120	35	**90**	6	**131**	9	114	39	162	40	56	**17**	113
+30 mins.	6	100	**33**	139	**40**	63	**11**	114	**13**	127	41	181	30	64	15	109
+45 mins.	6	82	33	121	39	79	9	127	10	131	**50**	**191**	40	**79**	9	**128**
Total Volume	23	374	125	522	149	313	35	497	40	507	167	714	150	264	55	469
% App. Total	4.4	71.6	23.9		30	63	7		5.6	71	23.4		32	56.3	11.7	
PHF	.958	.882	.947	.919	.931	.869	.795	.948	.769	.939	.835	.935	.938	.835	.809	.916

Location: Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg Harvard Boulevard	South Leg 10th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	2	0	0	0	2
7:30 AM	3	2	0	0	5
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	9	2	0	0	11

	North Leg 10th Street	East Leg Harvard Boulevard	South Leg 10th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	2	0	0	0	2

26

Location: Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg Harvard Boulevard	South Leg 10th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	2	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	3

	North Leg 10th Street	East Leg Harvard Boulevard	South Leg 10th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STP10T126WAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				SR-126 Westbound Off Ramp Westbound				10th Street Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	25	148	173	1	4	14	19	0	57	0	57	0	0	0	0	249
07:15 AM	0	32	191	223	1	0	22	23	0	68	0	68	0	0	0	0	314
07:30 AM	0	34	194	228	1	0	38	39	0	123	0	123	0	0	0	0	390
07:45 AM	0	41	171	212	0	0	35	35	1	103	0	104	0	0	0	0	351
Total	0	132	704	836	3	4	109	116	1	351	0	352	0	0	0	0	1304
08:00 AM	0	34	140	174	1	1	34	36	0	97	0	97	0	0	0	0	307
08:15 AM	0	35	101	136	0	0	23	23	0	89	0	89	0	0	0	0	248
08:30 AM	0	30	123	153	0	0	32	32	1	85	0	86	0	0	0	0	271
08:45 AM	0	32	103	135	2	0	16	18	2	75	0	77	0	0	0	0	230
Total	0	131	467	598	3	1	105	109	3	346	0	349	0	0	0	0	1056
Grand Total	0	263	1171	1434	6	5	214	225	4	697	0	701	0	0	0	0	2360
Apprch %	0	18.3	81.7		2.7	2.2	95.1		0.6	99.4	0		0	0	0		
Total %	0	11.1	49.6	60.8	0.3	0.2	9.1	9.5	0.2	29.5	0	29.7	0	0	0	0	

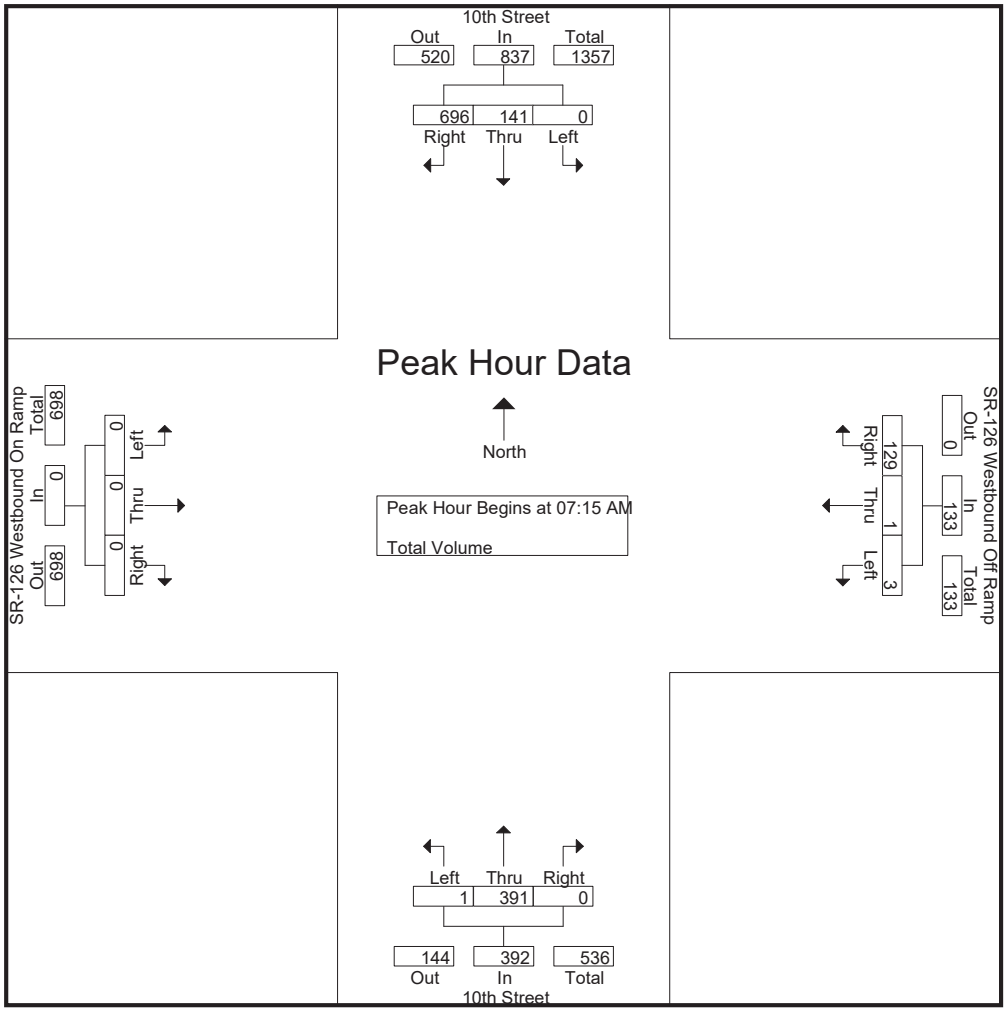
	10th Street Southbound				SR-126 Westbound Off Ramp Westbound				10th Street Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	32	191	223	**1**	0	22	23	0	68	0	68	0	0	0	0	314
07:30 AM	0	34	**194**	**228**	1	0	**38**	**39**	0	**123**	0	**123**	0	0	0	0	**390**
07:45 AM	0	**41**	171	212	0	0	35	35	**1**	103	0	104	0	0	0	0	351
08:00 AM	0	34	140	174	1	**1**	34	36	0	97	0	97	0	0	0	0	307
Total Volume	0	141	696	837	3	1	129	133	1	391	0	392	0	0	0	0	1362
% App. Total	0	16.8	83.2		2.3	0.8	97		0.3	99.7	0		0	0	0		
PHF	.000	.860	.897	.918	.750	.250	.849	.853	.250	.795	.000	.797	.000	.000	.000	.000	.873

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STP10T126WAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	32	191	223	**1**	0	22	23	0	**123**	0	**123**	0	0	0	0
+15 mins.	0	34	**194**	**228**	1	0	**38**	**39**	**1**	103	0	104	0	0	0	0
+30 mins.	0	**41**	171	212	0	0	35	35	0	97	0	97	0	0	0	0
+45 mins.	0	34	140	174	1	**1**	34	36	0	89	0	89	0	0	0	0
Total Volume	0	141	696	837	3	1	129	133	1	412	0	413	0	0	0	0
% App. Total	0	16.8	83.2		2.3	0.8	97		0.2	99.8	0		0	0	0	
PHF	.000	.860	.897	.918	.750	.250	.849	.853	.250	.837	.000	.839	.000	.000	.000	.000

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Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STP10T126WPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				SR-126 Westbound Off Ramp Westbound				10th Street Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	43	103	146	0	0	17	17	0	142	0	142	0	0	0	0	305
04:15 PM	0	34	100	134	0	0	35	35	5	133	0	138	0	0	0	0	307
04:30 PM	0	40	113	153	1	0	18	19	3	122	0	125	0	0	0	0	297
04:45 PM	0	38	101	139	0	0	30	30	3	159	0	162	0	0	0	0	331
Total	0	155	417	572	1	0	100	101	11	556	0	567	0	0	0	0	1240
05:00 PM	0	39	109	148	1	0	23	24	1	144	0	145	0	0	0	0	317
05:15 PM	0	32	96	128	0	1	23	24	2	158	0	160	0	0	0	0	312
05:30 PM	0	36	87	123	1	1	25	27	1	173	0	174	0	0	0	0	324
05:45 PM	0	36	78	114	2	0	28	30	2	143	0	145	0	0	0	0	289
Total	0	143	370	513	4	2	99	105	6	618	0	624	0	0	0	0	1242
Grand Total	0	298	787	1085	5	2	199	206	17	1174	0	1191	0	0	0	0	2482
Apprch %	0	27.5	72.5		2.4	1	96.6		1.4	98.6	0		0	0	0		
Total %	0	12	31.7	43.7	0.2	0.1	8	8.3	0.7	47.3	0	48	0	0	0	0	

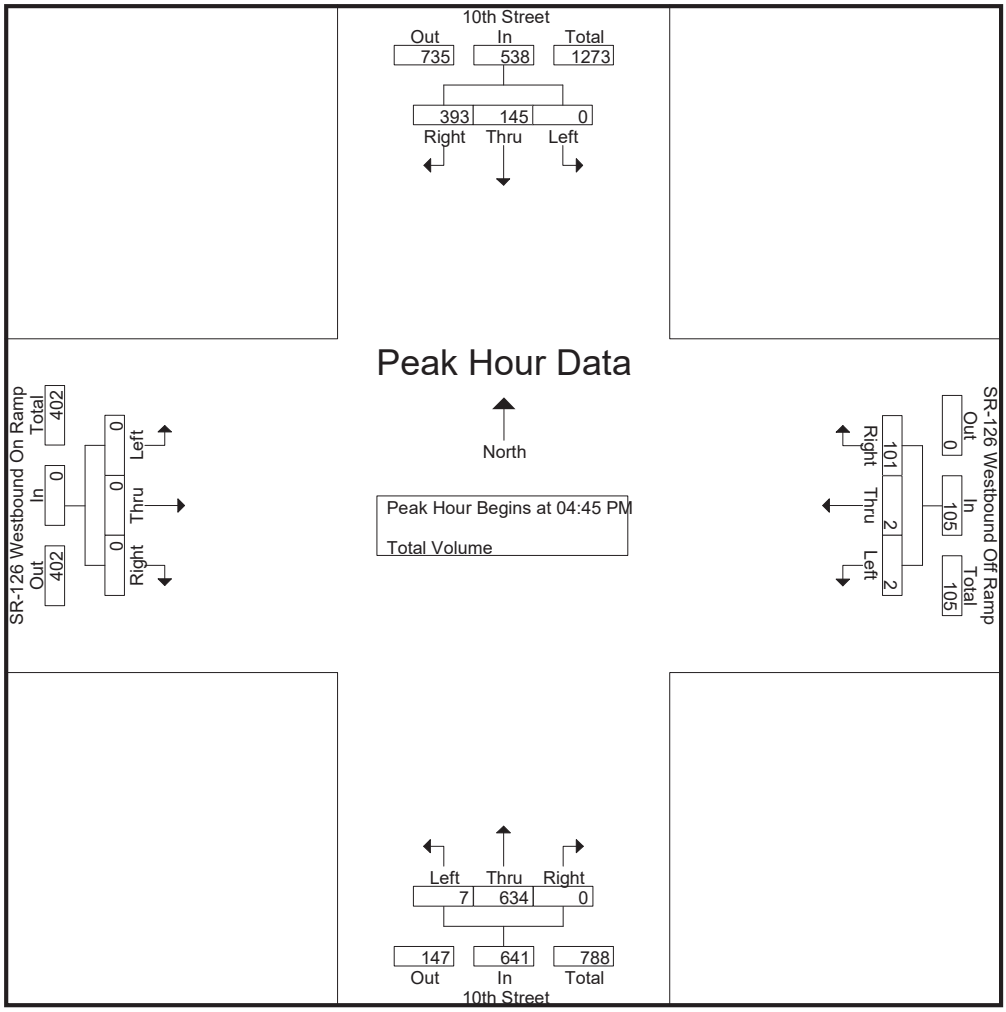
	10th Street Southbound				SR-126 Westbound Off Ramp Westbound				10th Street Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	38	101	139	0	0	**30**	**30**	**3**	159	0	162	0	0	0	0	**331**
05:00 PM	0	**39**	**109**	**148**	**1**	0	23	24	1	144	0	145	0	0	0	0	317
05:15 PM	0	32	96	128	0	**1**	23	24	2	158	0	160	0	0	0	0	312
05:30 PM	0	36	87	123	1	1	25	27	1	**173**	0	**174**	0	0	0	0	324
Total Volume	0	145	393	538	2	2	101	105	7	634	0	641	0	0	0	0	1284
% App. Total	0	27	73		1.9	1.9	96.2		1.1	98.9	0		0	0	0		
PHF	.000	.929	.901	.909	.500	.500	.842	.875	.583	.916	.000	.921	.000	.000	.000	.000	.970

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STP10T126WPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	0	34	100	134	0	0	**35**	**35**	**3**	159	0	162	0	0	0	0
+15 mins.	0	**40**	**113**	**153**	**1**	0	18	19	1	144	0	145	0	0	0	0
+30 mins.	0	38	101	139	0	0	30	30	2	158	0	160	0	0	0	0
+45 mins.	0	39	109	148	1	0	23	24	1	**173**	0	**174**	0	0	0	0
Total Volume	0	151	423	574	2	0	106	108	7	634	0	641	0	0	0	0
% App. Total	0	26.3	73.7		1.9	0	98.1		1.1	98.9	0		0	0	0	
PHF	.000	.944	.936	.938	.500	.000	.757	.771	.583	.916	.000	.921	.000	.000	.000	.000

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Location: Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg SR-126 Westbound Ramps	South Leg 10th Street	West Leg SR-126 Westbound Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	2	0	0	2
7:45 AM	0	3	0	0	3
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	6	0	0	6

	North Leg 10th Street	East Leg SR-126 Westbound Ramps	South Leg 10th Street	West Leg SR-126 Westbound Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg SR-126 Westbound Ramps	South Leg 10th Street	West Leg SR-126 Westbound Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg 10th Street	East Leg SR-126 Westbound Ramps	South Leg 10th Street	West Leg SR-126 Westbound Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

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City of Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
07:00 AM	25	2	1	0	28	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	55	1	0	0	56	85
07:15 AM	29	2	0	0	31	0	0	0	0	0	0	0	1	2	3	0	1	0	0	1	72	1	3	0	76	111
07:30 AM	37	2	1	0	40	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	119	0	1	0	120	162
07:45 AM	38	2	2	0	42	0	0	0	0	0	0	0	1	1	2	0	1	1	0	2	97	1	1	1	100	146
Total	129	8	4	0	141	0	0	0	0	0	0	0	3	4	7	0	3	1	0	4	343	3	5	1	352	504
08:00 AM	25	2	3	0	30	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	77	0	0	0	77	112
08:15 AM	31	2	2	0	35	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	104	0	0	0	104	141
08:30 AM	27	2	0	0	29	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	91	0	0	0	91	123
08:45 AM	30	1	4	0	35	0	0	0	0	0	1	0	1	0	2	0	3	1	1	5	82	1	0	0	83	125
Total	113	7	9	0	129	0	0	0	0	0	1	0	4	0	5	0	10	1	1	12	354	1	0	0	355	501
Grand Total	242	15	13	0	270	0	0	0	0	0	1	0	7	4	12	0	13	2	1	16	697	4	5	1	707	1005
Apprch %	89.6	5.6	4.8	0		0	0	0	0		8.3	0	58.3	33.3		0	81.2	12.5	6.2		98.6	0.6	0.7	0.1		
Total %	24.1	1.5	1.3	0	26.9	0	0	0	0	0	0.1	0	0.7	0.4	1.2	0	1.3	0.2	0.1	1.6	69.4	0.4	0.5	0.1	70.3	

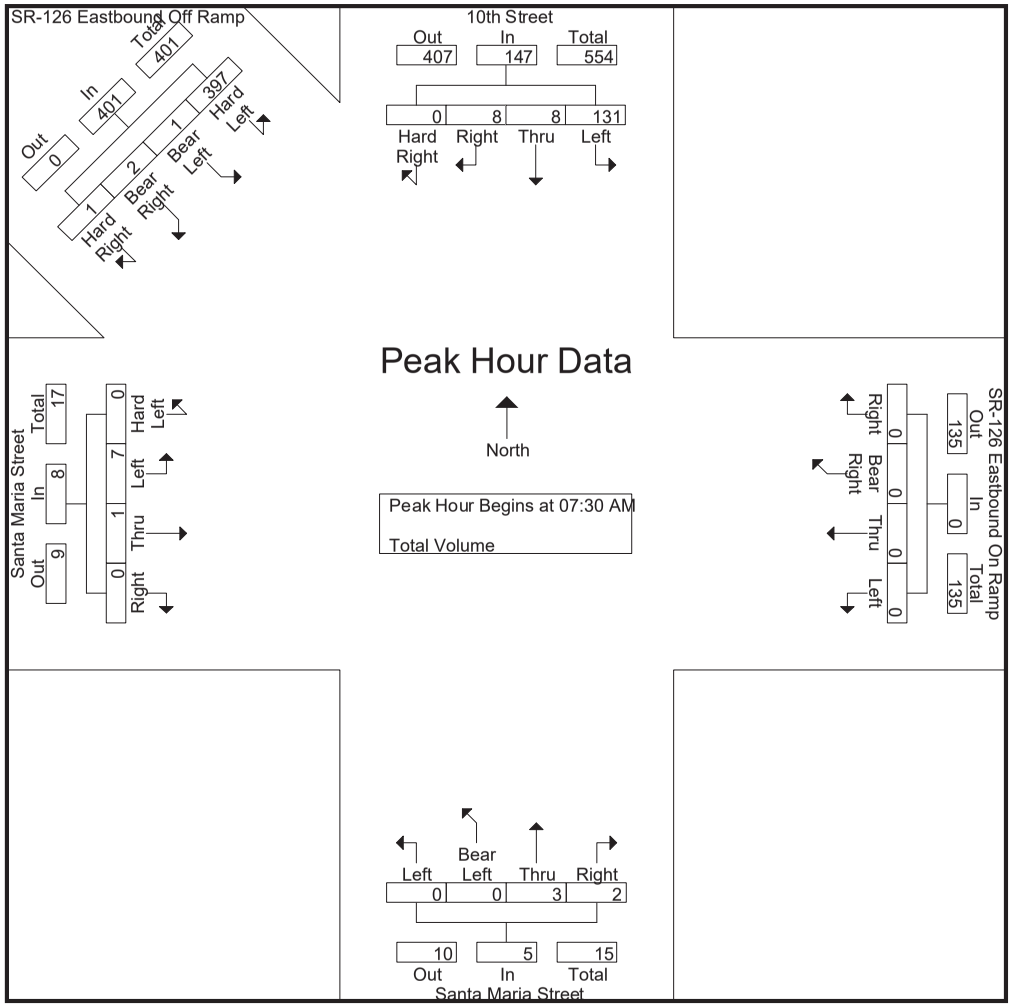
	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	37	**2**	1	0	40	0	0	0	0	0	0	0	0	**1**	1	0	1	0	0	1	**119**	0	**1**	0	**120**	**162**
07:45 AM	**38**	2	2	0	**42**	0	0	0	0	0	0	0	**1**	1	**2**	0	1	**1**	0	2	97	**1**	1	**1**	100	146
08:00 AM	25	2	**3**	0	30	0	0	0	0	0	0	0	1	0	1	0	**4**	0	0	**4**	77	0	0	0	77	112
08:15 AM	31	2	2	0	35	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	104	0	0	0	104	141
Total Volume	131	8	8	0	147	0	0	0	0	0	0	0	3	2	5	0	7	1	0	8	397	1	2	1	401	561
% App. Total	89.1	5.4	5.4	0		0	0	0	0		0	0	60	40		0	87.5	12.5	0		99	0.2	0.5	0.2		
PHF	.862	1.00	.667	.000	.875	.000	.000	.000	.000	.000	.000	.000	.750	.500	.625	.000	.438	.250	.000	.500	.834	.250	.500	.250	.835	.866

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PO Box 1178
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951-268-6268

City of Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



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PO Box 1178
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City of Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Each Approach Begins at:																									
	07:30 AM					07:00 AM					07:00 AM					08:00 AM					07:30 AM					
+0 mins.	37	**2**	1	0	40	0	0	0	0	0	0	0	**1**	0	1	0	**4**	0	0	4	**119**	0	**1**	0	**120**	
+15 mins.	**38**	2	2	0	**42**	0	0	0	0	0	0	0	1	**2**	**3**	0	1	0	0	1	97	**1**	1	**1**	100	
+30 mins.	25	2	**3**	0	30	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	77	0	0	0	77	
+45 mins.	31	2	2	0	35	0	0	0	0	0	0	0	1	1	2	0	3	**1**	**1**	**5**	104	0	0	0	104	
Total Volume	131	8	8	0	147	0	0	0	0	0	0	0	3	4	7	0	10	1	1	12	397	1	2	1	401	
% App. Total	89.1	5.4	5.4	0		0	0	0	0		0	0	42.9	57.1		0	83.3	8.3	8.3		99	0.2	0.5	0.2		
PHF	.862	1.000	.667	.000	.875	.000	.000	.000	.000	.000	.000	.000	.750	.500	.583	.000	.625	.250	.250	.600	.834	.250	.500	.250	.835	

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Counts Unlimited, Inc.
PO Box 1178
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951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
04:00 PM	40	1	2	0	43	0	0	0	0	0	0	0	0	1	1	0	4	1	1	6	128	0	0	0	128	178
04:15 PM	33	1	0	0	34	0	0	0	0	0	1	0	1	1	3	0	4	2	0	6	141	0	1	0	142	185
04:30 PM	38	1	3	0	42	0	0	0	0	0	0	0	3	2	5	0	2	3	0	5	126	2	1	0	129	181
04:45 PM	33	3	0	0	36	0	0	0	0	0	0	0	3	1	4	0	4	3	1	8	150	4	4	0	158	206
Total	144	6	5	0	155	0	0	0	0	0	1	0	7	5	13	0	14	9	2	25	545	6	6	0	557	750
05:00 PM	34	3	2	0	39	0	0	0	0	0	0	0	5	1	6	0	6	0	0	6	145	0	1	1	147	198
05:15 PM	32	0	3	0	35	0	0	0	0	0	0	0	3	1	4	0	6	0	0	6	162	0	2	0	164	209
05:30 PM	33	3	1	0	37	0	0	0	0	0	0	0	5	0	5	0	8	0	0	8	158	0	4	0	162	212
05:45 PM	36	2	4	0	42	0	0	0	0	0	0	0	3	0	3	0	1	1	0	2	148	1	2	0	151	198
Total	135	8	10	0	153	0	0	0	0	0	0	0	16	2	18	0	21	1	0	22	613	1	9	1	624	817
Grand Total	279	14	15	0	308	0	0	0	0	0	1	0	23	7	31	0	35	10	2	47	1158	7	15	1	1181	1567
Apprch %	90.6	4.5	4.9	0		0	0	0	0		3.2	0	74.2	22.6		0	74.5	21.3	4.3		98.1	0.6	1.3	0.1		
Total %	17.8	0.9	1	0	19.7	0	0	0	0	0	0.1	0	1.5	0.4	2	0	2.2	0.6	0.1	3	73.9	0.4	1	0.1	75.4	

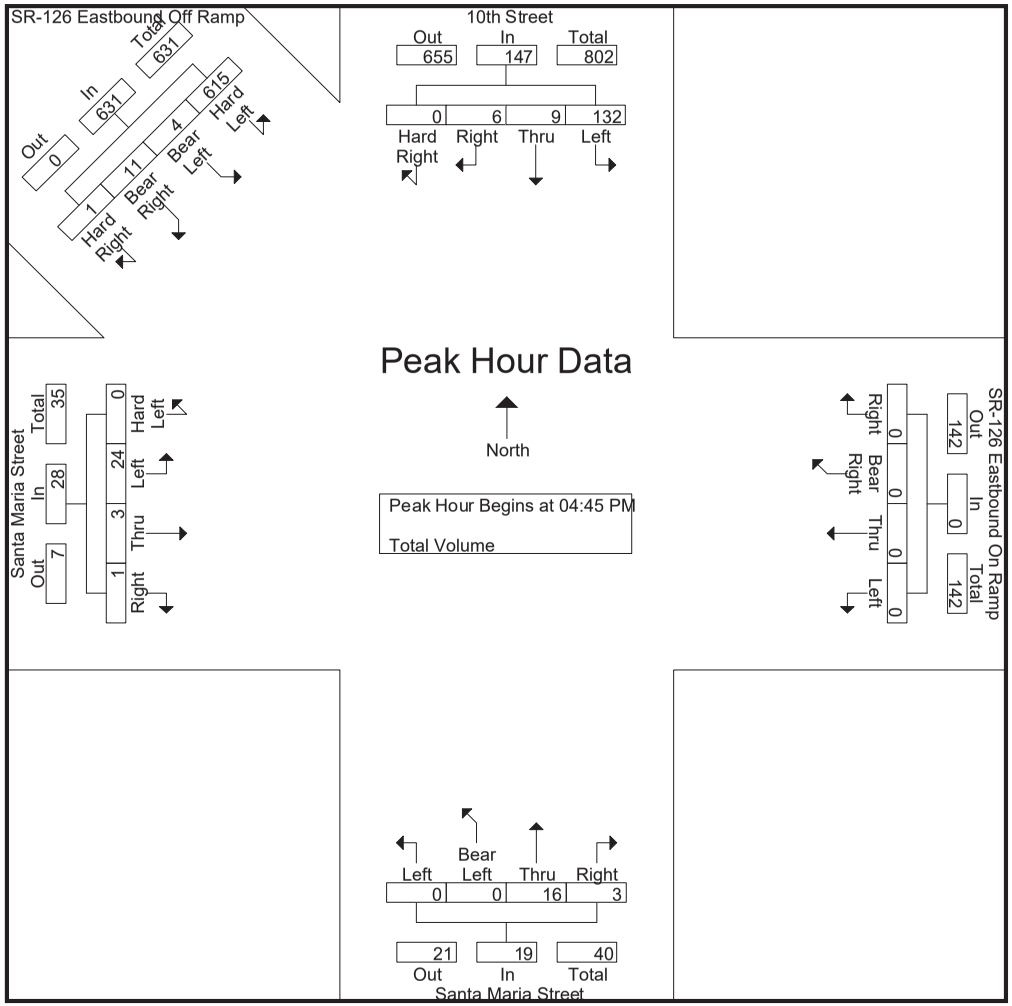
	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	33	**3**	0	0	36	0	0	0	0	0	0	0	3	**1**	4	0	4	**3**	**1**	**8**	150	**4**	**4**	0	158	206
05:00 PM	**34**	3	2	0	**39**	0	0	0	0	0	0	0	**5**	1	**6**	0	6	0	0	6	145	0	1	**1**	147	198
05:15 PM	32	0	**3**	0	35	0	0	0	0	0	0	0	3	1	4	0	6	0	0	6	**162**	0	2	0	**164**	209
05:30 PM	33	3	1	0	37	0	0	0	0	0	0	0	5	0	5	0	**8**	0	0	8	158	0	4	0	162	**212**
Total Volume	132	9	6	0	147	0	0	0	0	0	0	0	16	3	19	0	24	3	1	28	615	4	11	1	631	825
% App. Total	89.8	6.1	4.1	0		0	0	0	0		0	0	84.2	15.8		0	85.7	10.7	3.6		97.5	0.6	1.7	0.2		
PHF	.971	.750	.500	.000	.942	.000	.000	.000	.000	.000	.000	.000	.800	.750	.792	.000	.750	.250	.250	.875	.949	.250	.688	.250	.962	.973

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PO Box 1178
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951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 413

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Each Approach Begins at:																									
	04:00 PM					04:00 PM					04:30 PM					04:45 PM					04:45 PM					
+0 mins.	**40**	1	2	0	**43**	0	0	0	0	0	0	0	3	**2**	5	0	4	**3**	**1**	**8**	150	**4**	**4**	0	158	
+15 mins.	33	1	0	0	34	0	0	0	0	0	0	0	3	1	4	0	6	0	0	6	145	0	1	**1**	147	
+30 mins.	38	1	**3**	0	42	0	0	0	0	0	0	0	**5**	1	**6**	0	6	0	0	6	**162**	0	2	0	**164**	
+45 mins.	33	**3**	0	0	36	0	0	0	0	0	0	0	3	1	4	0	**8**	0	0	8	158	0	4	0	162	
Total Volume	144	6	5	0	155	0	0	0	0	0	0	0	14	5	19	0	24	3	1	28	615	4	11	1	631	
% App. Total	92.9	3.9	3.2	0		0	0	0	0		0	0	73.7	26.3		0	85.7	10.7	3.6		97.5	0.6	1.7	0.2		
PHF	.900	.500	.417	.000	.901	.000	.000	.000	.000	.000	.000	.000	.700	.625	.792	.000	.750	.250	.250	.875	.949	.250	.688	.250	.962	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 414

Location: Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg SR-126 EB On Ramp	South Leg Santa Maria Street	West Leg Santa Maria Street	Northwest Leg SR-126 EB Off Ramp	TOTAL
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	2	0	0	2	2	6
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	2	2	6

	North Leg 10th Street	East Leg SR-126 EB On Ramp	South Leg Santa Maria Street	West Leg Santa Maria Street	Northwest Leg SR-126 EB Off Ramp	TOTAL
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	1	0	0	1	1	3
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	1	1	3

Location: Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg SR-126 EB On Ramp	South Leg Santa Maria Street	West Leg Santa Maria Street	Northwest Leg SR-126 EB Off Ramp	TOTAL
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	2	2	4
8:00 AM	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	2	2	5

	North Leg 10th Street	East Leg SR-126 EB On Ramp	South Leg Santa Maria Street	West Leg Santa Maria Street	Northwest Leg SR-126 EB Off Ramp	TOTAL
4:00 PM	0	0	0	0	0	0
4:15 PM	0	1	1	0	0	2
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	0	2

30

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Main Street
Weather: Clear

File Name : STP12MAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	12th Street Southbound				Main Street Westbound				12th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	29	7	45	3	13	18	34	1	11	2	14	5	11	5	21	114
07:15 AM	11	42	14	67	5	15	17	37	3	10	2	15	3	7	4	14	133
07:30 AM	17	68	21	106	3	16	26	45	4	24	2	30	7	12	6	25	206
07:45 AM	26	61	18	105	4	18	26	48	8	30	4	42	18	21	5	44	239
Total	63	200	60	323	15	62	87	164	16	75	10	101	33	51	20	104	692
08:00 AM	18	52	10	80	2	14	13	29	5	22	3	30	9	22	6	37	176
08:15 AM	17	31	8	56	2	16	7	25	6	20	2	28	9	13	4	26	135
08:30 AM	10	25	7	42	2	16	17	35	3	8	2	13	6	9	5	20	110
08:45 AM	12	21	6	39	3	21	12	36	2	9	6	17	4	17	7	28	120
Total	57	129	31	217	9	67	49	125	16	59	13	88	28	61	22	111	541
Grand Total	120	329	91	540	24	129	136	289	32	134	23	189	61	112	42	215	1233
Apprch %	22.2	60.9	16.9		8.3	44.6	47.1		16.9	70.9	12.2		28.4	52.1	19.5		
Total %	9.7	26.7	7.4	43.8	1.9	10.5	11	23.4	2.6	10.9	1.9	15.3	4.9	9.1	3.4	17.4	

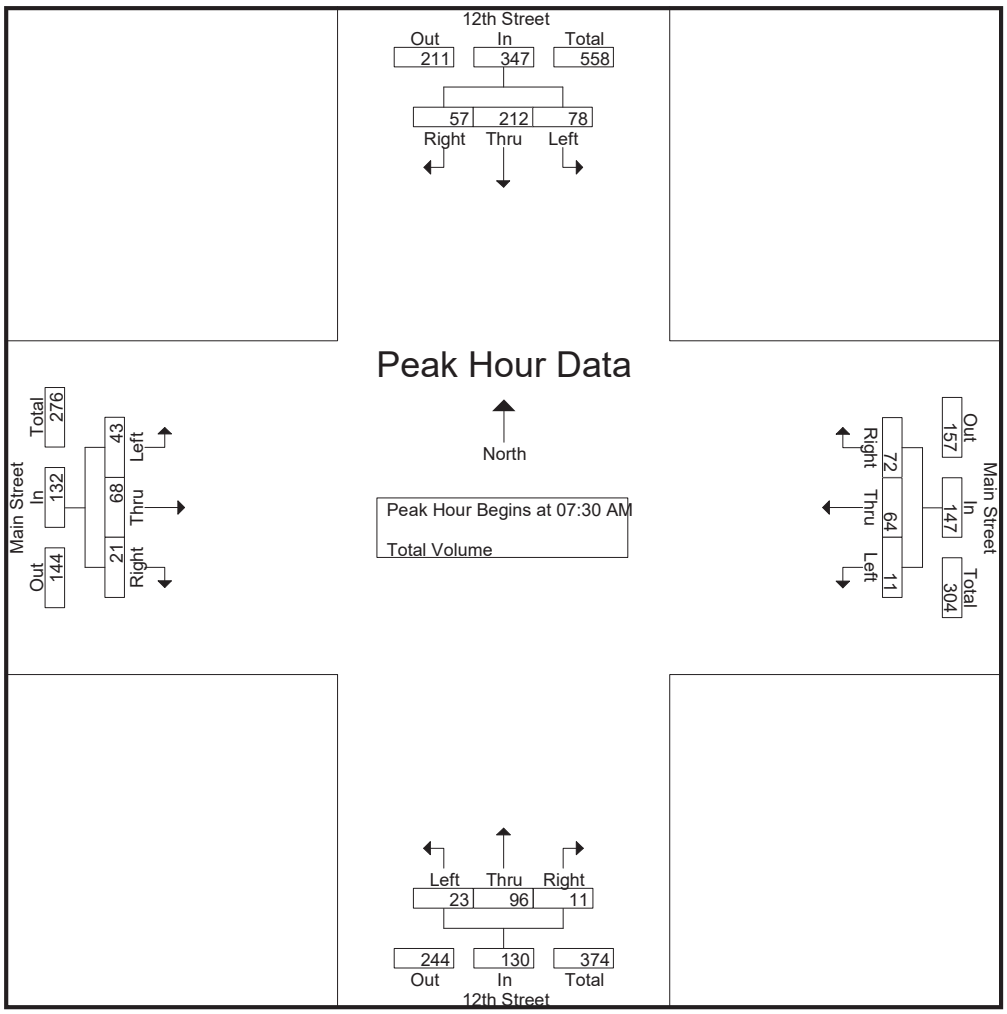
	12th Street Southbound				Main Street Westbound				12th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	**68**	**21**	**106**	3	16	**26**	45	4	24	2	30	7	12	**6**	25	206
07:45 AM	**26**	61	18	105	**4**	**18**	26	**48**	**8**	**30**	**4**	**42**	**18**	21	5	**44**	**239**
08:00 AM	18	52	10	80	2	14	13	29	5	22	3	30	9	**22**	6	37	176
08:15 AM	17	31	8	56	2	16	7	25	6	20	2	28	9	13	4	26	135
Total Volume	78	212	57	347	11	64	72	147	23	96	11	130	43	68	21	132	756
% App. Total	22.5	61.1	16.4		7.5	43.5	49		17.7	73.8	8.5		32.6	51.5	15.9		
PHF	.750	.779	.679	.818	.688	.889	.692	.766	.719	.800	.688	.774	.597	.773	.875	.750	.791

30

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PO Box 1178
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City of Santa Paula
N/S: 12th Street
E/W: Main Street
Weather: Clear

File Name : STP12MAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	11	42	14	67	3	13	18	34	4	24	2	30	7	12	**6**	25
+15 mins.	17	**68**	**21**	**106**	**5**	15	17	37	**8**	**30**	**4**	**42**	**18**	21	5	**44**
+30 mins.	**26**	61	18	105	3	16	**26**	45	5	22	3	30	9	**22**	6	37
+45 mins.	18	52	10	80	4	**18**	26	**48**	6	20	2	28	9	13	4	26
Total Volume	72	223	63	358	15	62	87	164	23	96	11	130	43	68	21	132
% App. Total	20.1	62.3	17.6		9.1	37.8	53		17.7	73.8	8.5		32.6	51.5	15.9	
PHF	.692	.820	.750	.844	.750	.861	.837	.854	.719	.800	.688	.774	.597	.773	.875	.750

30

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PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Main Street
Weather: Clear

File Name : STP12MAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	12th Street Southbound				Main Street Westbound				12th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	32	7	59	4	41	18	63	6	47	5	58	12	24	10	46	226
04:15 PM	17	33	11	61	2	35	22	59	6	42	5	53	11	19	3	33	206
04:30 PM	21	30	17	68	5	38	38	81	8	56	3	67	17	16	4	37	253
04:45 PM	13	36	12	61	5	42	30	77	14	36	4	54	21	26	6	53	245
Total	71	131	47	249	16	156	108	280	34	181	17	232	61	85	23	169	930
05:00 PM	16	33	9	58	8	39	40	87	11	54	5	70	26	28	10	64	279
05:15 PM	15	39	5	59	5	27	31	63	4	44	4	52	15	16	3	34	208
05:30 PM	15	33	27	75	3	27	29	59	8	60	5	73	15	14	5	34	241
05:45 PM	22	35	6	63	5	24	34	63	6	61	3	70	10	20	4	34	230
Total	68	140	47	255	21	117	134	272	29	219	17	265	66	78	22	166	958
Grand Total	139	271	94	504	37	273	242	552	63	400	34	497	127	163	45	335	1888
Apprch %	27.6	53.8	18.7		6.7	49.5	43.8		12.7	80.5	6.8		37.9	48.7	13.4		
Total %	7.4	14.4	5	26.7	2	14.5	12.8	29.2	3.3	21.2	1.8	26.3	6.7	8.6	2.4	17.7	

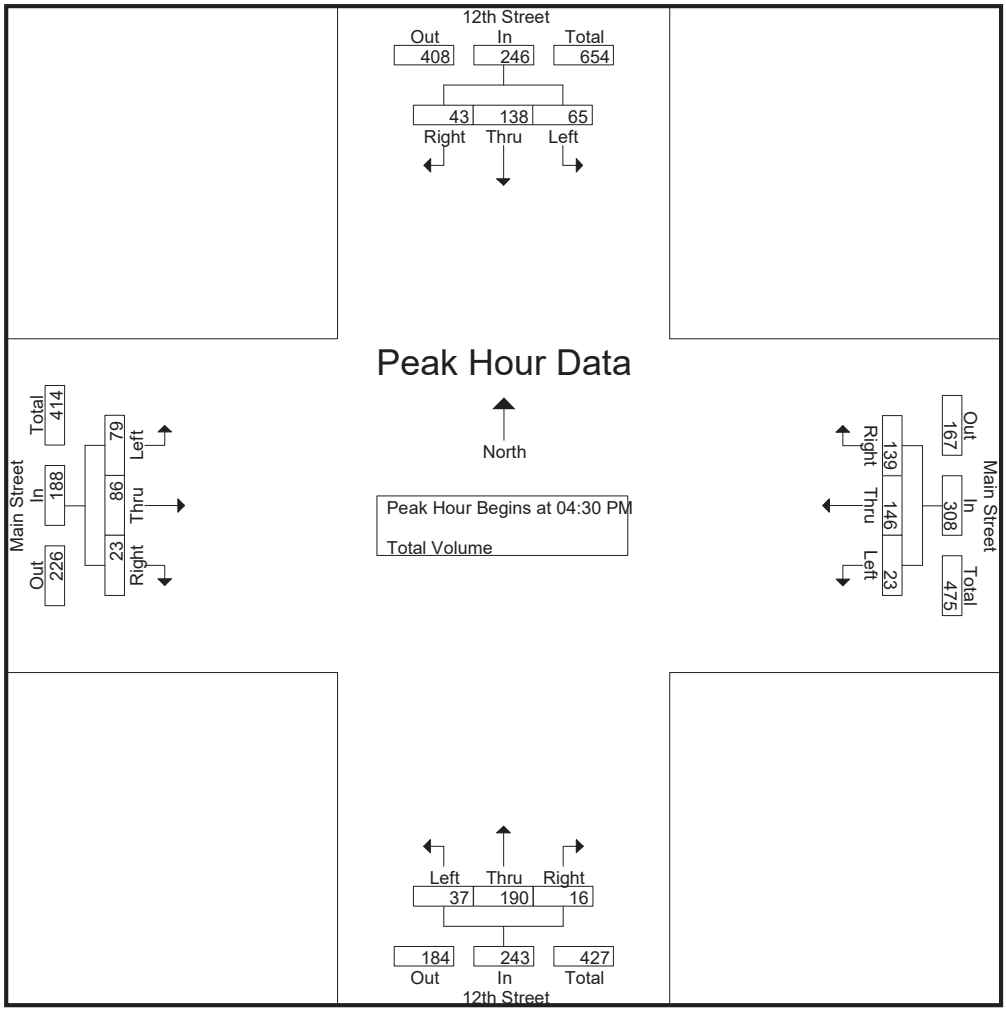
	12th Street Southbound				Main Street Westbound				12th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**21**	30	**17**	**68**	5	38	38	81	8	**56**	3	67	17	16	4	37	253
04:45 PM	13	36	12	61	5	**42**	30	77	**14**	36	4	54	21	26	6	53	245
05:00 PM	16	33	9	58	**8**	39	**40**	**87**	11	54	**5**	**70**	**26**	**28**	**10**	**64**	**279**
05:15 PM	15	**39**	5	59	5	27	31	63	4	44	4	52	15	16	3	34	208
Total Volume	65	138	43	246	23	146	139	308	37	190	16	243	79	86	23	188	985
% App. Total	26.4	56.1	17.5		7.5	47.4	45.1		15.2	78.2	6.6		42	45.7	12.2		
PHF	.774	.885	.632	.904	.719	.869	.869	.885	.661	.848	.800	.868	.760	.768	.575	.734	.883

30

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Main Street
Weather: Clear

File Name : STP12MAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:30 PM			
+0 mins.	16	33	9	58	5	38	38	81	**11**	54	**5**	70	17	16	4	37
+15 mins.	15	**39**	5	59	5	**42**	30	77	4	44	4	52	21	26	6	53
+30 mins.	15	33	**27**	**75**	**8**	39	**40**	**87**	8	60	5	**73**	**26**	**28**	**10**	**64**
+45 mins.	**22**	35	6	63	5	27	31	63	6	**61**	3	70	15	16	3	34
Total Volume	68	140	47	255	23	146	139	308	29	219	17	265	79	86	23	188
% App. Total	26.7	54.9	18.4		7.5	47.4	45.1		10.9	82.6	6.4		42	45.7	12.2	
PHF	.773	.897	.435	.850	.719	.869	.869	.885	.659	.898	.850	.908	.760	.768	.575	.734

30

Location: Santa Paula
N/S: 12th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 12th Street	East Leg Main Street	South Leg 12th Street	West Leg Main Street	TOTAL
7:00 AM	0	0	2	0	2
7:15 AM	0	2	3	0	5
7:30 AM	2	0	0	2	4
7:45 AM	4	3	0	3	10
8:00 AM	3	0	0	0	3
8:15 AM	1	1	2	3	7
8:30 AM	1	0	3	2	6
8:45 AM	4	0	0	0	4
TOTAL VOLUMES:	15	6	10	10	41

	North Leg 12th Street	East Leg Main Street	South Leg 12th Street	West Leg Main Street	TOTAL
4:00 PM	1	0	2	0	3
4:15 PM	1	3	0	0	4
4:30 PM	0	4	0	0	4
4:45 PM	4	3	2	2	11
5:00 PM	2	0	1	0	3
5:15 PM	1	1	0	0	2
5:30 PM	4	0	1	0	5
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	14	12	6	2	34

30

Location: Santa Paula
N/S: 12th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 12th Street	East Leg Main Street	South Leg 12th Street	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg 12th Street	East Leg Main Street	South Leg 12th Street	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	2	0	3

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP12HAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	12th Street Southbound				Harvard Boulevard Westbound				12th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	20	22	42	2	10	0	12	24	2	11	37	11	12	34	57	148
07:15 AM	0	19	36	55	2	15	2	19	31	5	3	39	8	13	26	47	160
07:30 AM	1	19	69	89	2	29	1	32	21	11	2	34	22	14	28	64	219
07:45 AM	1	18	61	80	8	20	1	29	24	9	4	37	25	26	24	75	221
Total	2	76	188	266	14	74	4	92	100	27	20	147	66	65	112	243	748
08:00 AM	2	15	42	59	8	22	2	32	22	4	10	36	15	17	35	67	194
08:15 AM	1	12	23	36	6	18	1	25	12	7	4	23	12	20	26	58	142
08:30 AM	0	9	28	37	5	14	0	19	16	5	11	32	9	20	22	51	139
08:45 AM	2	8	17	27	7	22	1	30	21	2	9	32	12	9	17	38	127
Total	5	44	110	159	26	76	4	106	71	18	34	123	48	66	100	214	602
Grand Total	7	120	298	425	40	150	8	198	171	45	54	270	114	131	212	457	1350
Apprch %	1.6	28.2	70.1		20.2	75.8	4		63.3	16.7	20		24.9	28.7	46.4		
Total %	0.5	8.9	22.1	31.5	3	11.1	0.6	14.7	12.7	3.3	4	20	8.4	9.7	15.7	33.9	

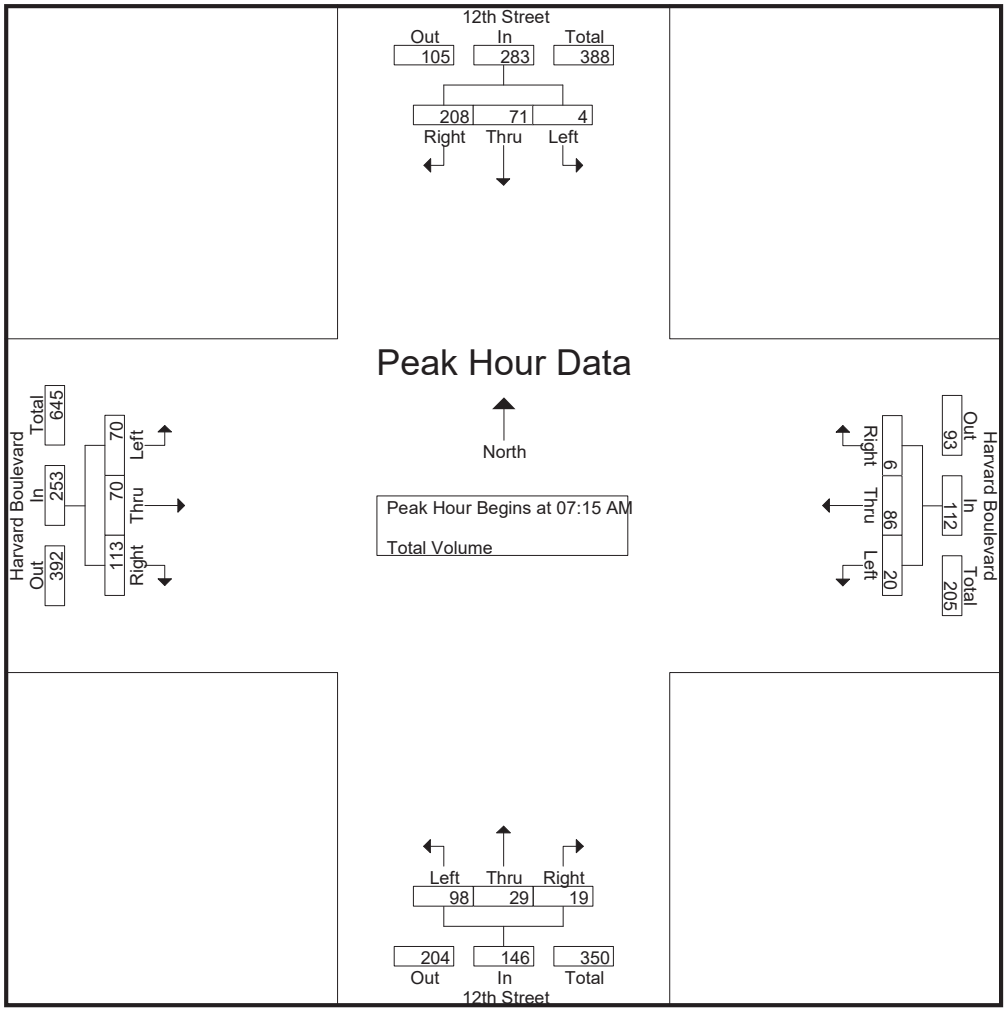
	12th Street Southbound				Harvard Boulevard Westbound				12th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**19**	36	55	2	15	**2**	19	**31**	5	3	**39**	8	13	26	47	160
07:30 AM	1	19	**69**	**89**	2	**29**	1	**32**	21	**11**	2	34	22	14	28	64	219
07:45 AM	1	18	61	80	**8**	20	1	29	24	9	4	37	**25**	**26**	24	**75**	**221**
08:00 AM	**2**	15	42	59	8	22	2	32	22	4	**10**	36	15	17	**35**	67	194
Total Volume	4	71	208	283	20	86	6	112	98	29	19	146	70	70	113	253	794
% App. Total	1.4	25.1	73.5		17.9	76.8	5.4		67.1	19.9	13		27.7	27.7	44.7		
PHF	.500	.934	.754	.795	.625	.741	.750	.875	.790	.659	.475	.936	.700	.673	.807	.843	.898

31

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP12HAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	0	**19**	36	55	2	**29**	1	**32**	24	2	**11**	37	22	14	28	64
+15 mins.	1	19	**69**	**89**	**8**	20	1	29	**31**	5	3	**39**	**25**	**26**	24	**75**
+30 mins.	1	18	61	80	8	22	**2**	32	21	**11**	2	34	15	17	**35**	67
+45 mins.	**2**	15	42	59	6	18	1	25	24	9	4	37	12	20	26	58
Total Volume	4	71	208	283	24	89	5	118	100	27	20	147	74	77	113	264
% App. Total	1.4	25.1	73.5		20.3	75.4	4.2		68	18.4	13.6		28	29.2	42.8	
PHF	.500	.934	.754	.795	.750	.767	.625	.922	.806	.614	.455	.942	.740	.740	.807	.880

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Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP12HAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

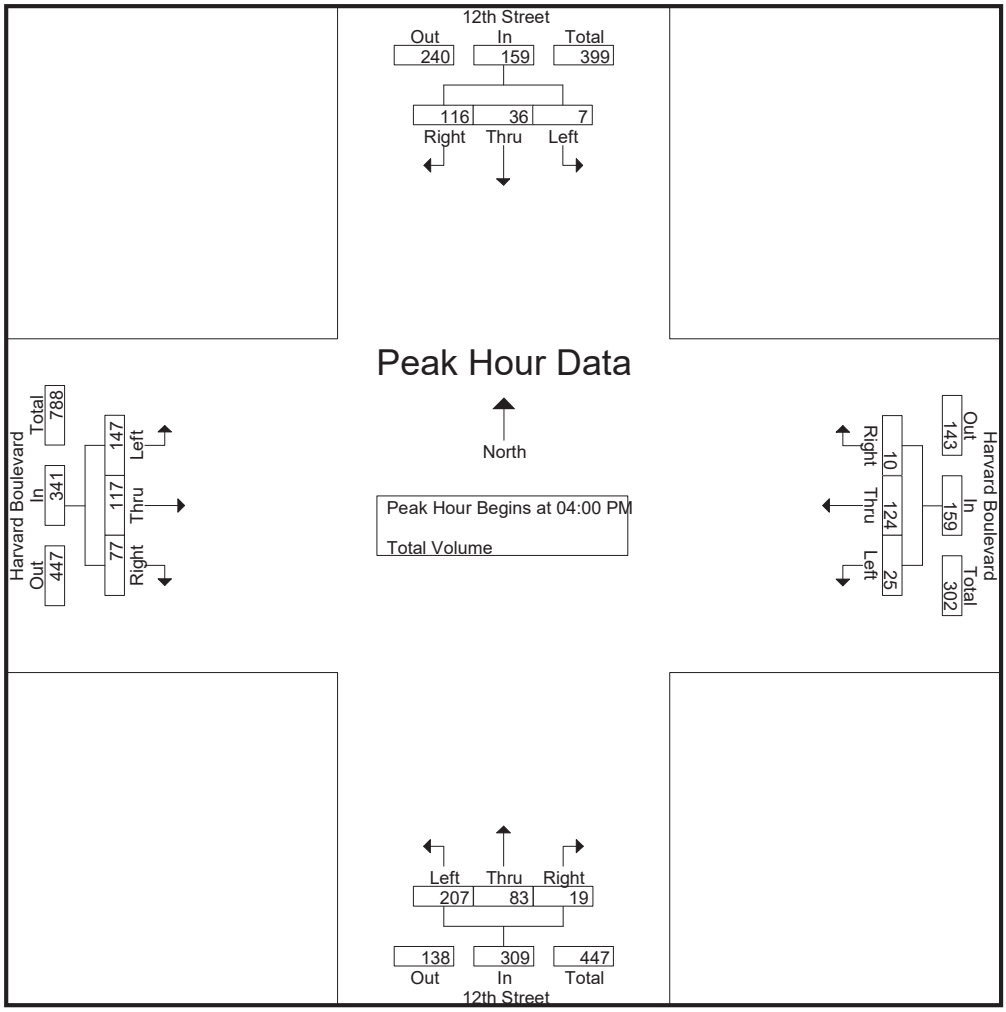
	12th Street Southbound				Harvard Boulevard Westbound				12th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	9	34	45	8	39	5	52	55	22	8	85	38	38	17	93	275
04:15 PM	2	4	26	32	6	32	2	40	44	15	3	62	35	29	17	81	215
04:30 PM	0	16	25	41	5	21	2	28	54	20	6	80	34	27	18	79	228
04:45 PM	3	7	31	41	6	32	1	39	54	26	2	82	40	23	25	88	250
Total	7	36	116	159	25	124	10	159	207	83	19	309	147	117	77	341	968
05:00 PM	3	15	30	48	2	34	1	37	37	19	3	59	40	28	28	96	240
05:15 PM	3	8	36	47	3	25	1	29	40	17	3	60	35	27	16	78	214
05:30 PM	4	5	30	39	4	38	3	45	39	24	10	73	39	43	23	105	262
05:45 PM	0	11	27	38	3	31	1	35	46	19	4	69	37	31	14	82	224
Total	10	39	123	172	12	128	6	146	162	79	20	261	151	129	81	361	940
Grand Total	17	75	239	331	37	252	16	305	369	162	39	570	298	246	158	702	1908
Apprch %	5.1	22.7	72.2		12.1	82.6	5.2		64.7	28.4	6.8		42.5	35	22.5		
Total %	0.9	3.9	12.5	17.3	1.9	13.2	0.8	16	19.3	8.5	2	29.9	15.6	12.9	8.3	36.8	

	12th Street Southbound				Harvard Boulevard Westbound				12th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	9	**34**	**45**	**8**	**39**	**5**	**52**	**55**	22	**8**	**85**	38	**38**	17	**93**	**275**
04:15 PM	2	4	26	32	6	32	2	40	44	15	3	62	35	29	17	81	215
04:30 PM	0	**16**	25	41	5	21	2	28	54	20	6	80	34	27	18	79	228
04:45 PM	**3**	7	31	41	6	32	1	39	54	**26**	2	82	**40**	23	**25**	88	250
Total Volume	7	36	116	159	25	124	10	159	207	83	19	309	147	117	77	341	968
% App. Total	4.4	22.6	73		15.7	78	6.3		67	26.9	6.1		43.1	34.3	22.6		
PHF	.583	.563	.853	.883	.781	.795	.500	.764	.941	.798	.594	.909	.919	.770	.770	.917	.880

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP12HAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	**16**	25	41	**8**	**39**	**5**	**52**	**55**	22	**8**	**85**	**40**	23	25	88
+15 mins.	**3**	7	31	41	6	32	2	40	44	15	3	62	40	28	**28**	96
+30 mins.	3	15	30	**48**	5	21	2	28	54	20	6	80	35	27	16	78
+45 mins.	3	8	**36**	47	6	32	1	39	54	**26**	2	82	39	**43**	23	**105**
Total Volume	9	46	122	177	25	124	10	159	207	83	19	309	154	121	92	367
% App. Total	5.1	26	68.9		15.7	78	6.3		67	26.9	6.1		42	33	25.1	
PHF	.750	.719	.847	.922	.781	.795	.500	.764	.941	.798	.594	.909	.963	.703	.821	.874

31

Location: Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 12th Street	East Leg Harvard Boulevard	South Leg 12th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	3	4
7:30 AM	0	0	0	1	1
7:45 AM	3	0	0	4	7
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	5	1	0	10	16

	North Leg 12th Street	East Leg Harvard Boulevard	South Leg 12th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	1	1	1	1	4
4:15 PM	0	0	0	3	3
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	2	2
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	3	4
TOTAL VOLUMES:	4	1	1	9	15

31

Location: Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 12th Street	East Leg Harvard Boulevard	South Leg 12th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg 12th Street	East Leg Harvard Boulevard	South Leg 12th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	2

32

Counts Unlimited
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City of Santa Paula
N/S: Main Street
E/W: Harvard Boulevard / Telegraph Road
Weather: Clear

File Name : STPHATEAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Main Street Southbound				Telegraph Road Westbound				Driveway Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	0	0	17	0	9	23	32	0	0	0	0	0	21	0	21	70
07:15 AM	14	0	5	19	0	11	26	37	0	0	0	0	3	15	0	18	74
07:30 AM	26	0	2	28	0	28	33	61	0	0	0	0	3	9	0	12	101
07:45 AM	29	0	5	34	0	27	47	74	0	0	0	0	4	16	0	20	128
Total	86	0	12	98	0	75	129	204	0	0	0	0	10	61	0	71	373
08:00 AM	20	0	9	29	0	19	27	46	0	0	0	0	2	18	0	20	95
08:15 AM	23	0	1	24	0	22	24	46	0	0	0	0	1	13	0	14	84
08:30 AM	11	0	0	11	0	9	27	36	1	0	0	1	2	23	1	26	74
08:45 AM	17	0	0	17	0	19	27	46	0	0	0	0	2	14	0	16	79
Total	71	0	10	81	0	69	105	174	1	0	0	1	7	68	1	76	332
Grand Total	157	0	22	179	0	144	234	378	1	0	0	1	17	129	1	147	705
Apprch %	87.7	0	12.3		0	38.1	61.9		100	0	0		11.6	87.8	0.7		
Total %	22.3	0	3.1	25.4	0	20.4	33.2	53.6	0.1	0	0	0.1	2.4	18.3	0.1	20.9	

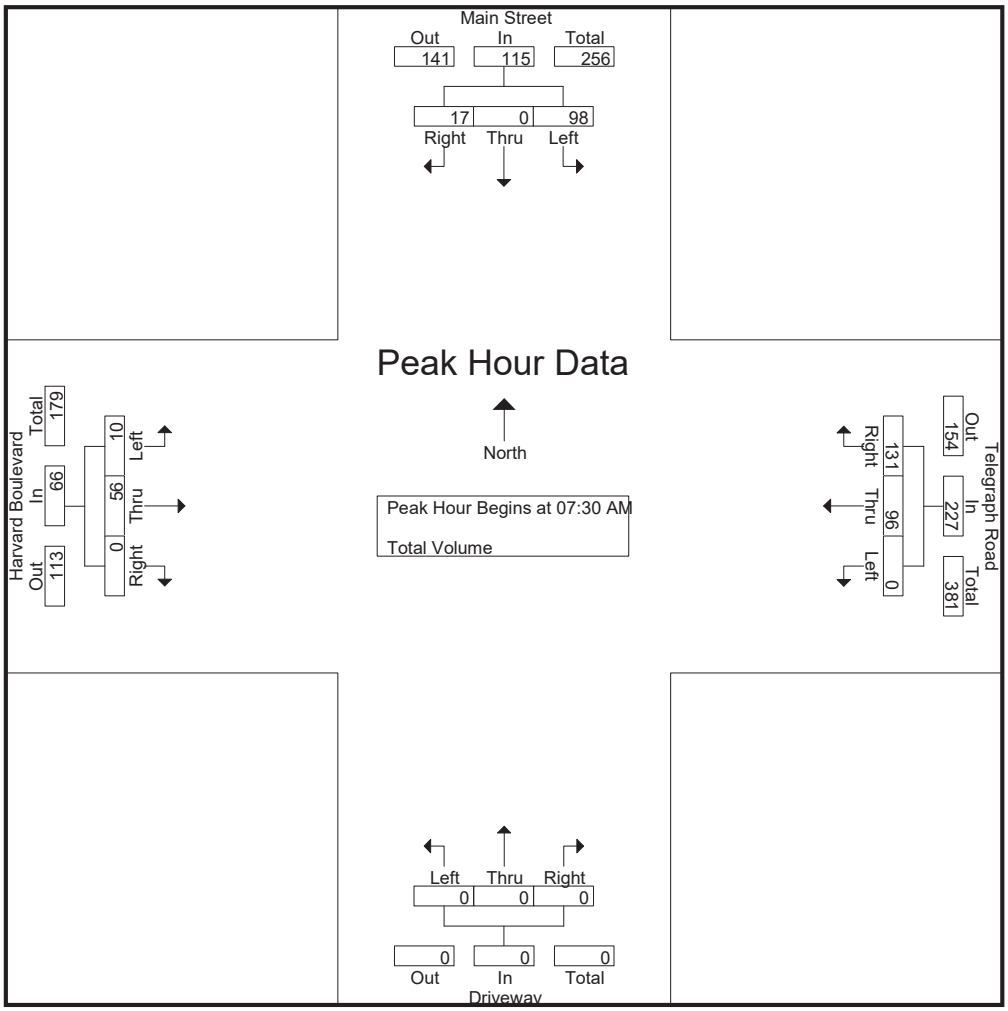
	Main Street Southbound				Telegraph Road Westbound				Driveway Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	26	0	2	28	0	**28**	33	61	0	0	0	0	3	9	0	12	101
07:45 AM	**29**	0	5	**34**	0	27	**47**	**74**	0	0	0	0	**4**	16	0	**20**	**128**
08:00 AM	20	0	**9**	29	0	19	27	46	0	0	0	0	2	**18**	0	20	95
08:15 AM	23	0	1	24	0	22	24	46	0	0	0	0	1	13	0	14	84
Total Volume	98	0	17	115	0	96	131	227	0	0	0	0	10	56	0	66	408
% App. Total	85.2	0	14.8		0	42.3	57.7		0	0	0		15.2	84.8	0		
PHF	.845	.000	.472	.846	.000	.857	.697	.767	.000	.000	.000	.000	.625	.778	.000	.825	.797

32

Counts Unlimited
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City of Santa Paula
N/S: Main Street
E/W: Harvard Boulevard / Telegraph Road
Weather: Clear

File Name : STPHATEAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	26	0	2	28	0	**28**	33	61	0	0	0	0	**4**	16	0	20
+15 mins.	**29**	0	5	**34**	0	27	**47**	**74**	0	0	0	0	2	18	0	20
+30 mins.	20	0	**9**	29	0	19	27	46	0	0	0	0	1	13	0	14
+45 mins.	23	0	1	24	0	22	24	46	**1**	0	0	**1**	2	**23**	**1**	**26**
Total Volume	98	0	17	115	0	96	131	227	1	0	0	1	9	70	1	80
% App. Total	85.2	0	14.8		0	42.3	57.7		100	0	0		11.2	87.5	1.2	
PHF	.845	.000	.472	.846	.000	.857	.697	.767	.250	.000	.000	.250	.563	.761	.250	.769

32

Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Main Street
E/W: Harvard Boulevard / Telegraph Road
Weather: Clear

File Name : STPHATEPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

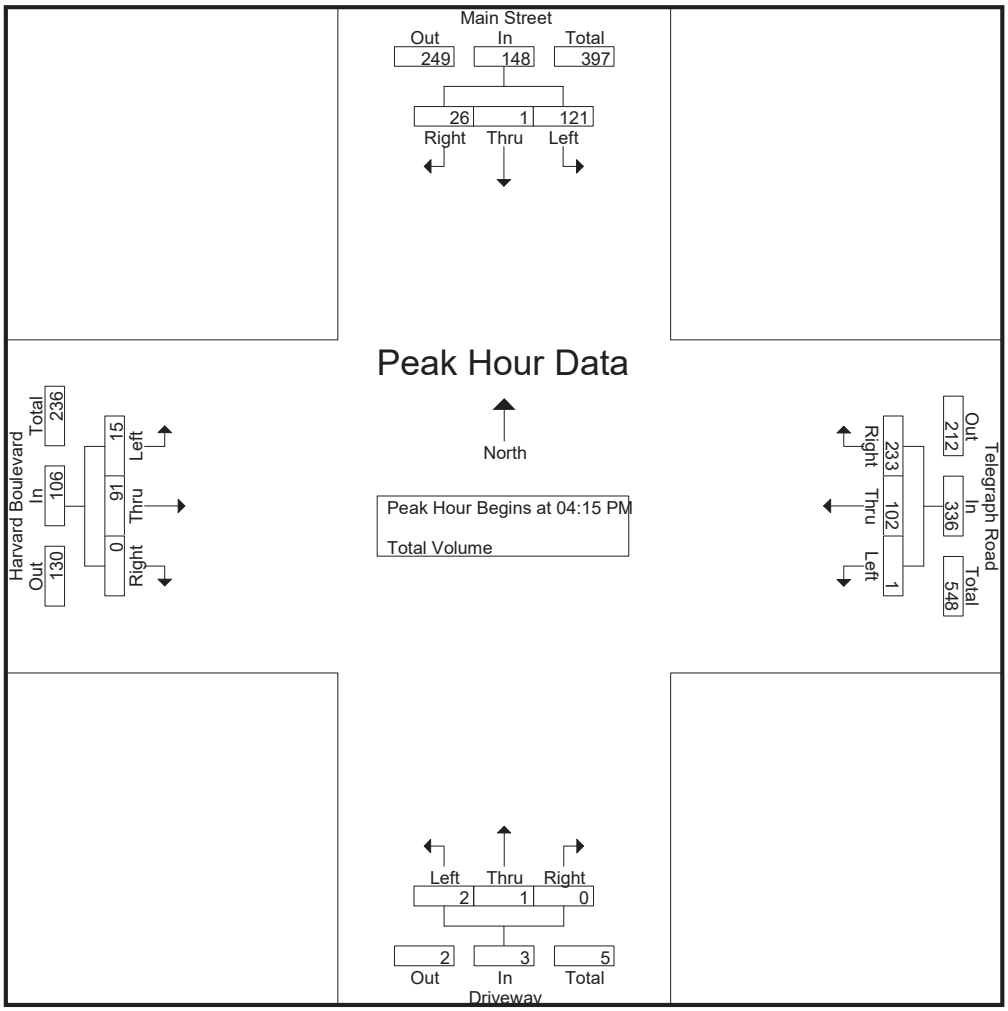
	Main Street Southbound				Telegraph Road Westbound				Driveway Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	0	4	30	0	20	37	57	0	0	0	0	3	25	0	28	115
04:15 PM	28	1	7	36	0	26	45	71	1	0	0	1	4	22	0	26	134
04:30 PM	25	0	5	30	1	27	69	97	0	1	0	1	2	27	0	29	157
04:45 PM	28	0	8	36	0	29	57	86	1	0	0	1	5	20	0	25	148
Total	107	1	24	132	1	102	208	311	2	1	0	3	14	94	0	108	554
05:00 PM	40	0	6	46	0	20	62	82	0	0	0	0	4	22	0	26	154
05:15 PM	25	0	3	28	1	22	51	74	0	0	1	1	2	10	0	12	115
05:30 PM	26	0	3	29	0	17	49	66	0	0	0	0	5	17	1	23	118
05:45 PM	27	0	3	30	0	24	47	71	0	0	0	0	3	16	1	20	121
Total	118	0	15	133	1	83	209	293	0	0	1	1	14	65	2	81	508
Grand Total	225	1	39	265	2	185	417	604	2	1	1	4	28	159	2	189	1062
Apprch %	84.9	0.4	14.7		0.3	30.6	69		50	25	25		14.8	84.1	1.1		
Total %	21.2	0.1	3.7	25	0.2	17.4	39.3	56.9	0.2	0.1	0.1	0.4	2.6	15	0.2	17.8	

	Main Street Southbound				Telegraph Road Westbound				Driveway Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	28	**1**	7	36	0	26	45	71	**1**	0	0	**1**	4	22	0	26	134
04:30 PM	25	0	5	30	**1**	27	**69**	**97**	0	**1**	0	1	2	**27**	0	**29**	**157**
04:45 PM	28	0	**8**	36	0	**29**	57	86	1	0	0	1	**5**	20	0	25	148
05:00 PM	**40**	0	6	**46**	0	20	62	82	0	0	0	0	4	22	0	26	154
Total Volume	121	1	26	148	1	102	233	336	2	1	0	3	15	91	0	106	593
% App. Total	81.8	0.7	17.6		0.3	30.4	69.3		66.7	33.3	0		14.2	85.8	0		
PHF	.756	.250	.813	.804	.250	.879	.844	.866	.500	.250	.000	.750	.750	.843	.000	.914	.944

Counts Unlimited
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City of Santa Paula
N/S: Main Street
E/W: Harvard Boulevard / Telegraph Road
Weather: Clear

File Name : STPHATEPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	28	**1**	7	36	**1**	27	**69**	**97**	0	0	0	0	3	25	0	28
+15 mins.	25	0	5	30	0	**29**	57	86	**1**	0	0	**1**	4	22	0	26
+30 mins.	28	0	**8**	36	0	20	62	82	0	**1**	0	1	2	**27**	0	**29**
+45 mins.	**40**	0	6	**46**	1	22	51	74	1	0	0	1	**5**	20	0	25
Total Volume	121	1	26	148	2	98	239	339	2	1	0	3	14	94	0	108
% App. Total	81.8	0.7	17.6		0.6	28.9	70.5		66.7	33.3	0		13	87	0	
PHF	.756	.250	.813	.804	.500	.845	.866	.874	.500	.250	.000	.750	.700	.870	.000	.931

32

Location: Santa Paula
N/S: Main Street
E/W: Harvard Blvd / Telegraph Rd

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Main Street	East Leg Telegraph Road	South Leg Main Street	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	1	0	0	2
7:30 AM	0	0	2	0	2
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	1	1	4	0	6

	North Leg Main Street	East Leg Telegraph Road	South Leg Main Street	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	1	1	3
4:30 PM	3	3	1	0	7
4:45 PM	0	1	0	1	2
5:00 PM	0	0	1	0	1
5:15 PM	0	1	0	0	1
5:30 PM	2	2	0	0	4
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	8	7	3	2	20

32

Location: Santa Paula
N/S: Main Street
E/W: Harvard Blvd / Telegraph Rd

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Main Street	East Leg Telegraph Road	South Leg Main Street	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	1	2
TOTAL VOLUMES:	0	0	1	1	2

	North Leg Main Street	East Leg Telegraph Road	South Leg Main Street	West Leg Main Street	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	1	0	1	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	2	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	1	2
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	1	0	7	1	9

33

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road
Weather: Clear

File Name : STPHLTEAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

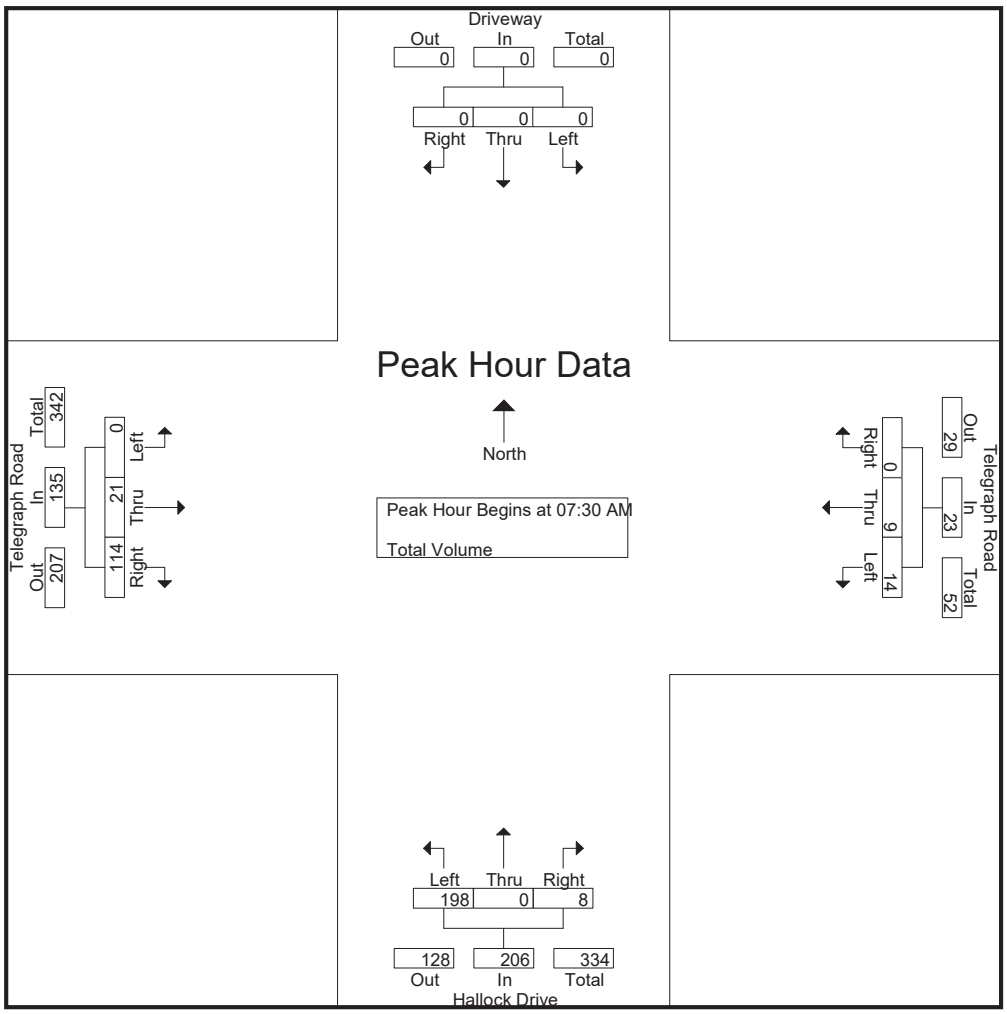
	Driveway Southbound				Telegraph Road Westbound				Hallock Drive Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	5	3	0	8	25	0	1	26	0	10	35	45	79
07:15 AM	0	0	0	0	8	5	0	13	26	0	4	30	0	9	18	27	70
07:30 AM	0	0	0	0	3	1	0	4	44	0	0	44	0	6	29	35	83
07:45 AM	0	0	0	0	3	4	0	7	65	0	1	66	0	5	34	39	112
Total	0	0	0	0	19	13	0	32	160	0	6	166	0	30	116	146	344
08:00 AM	0	0	0	0	3	2	0	5	41	0	5	46	0	5	28	33	84
08:15 AM	0	0	0	0	5	2	0	7	48	0	2	50	0	5	23	28	85
08:30 AM	0	0	0	0	7	2	0	9	32	0	3	35	0	5	26	31	75
08:45 AM	0	0	0	0	6	5	0	11	36	0	5	41	0	2	27	29	81
Total	0	0	0	0	21	11	0	32	157	0	15	172	0	17	104	121	325
Grand Total	0	0	0	0	40	24	0	64	317	0	21	338	0	47	220	267	669
Apprch %	0	0	0		62.5	37.5	0		93.8	0	6.2		0	17.6	82.4		
Total %	0	0	0	0	6	3.6	0	9.6	47.4	0	3.1	50.5	0	7	32.9	39.9	

	Driveway Southbound				Telegraph Road Westbound				Hallock Drive Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	3	1	0	4	44	0	0	44	0	**6**	29	35	83
07:45 AM	0	0	0	0	3	**4**	0	**7**	**65**	0	1	**66**	0	5	**34**	**39**	**112**
08:00 AM	0	0	0	0	3	2	0	5	41	0	**5**	46	0	5	28	33	84
08:15 AM	0	0	0	0	**5**	2	0	7	48	0	2	50	0	5	23	28	85
Total Volume	0	0	0	0	14	9	0	23	198	0	8	206	0	21	114	135	364
% App. Total	0	0	0		60.9	39.1	0		96.1	0	3.9		0	15.6	84.4		
PHF	.000	.000	.000	.000	.700	.563	.000	.821	.762	.000	.400	.780	.000	.875	.838	.865	.813

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road
Weather: Clear

File Name : STPHLTEAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	0	0	0	5	3	0	8	44	0	0	44	0	**10**	**35**	**45**
+15 mins.	0	0	0	0	**8**	**5**	0	**13**	**65**	0	1	**66**	0	9	18	27
+30 mins.	0	0	0	0	3	1	0	4	41	0	**5**	46	0	6	29	35
+45 mins.	0	0	0	0	3	4	0	7	48	0	2	50	0	5	34	39
Total Volume	0	0	0	0	19	13	0	32	198	0	8	206	0	30	116	146
% App. Total	0	0	0		59.4	40.6	0		96.1	0	3.9		0	20.5	79.5	
PHF	.000	.000	.000	.000	.594	.650	.000	.615	.762	.000	.400	.780	.000	.750	.829	.811

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Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road
Weather: Clear

File Name : STPHLTEPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Driveway Southbound				Telegraph Road Westbound				Hallock Drive Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	7	5	0	12	58	0	2	60	0	5	46	51	123
04:15 PM	0	0	0	0	10	5	0	15	56	0	1	57	0	9	42	51	123
04:30 PM	0	0	0	0	5	8	0	13	82	0	2	84	0	1	41	42	139
04:45 PM	0	0	0	0	8	4	0	12	76	0	2	78	0	7	36	43	133
Total	0	0	0	0	30	22	0	52	272	0	7	279	0	22	165	187	518
05:00 PM	0	0	0	0	8	7	0	15	62	0	4	66	0	2	47	49	130
05:15 PM	0	0	0	0	8	6	0	14	59	0	1	60	0	2	29	31	105
05:30 PM	0	0	0	0	7	1	0	8	62	0	0	62	0	1	29	30	100
05:45 PM	0	0	0	0	4	5	0	9	55	0	0	55	0	9	27	36	100
Total	0	0	0	0	27	19	0	46	238	0	5	243	0	14	132	146	435
Grand Total	0	0	0	0	57	41	0	98	510	0	12	522	0	36	297	333	953
Apprch %	0	0	0		58.2	41.8	0		97.7	0	2.3		0	10.8	89.2		
Total %	0	0	0	0	6	4.3	0	10.3	53.5	0	1.3	54.8	0	3.8	31.2	34.9	

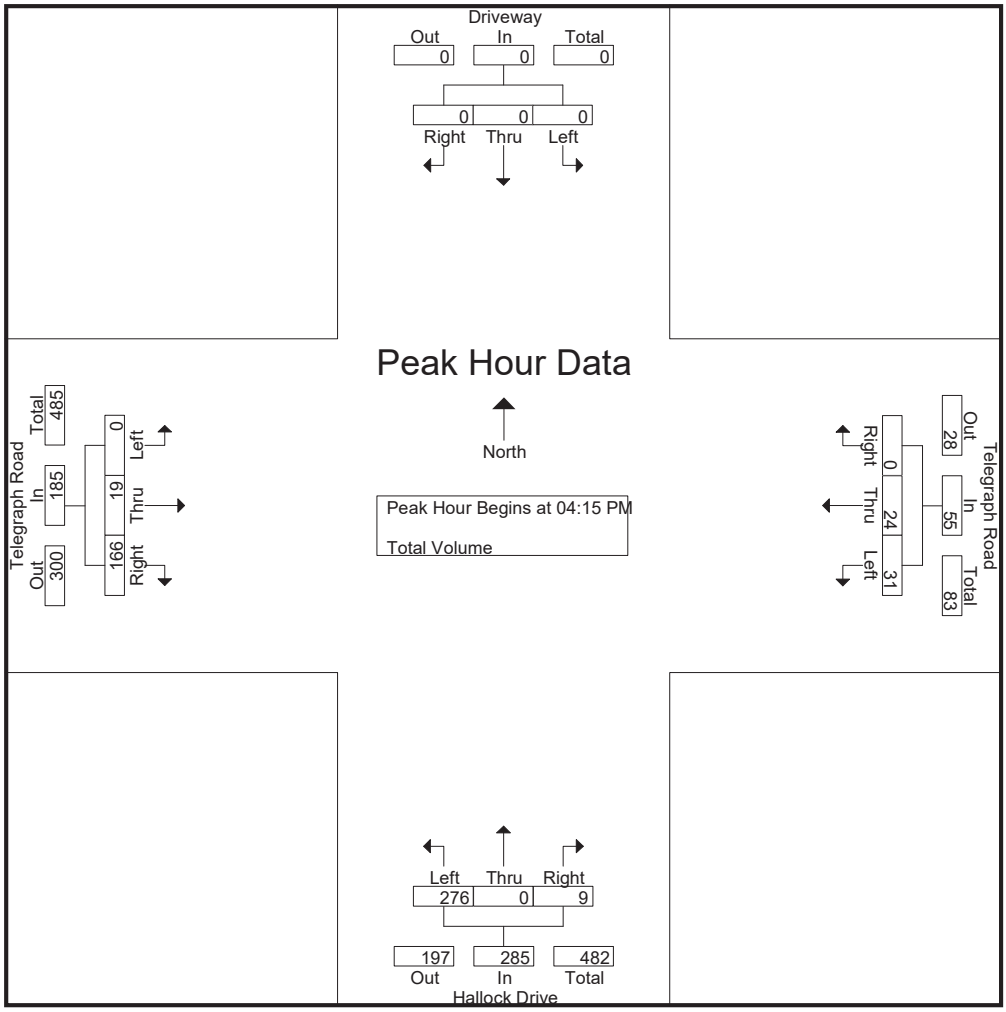
	Driveway Southbound				Telegraph Road Westbound				Hallock Drive Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	**10**	5	0	**15**	56	0	1	57	0	**9**	42	**51**	123
04:30 PM	0	0	0	0	5	**8**	0	13	**82**	0	2	**84**	0	1	41	42	**139**
04:45 PM	0	0	0	0	8	4	0	12	76	0	2	78	0	7	36	43	133
05:00 PM	0	0	0	0	8	7	0	15	62	0	**4**	66	0	2	**47**	49	130
Total Volume	0	0	0	0	31	24	0	55	276	0	9	285	0	19	166	185	525
% App. Total	0	0	0		56.4	43.6	0		96.8	0	3.2		0	10.3	89.7		
PHF	.000	.000	.000	.000	.775	.750	.000	.917	.841	.000	.563	.848	.000	.528	.883	.907	.944

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City of Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road
Weather: Clear

File Name : STPHLTEPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	0	0	0	0	**10**	5	0	**15**	**82**	0	2	**84**	0	5	**46**	**51**
+15 mins.	0	0	0	0	5	**8**	0	13	76	0	2	78	0	**9**	42	51
+30 mins.	0	0	0	0	8	4	0	12	62	0	**4**	66	0	1	41	42
+45 mins.	0	0	0	0	8	7	0	15	59	0	1	60	0	7	36	43
Total Volume	0	0	0	0	31	24	0	55	279	0	9	288	0	22	165	187
% App. Total	0	0	0		56.4	43.6	0		96.9	0	3.1		0	11.8	88.2	
PHF	.000	.000	.000	.000	.775	.750	.000	.917	.851	.000	.563	.857	.000	.611	.897	.917

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Location: Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Driveway	East Leg Telegraph Road	South Leg Hallock Drive	West Leg Telegraph Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Driveway	East Leg Telegraph Road	South Leg Hallock Drive	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	3	1	0	0	4
5:15 PM	0	0	0	0	0
5:30 PM	1	1	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	2	0	0	6

33

Location: Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Driveway	East Leg Telegraph Road	South Leg Hallock Drive	West Leg Telegraph Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Driveway	East Leg Telegraph Road	South Leg Hallock Drive	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Hallock Drive
E/W: SR-126
Weather: Clear

File Name : STPHL126AM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Hallock Drive Southbound				SR-126 Westbound				Hallock Drive Northbound				SR-126 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	33	2	15	50	5	264	21	290	1	1	6	8	4	178	18	200	548
07:15 AM	15	2	20	37	5	370	23	398	11	2	2	15	4	203	28	235	685
07:30 AM	19	5	15	39	3	397	41	441	11	3	3	17	4	209	22	235	732
07:45 AM	29	11	9	49	12	351	49	412	4	2	5	11	10	193	40	243	715
Total	96	20	59	175	25	1382	134	1541	27	8	16	51	22	783	108	913	2680
08:00 AM	28	2	8	38	10	260	28	298	7	4	4	15	17	195	24	236	587
08:15 AM	16	1	18	35	5	289	29	323	9	1	2	12	16	197	11	224	594
08:30 AM	19	5	20	44	5	305	29	339	9	4	7	20	4	155	18	177	580
08:45 AM	21	6	16	43	5	258	26	289	8	5	4	17	13	180	11	204	553
Total	84	14	62	160	25	1112	112	1249	33	14	17	64	50	727	64	841	2314
Grand Total	180	34	121	335	50	2494	246	2790	60	22	33	115	72	1510	172	1754	4994
Apprch %	53.7	10.1	36.1		1.8	89.4	8.8		52.2	19.1	28.7		4.1	86.1	9.8		
Total %	3.6	0.7	2.4	6.7	1	49.9	4.9	55.9	1.2	0.4	0.7	2.3	1.4	30.2	3.4	35.1	

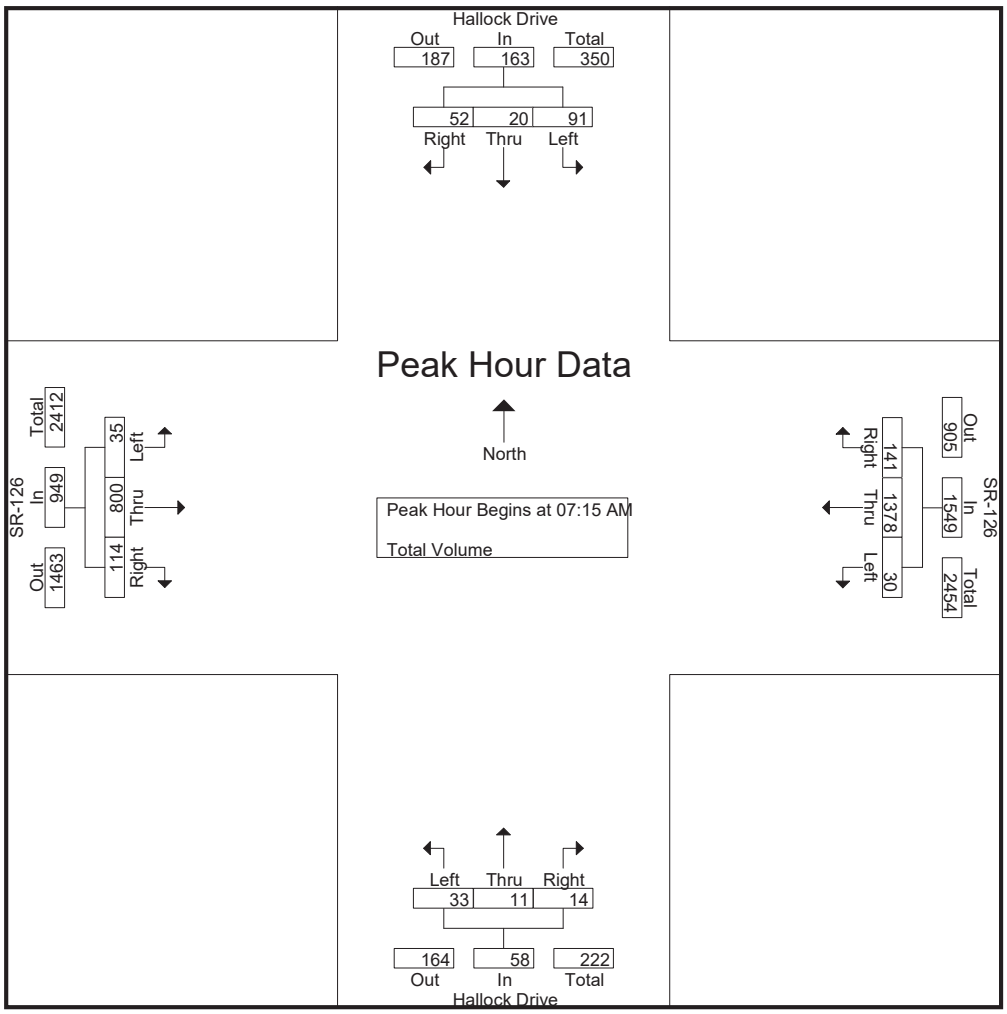
	Hallock Drive Southbound				SR-126 Westbound				Hallock Drive Northbound				SR-126 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	2	**20**	37	5	370	23	398	**11**	2	2	15	4	203	28	235	685
07:30 AM	19	5	15	39	3	**397**	41	**441**	11	3	3	**17**	4	**209**	22	235	**732**
07:45 AM	**29**	**11**	9	**49**	**12**	351	**49**	412	4	2	**5**	11	10	193	**40**	**243**	715
08:00 AM	28	2	8	38	10	260	28	298	7	**4**	4	15	**17**	195	24	236	587
Total Volume	91	20	52	163	30	1378	141	1549	33	11	14	58	35	800	114	949	2719
% App. Total	55.8	12.3	31.9		1.9	89	9.1		56.9	19	24.1		3.7	84.3	12		
PHF	.784	.455	.650	.832	.625	.868	.719	.878	.750	.688	.700	.853	.515	.957	.713	.976	.929

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Hallock Drive
E/W: SR-126
Weather: Clear

File Name : STPHL126AM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	**33**	2	15	**50**	5	370	23	398	7	4	4	15	4	203	28	235
+15 mins.	15	2	**20**	37	3	**397**	41	**441**	**9**	1	2	12	4	**209**	22	235
+30 mins.	19	5	15	39	**12**	351	**49**	412	9	4	**7**	**20**	10	193	**40**	**243**
+45 mins.	29	**11**	9	49	10	260	28	298	8	**5**	4	17	**17**	195	24	236
Total Volume	96	20	59	175	30	1378	141	1549	33	14	17	64	35	800	114	949
% App. Total	54.9	11.4	33.7		1.9	89	9.1		51.6	21.9	26.6		3.7	84.3	12	
PHF	.727	.455	.738	.875	.625	.868	.719	.878	.917	.700	.607	.800	.515	.957	.713	.976

34

Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Hallock Drive
E/W: SR-126
Weather: Clear

File Name : STPHL126PM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Hallock Drive Southbound				SR-126 Westbound				Hallock Drive Northbound				SR-126 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	2	15	63	2	221	38	261	28	10	14	52	16	346	22	384	760
04:15 PM	32	4	23	59	4	241	38	283	10	6	18	34	12	347	16	375	751
04:30 PM	33	3	20	56	5	256	56	317	46	15	25	86	19	324	17	360	819
04:45 PM	35	2	20	57	3	265	56	324	24	8	20	52	20	329	15	364	797
Total	146	11	78	235	14	983	188	1185	108	39	77	224	67	1346	70	1483	3127
05:00 PM	41	3	16	60	1	227	42	270	26	15	14	55	15	338	14	367	752
05:15 PM	30	2	15	47	0	234	50	284	12	4	11	27	11	374	11	396	754
05:30 PM	25	0	17	42	0	221	40	261	15	7	7	29	23	399	7	429	761
05:45 PM	24	1	6	31	2	238	39	279	7	4	6	17	11	334	8	353	680
Total	120	6	54	180	3	920	171	1094	60	30	38	128	60	1445	40	1545	2947
Grand Total	266	17	132	415	17	1903	359	2279	168	69	115	352	127	2791	110	3028	6074
Apprch %	64.1	4.1	31.8		0.7	83.5	15.8		47.7	19.6	32.7		4.2	92.2	3.6		
Total %	4.4	0.3	2.2	6.8	0.3	31.3	5.9	37.5	2.8	1.1	1.9	5.8	2.1	45.9	1.8	49.9	

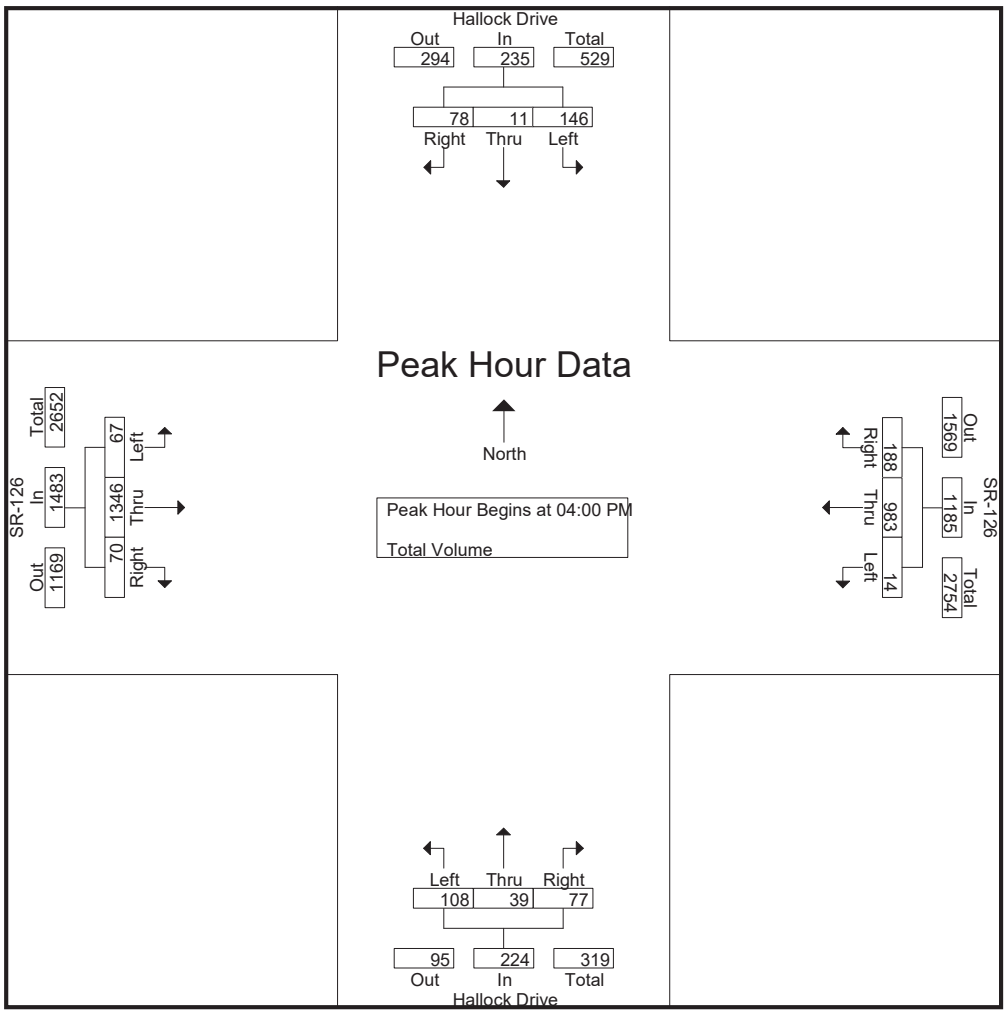
	Hallock Drive Southbound				SR-126 Westbound				Hallock Drive Northbound				SR-126 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**46**	2	15	**63**	2	221	38	261	28	10	14	52	16	346	**22**	**384**	760
04:15 PM	32	**4**	**23**	59	4	241	38	283	10	6	18	34	12	**347**	16	375	751
04:30 PM	33	3	20	56	**5**	256	**56**	317	**46**	**15**	**25**	**86**	19	324	17	360	**819**
04:45 PM	35	2	20	57	3	**265**	56	**324**	24	8	20	52	**20**	329	15	364	797
Total Volume	146	11	78	235	14	983	188	1185	108	39	77	224	67	1346	70	1483	3127
% App. Total	62.1	4.7	33.2		1.2	83	15.9		48.2	17.4	34.4		4.5	90.8	4.7		
PHF	.793	.688	.848	.933	.700	.927	.839	.914	.587	.650	.770	.651	.838	.970	.795	.965	.955

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Counts Unlimited
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City of Santa Paula
N/S: Hallock Drive
E/W: SR-126
Weather: Clear

File Name : STPHL126PM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:45 PM			
+0 mins.	**46**	2	15	**63**	**5**	256	**56**	317	10	6	18	34	20	329	**15**	364
+15 mins.	32	**4**	**23**	59	3	**265**	56	**324**	**46**	**15**	**25**	**86**	15	338	14	367
+30 mins.	33	3	20	56	1	227	42	270	24	8	20	52	11	374	11	396
+45 mins.	35	2	20	57	0	234	50	284	26	15	14	55	**23**	**399**	7	**429**
Total Volume	146	11	78	235	9	982	204	1195	106	44	77	227	69	1440	47	1556
% App. Total	62.1	4.7	33.2		0.8	82.2	17.1		46.7	19.4	33.9		4.4	92.5	3	
PHF	.793	.688	.848	.933	.450	.926	.911	.922	.576	.733	.770	.660	.750	.902	.783	.907

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Location: Santa Paula
N/S: Hallock Drive
E/W: SR-126

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Hallock Drive	East Leg #VALUE!	South Leg Hallock Drive	West Leg SR-126	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Hallock Drive	East Leg #VALUE!	South Leg Hallock Drive	West Leg SR-126	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

34

Location: Santa Paula
N/S: Hallock Drive
E/W: SR-126

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Hallock Drive	East Leg #VALUE!	South Leg Hallock Drive	West Leg SR-126	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Hallock Drive	East Leg #VALUE!	South Leg Hallock Drive	West Leg SR-126	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Appendix B

Existing Arterial LOS Worksheets

Arterial Level of Service

05/29/2018

Arterial Level of Service: NB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Harvard Boulevard	IV	25	19.6	23.6	43.2	0.07	6.2	F
East Main Street	IV	25	39.2	4.9	44.1	0.26	20.9	B
Santa Barbara Street	IV	25	23.0	7.0	30.0	0.13	15.4	C
Santa Paula Street	IV	25	22.6	7.4	30.0	0.13	15.1	C
Total	IV		104.4	42.9	147.3	0.58	14.3	C

Arterial Level of Service: SB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Santa Paula Street	IV	25	36.8	28.6	65.4	0.22	12.3	D
Santa Barbara Street	IV	25	22.6	10.5	33.1	0.13	13.7	C
East Main Street	IV	25	23.0	10.8	33.8	0.13	13.6	C
Harvard Boulevard	IV	25	39.2	16.8	56.0	0.26	16.5	C
E. Santa Maria Stree	IV	25	19.6	1.5	21.1	0.07	12.6	D
Total	IV		141.2	68.2	209.4	0.81	13.9	C

Arterial Level of Service

05/30/2018

Arterial Level of Service: NB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
City Limits	II	37	164.4	0.4	164.8	1.69	37.0	A
Total	II		164.4	0.4	164.8	1.69	37.0	A

Arterial Level of Service: SB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Santa Paula Street	IV	25	36.8	28.6	65.4	0.22	12.3	D
Total	IV		36.8	28.6	65.4	0.22	12.3	D

Arterial Level of Service

05/29/2018

Arterial Level of Service: NB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Harvard Boulevard	IV	25	19.2	17.3	36.5	0.07	7.1	E
East Main Street	IV	25	39.2	4.5	43.7	0.26	21.1	B
Santa Barbara Street	IV	25	23.0	7.9	30.9	0.13	14.9	C
Santa Paula Street	IV	25	22.6	12.9	35.5	0.13	12.8	D
Total	IV		104.0	42.6	146.6	0.58	14.3	C

Arterial Level of Service: SB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Santa Paula Street	IV	25	35.9	17.3	53.2	0.22	14.7	C
Santa Barbara Street	IV	25	22.6	4.8	27.4	0.13	16.5	C
East Main Street	IV	25	23.0	4.1	27.1	0.13	17.0	C
Harvard Boulevard	IV	25	39.2	14.2	53.4	0.26	17.3	C
E. Santa Maria Stree	IV	25	19.2	1.7	20.9	0.07	12.5	D
Total	IV		139.9	42.1	182.0	0.80	15.8	C

Arterial Level of Service

05/30/2018

Arterial Level of Service: NB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
City Limits	II	37	164.1	0.6	164.7	1.69	36.9	A
Total	II		164.1	0.6	164.7	1.69	36.9	A

Arterial Level of Service: SB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Santa Paula Street	IV	25	35.9	17.3	53.2	0.22	14.7	C
Total	IV		35.9	17.3	53.2	0.22	14.7	C

Appendix C

Intersection Traffic Counts

1

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: Telegraph Road
Weather: Clear

File Name : STPBRTEAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Briggs Road Southbound				Telegraph Road Westbound				Briggs Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	6	1	9	13	44	2	59	8	8	13	29	0	14	8	22	119
07:15 AM	1	11	6	18	22	50	7	79	9	12	9	30	0	11	12	23	150
07:30 AM	5	18	5	28	25	63	11	99	17	11	10	38	1	16	11	28	193
07:45 AM	7	20	2	29	29	54	30	113	21	11	20	52	3	16	14	33	227
Total	15	55	14	84	89	211	50	350	55	42	52	149	4	57	45	106	689
08:00 AM	15	17	3	35	19	35	10	64	9	7	3	19	2	27	8	37	155
08:15 AM	2	5	2	9	20	39	4	63	16	6	8	30	3	22	5	30	132
08:30 AM	0	5	2	7	10	17	1	28	12	6	8	26	1	16	5	22	83
08:45 AM	2	4	1	7	9	28	1	38	11	7	5	23	1	20	6	27	95
Total	19	31	8	58	58	119	16	193	48	26	24	98	7	85	24	116	465
Grand Total	34	86	22	142	147	330	66	543	103	68	76	247	11	142	69	222	1154
Apprch %	23.9	60.6	15.5		27.1	60.8	12.2		41.7	27.5	30.8		5	64	31.1		
Total %	2.9	7.5	1.9	12.3	12.7	28.6	5.7	47.1	8.9	5.9	6.6	21.4	1	12.3	6	19.2	

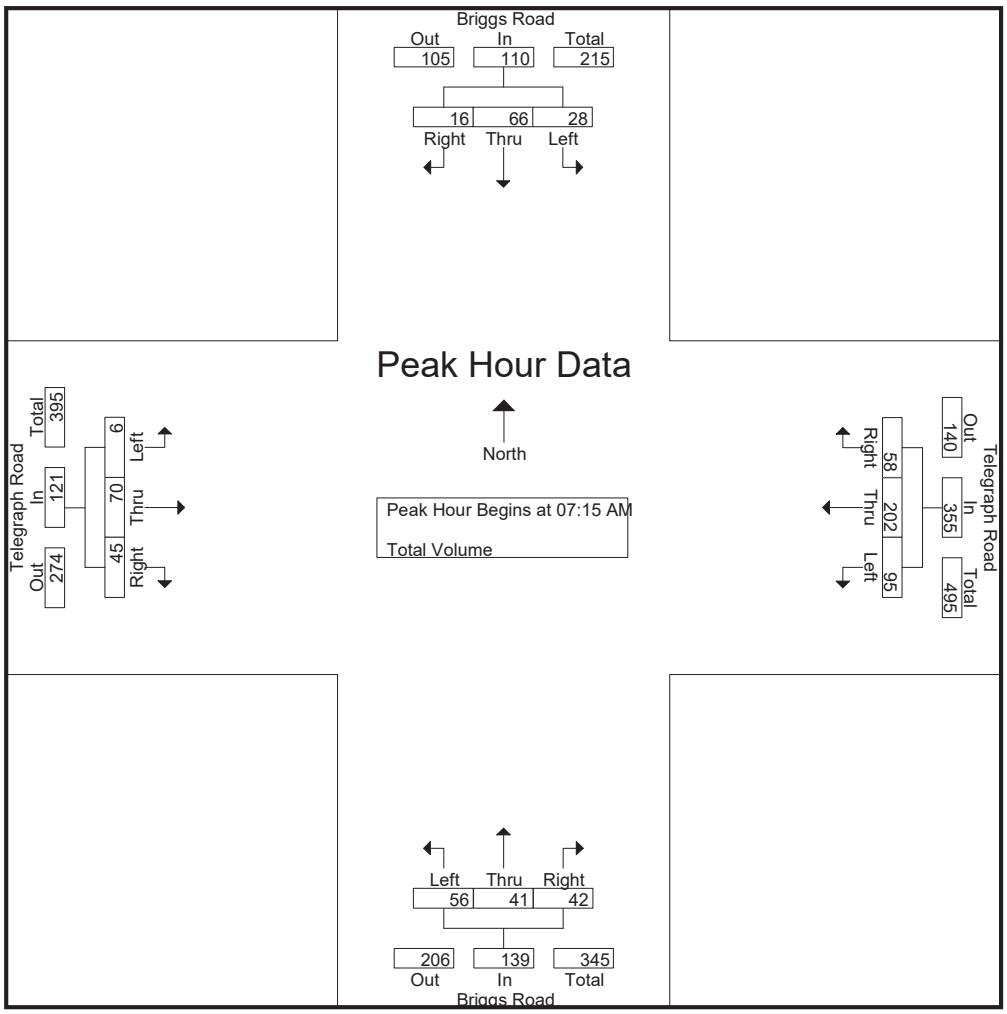
	Briggs Road Southbound				Telegraph Road Westbound				Briggs Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	11	**6**	18	22	50	7	79	9	**12**	9	30	0	11	12	23	150
07:30 AM	5	18	5	28	25	**63**	11	99	17	11	10	38	1	16	11	28	193
07:45 AM	7	**20**	2	29	**29**	54	**30**	**113**	**21**	11	**20**	**52**	**3**	16	**14**	33	**227**
08:00 AM	**15**	17	3	**35**	19	35	10	64	9	7	3	19	2	**27**	8	**37**	155
Total Volume	28	66	16	110	95	202	58	355	56	41	42	139	6	70	45	121	725
% App. Total	25.5	60	14.5		26.8	56.9	16.3		40.3	29.5	30.2		5	57.9	37.2		
PHF	.467	.825	.667	.786	.819	.802	.483	.785	.667	.854	.525	.668	.500	.648	.804	.818	.798

1

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: Telegraph Road
Weather: Clear

File Name : STPBRTEAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	1	11	**6**	18	22	50	7	79	8	8	13	29	1	16	11	28
+15 mins.	5	18	5	28	25	**63**	11	99	9	**12**	9	30	**3**	16	**14**	33
+30 mins.	7	**20**	2	29	**29**	54	**30**	**113**	17	11	10	38	2	**27**	8	**37**
+45 mins.	**15**	17	3	**35**	19	35	10	64	**21**	11	**20**	**52**	3	22	5	30
Total Volume	28	66	16	110	95	202	58	355	55	42	52	149	9	81	38	128
% App. Total	25.5	60	14.5		26.8	56.9	16.3		36.9	28.2	34.9		7	63.3	29.7	
PHF	.467	.825	.667	.786	.819	.802	.483	.785	.655	.875	.650	.716	.750	.750	.679	.865

1

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: Telegraph Road
Weather: Clear

File Name : STPBRTEPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Briggs Road Southbound				Telegraph Road Westbound				Briggs Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	5	1	10	18	46	3	67	11	7	17	35	6	54	14	74	186
04:15 PM	3	7	1	11	20	25	2	47	8	13	21	42	4	59	10	73	173
04:30 PM	5	6	3	14	17	36	7	60	13	13	19	45	3	88	8	99	218
04:45 PM	8	11	1	20	18	39	2	59	13	19	22	54	4	73	6	83	216
Total	20	29	6	55	73	146	14	233	45	52	79	176	17	274	38	329	793
05:00 PM	5	4	3	12	14	29	2	45	12	13	27	52	5	53	13	71	180
05:15 PM	8	7	0	15	15	19	2	36	7	15	23	45	3	64	8	75	171
05:30 PM	1	4	1	6	24	30	3	57	8	15	16	39	5	79	17	101	203
05:45 PM	1	7	3	11	7	27	1	35	8	11	27	46	7	58	10	75	167
Total	15	22	7	44	60	105	8	173	35	54	93	182	20	254	48	322	721
Grand Total	35	51	13	99	133	251	22	406	80	106	172	358	37	528	86	651	1514
Apprch %	35.4	51.5	13.1		32.8	61.8	5.4		22.3	29.6	48		5.7	81.1	13.2		
Total %	2.3	3.4	0.9	6.5	8.8	16.6	1.5	26.8	5.3	7	11.4	23.6	2.4	34.9	5.7	43	

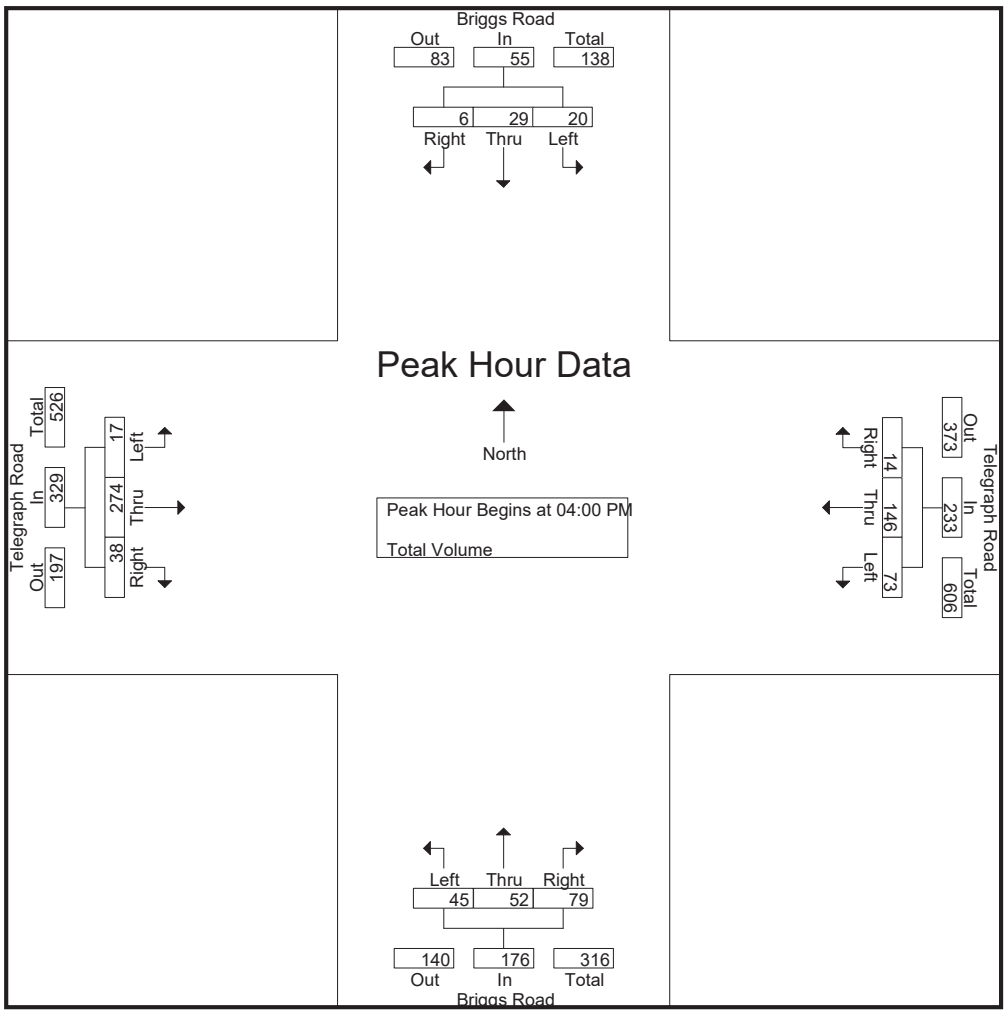
	Briggs Road Southbound				Telegraph Road Westbound				Briggs Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	5	1	10	18	**46**	3	**67**	11	7	17	35	**6**	54	**14**	74	186
04:15 PM	3	7	1	11	**20**	25	2	47	8	13	21	42	4	59	10	73	173
04:30 PM	5	6	**3**	14	17	36	**7**	60	**13**	13	19	45	3	**88**	8	**99**	**218**
04:45 PM	**8**	**11**	1	**20**	18	39	2	59	13	**19**	**22**	**54**	4	73	6	83	216
Total Volume	20	29	6	55	73	146	14	233	45	52	79	176	17	274	38	329	793
% App. Total	36.4	52.7	10.9		31.3	62.7	6		25.6	29.5	44.9		5.2	83.3	11.6		
PHF	.625	.659	.500	.688	.913	.793	.500	.869	.865	.684	.898	.815	.708	.778	.679	.831	.909

1

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: Telegraph Road
Weather: Clear

File Name : STPBRTEPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	5	6	**3**	14	18	**46**	3	**67**	**13**	13	19	45	4	73	6	83
+15 mins.	**8**	**11**	1	**20**	**20**	25	2	47	13	**19**	22	**54**	**5**	53	13	71
+30 mins.	5	4	3	12	17	36	**7**	60	12	13	**27**	52	3	64	8	75
+45 mins.	8	7	0	15	18	39	2	59	7	15	23	45	5	**79**	**17**	**101**
Total Volume	26	28	7	61	73	146	14	233	45	60	91	196	17	269	44	330
% App. Total	42.6	45.9	11.5		31.3	62.7	6		23	30.6	46.4		5.2	81.5	13.3	
PHF	.813	.636	.583	.763	.913	.793	.500	.869	.865	.789	.843	.907	.850	.851	.647	.817

1

Location: Santa Paula
N/S: Briggs Road
E/W: Telegraph Road

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Briggs Road	East Leg Telegraph Road	South Leg Briggs Road	West Leg Telegraph Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	2	0	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	0	0	0	3

	North Leg Briggs Road	East Leg Telegraph Road	South Leg Briggs Road	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	3	0	0	0	3
5:45 PM	3	0	0	0	3
TOTAL VOLUMES:	6	0	0	0	6

1

Location: Santa Paula
N/S: Briggs Road
E/W: Telegraph Road

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Briggs Road	East Leg Telegraph Road	South Leg Briggs Road	West Leg Telegraph Road	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	2	2
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	2	4

	North Leg Briggs Road	East Leg Telegraph Road	South Leg Briggs Road	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

2

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPBR126WAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Briggs Road Southbound			SR-126 Westbound Ramps Westbound			Briggs Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	18	7	25	7	16	23	16	2	18	66
07:15 AM	21	19	40	4	17	21	17	10	27	88
07:30 AM	34	15	49	4	22	26	20	6	26	101
07:45 AM	38	24	62	11	27	38	26	4	30	130
Total	111	65	176	26	82	108	79	22	101	385
08:00 AM	22	16	38	7	13	20	7	9	16	74
08:15 AM	16	12	28	8	14	22	17	4	21	71
08:30 AM	14	5	19	6	10	16	15	6	21	56
08:45 AM	12	8	20	3	7	10	19	4	23	53
Total	64	41	105	24	44	68	58	23	81	254
Grand Total	175	106	281	50	126	176	137	45	182	639
Apprch %	62.3	37.7		28.4	71.6		75.3	24.7		
Total %	27.4	16.6	44	7.8	19.7	27.5	21.4	7	28.5	

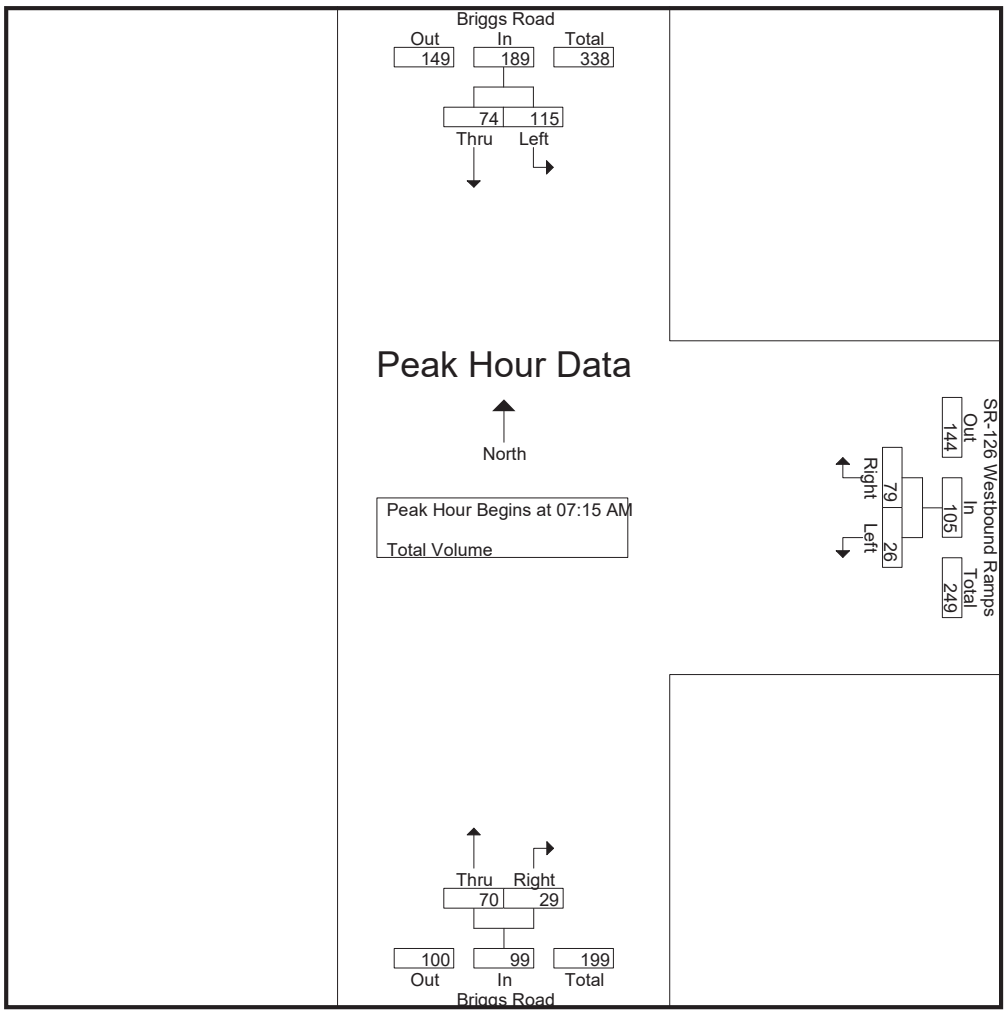
	Briggs Road Southbound			SR-126 Westbound Ramps Westbound			Briggs Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	21	19	40	4	17	21	17	**10**	27	88
07:30 AM	34	15	49	4	22	26	20	6	26	101
07:45 AM	**38**	**24**	**62**	**11**	**27**	**38**	**26**	4	**30**	**130**
08:00 AM	22	16	38	7	13	20	7	9	16	74
Total Volume	115	74	189	26	79	105	70	29	99	393
% App. Total	60.8	39.2		24.8	75.2		70.7	29.3		
PHF	.757	.771	.762	.591	.731	.691	.673	.725	.825	.756

2

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPBR126WAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	21	19	40	7	16	23	16	2	18
+15 mins.	34	15	49	4	17	21	17	**10**	27
+30 mins.	**38**	**24**	**62**	4	22	26	20	6	26
+45 mins.	22	16	38	**11**	**27**	**38**	**26**	4	**30**
Total Volume	115	74	189	26	82	108	79	22	101
% App. Total	60.8	39.2		24.1	75.9		78.2	21.8	
PHF	.757	.771	.762	.591	.759	.711	.760	.550	.842

2

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPBR126WPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

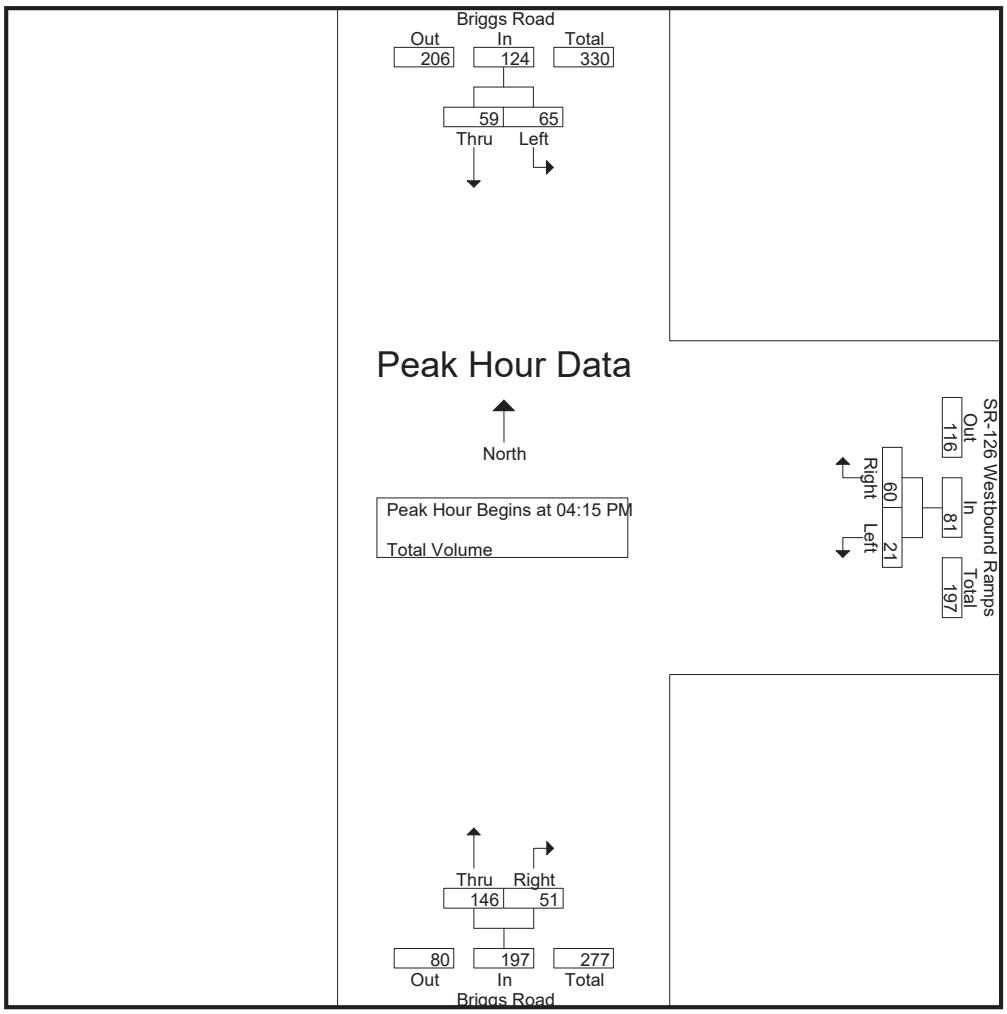
	Briggs Road Southbound			SR-126 Westbound Ramps Westbound			Briggs Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	19	17	36	3	12	15	22	7	29	80
04:15 PM	19	14	33	2	14	16	29	8	37	86
04:30 PM	14	13	27	5	15	20	37	15	52	99
04:45 PM	19	13	32	11	15	26	42	14	56	114
Total	71	57	128	21	56	77	130	44	174	379
05:00 PM	13	19	32	3	16	19	38	14	52	103
05:15 PM	15	11	26	3	9	12	34	8	42	80
05:30 PM	23	18	41	3	14	17	28	11	39	97
05:45 PM	15	17	32	1	8	9	40	6	46	87
Total	66	65	131	10	47	57	140	39	179	367
Grand Total	137	122	259	31	103	134	270	83	353	746
Apprch %	52.9	47.1		23.1	76.9		76.5	23.5		
Total %	18.4	16.4	34.7	4.2	13.8	18	36.2	11.1	47.3	

	Briggs Road Southbound			SR-126 Westbound Ramps Westbound			Briggs Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**19**	14	**33**	2	14	16	29	8	37	86
04:30 PM	14	13	27	5	15	20	37	**15**	52	99
04:45 PM	19	13	32	**11**	15	**26**	**42**	14	**56**	**114**
05:00 PM	13	**19**	32	3	**16**	19	38	14	52	103
Total Volume	65	59	124	21	60	81	146	51	197	402
% App. Total	52.4	47.6		25.9	74.1		74.1	25.9		
PHF	.855	.776	.939	.477	.938	.779	.869	.850	.879	.882

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPBR126WPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:30 PM		
+0 mins.	19	13	32	2	14	16	37	**15**	52
+15 mins.	13	**19**	32	5	15	20	**42**	14	**56**
+30 mins.	15	11	26	**11**	15	**26**	38	14	52
+45 mins.	**23**	18	**41**	3	**16**	19	34	8	42
Total Volume	70	61	131	21	60	81	151	51	202
% App. Total	53.4	46.6		25.9	74.1		74.8	25.2	
PHF	.761	.803	.799	.477	.938	.779	.899	.850	.902

2

Location: Santa Paula
N/S: Briggs Road
E/W: SR-126 WB Ramps

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Briggs Road	East Leg SR-126 WB Ramps	South Leg Briggs Road	West Leg SR-126 WB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg SR-126 WB Ramps	South Leg Briggs Road	West Leg SR-126 WB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Santa Paula
N/S: Briggs Road
E/W: SR-126 WB Ramps

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Briggs Road	East Leg SR-126 WB Ramps	South Leg Briggs Road	West Leg SR-126 WB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg SR-126 WB Ramps	South Leg Briggs Road	West Leg SR-126 WB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

3

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPBR126EAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Briggs Road Southbound			Briggs Road Northbound			SR-126 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	13	4	17	6	2	8	16	11	27	52
07:15 AM	9	17	26	9	12	21	17	11	28	75
07:30 AM	6	12	18	5	7	12	16	7	23	53
07:45 AM	19	14	33	3	8	11	24	17	41	85
Total	47	47	94	23	29	52	73	46	119	265
08:00 AM	9	12	21	2	10	12	7	15	22	55
08:15 AM	13	5	18	1	6	7	15	9	24	49
08:30 AM	9	3	12	4	5	9	17	3	20	41
08:45 AM	5	4	9	2	6	8	17	7	24	41
Total	36	24	60	9	27	36	56	34	90	186
Grand Total	83	71	154	32	56	88	129	80	209	451
Apprch %	53.9	46.1		36.4	63.6		61.7	38.3		
Total %	18.4	15.7	34.1	7.1	12.4	19.5	28.6	17.7	46.3	

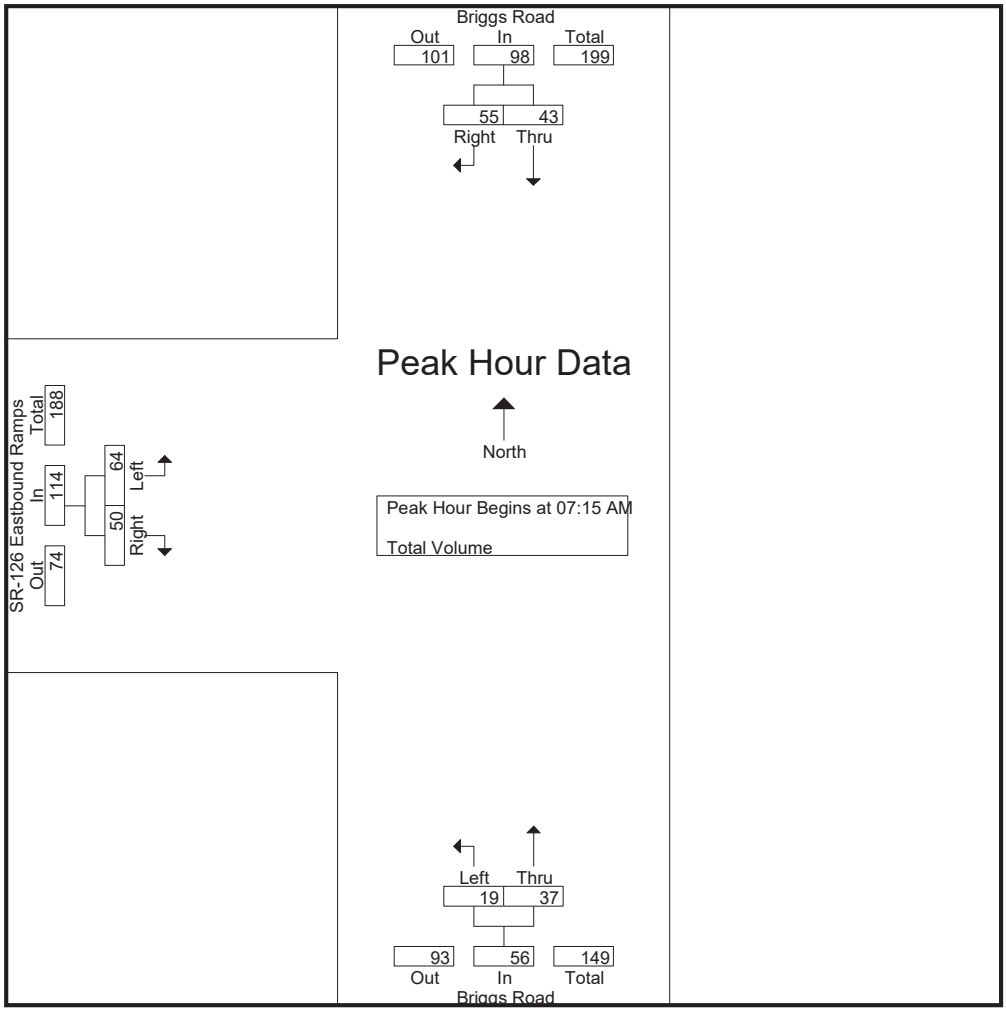
	Briggs Road Southbound			Briggs Road Northbound			SR-126 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	9	**17**	26	**9**	**12**	**21**	17	11	28	75
07:30 AM	6	12	18	5	7	12	16	7	23	53
07:45 AM	**19**	14	**33**	3	8	11	**24**	**17**	**41**	**85**
08:00 AM	9	12	21	2	10	12	7	15	22	55
Total Volume	43	55	98	19	37	56	64	50	114	268
% App. Total	43.9	56.1		33.9	66.1		56.1	43.9		
PHF	.566	.809	.742	.528	.771	.667	.667	.735	.695	.788

3

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPBR126EAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:00 AM		
+0 mins.	9	**17**	26	**9**	**12**	**21**	16	11	27
+15 mins.	6	12	18	5	7	12	17	11	28
+30 mins.	**19**	14	**33**	3	8	11	16	7	23
+45 mins.	9	12	21	2	10	12	**24**	**17**	**41**
Total Volume	43	55	98	19	37	56	73	46	119
% App. Total	43.9	56.1		33.9	66.1		61.3	38.7	
PHF	.566	.809	.742	.528	.771	.667	.760	.676	.726

3

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPBR126EPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

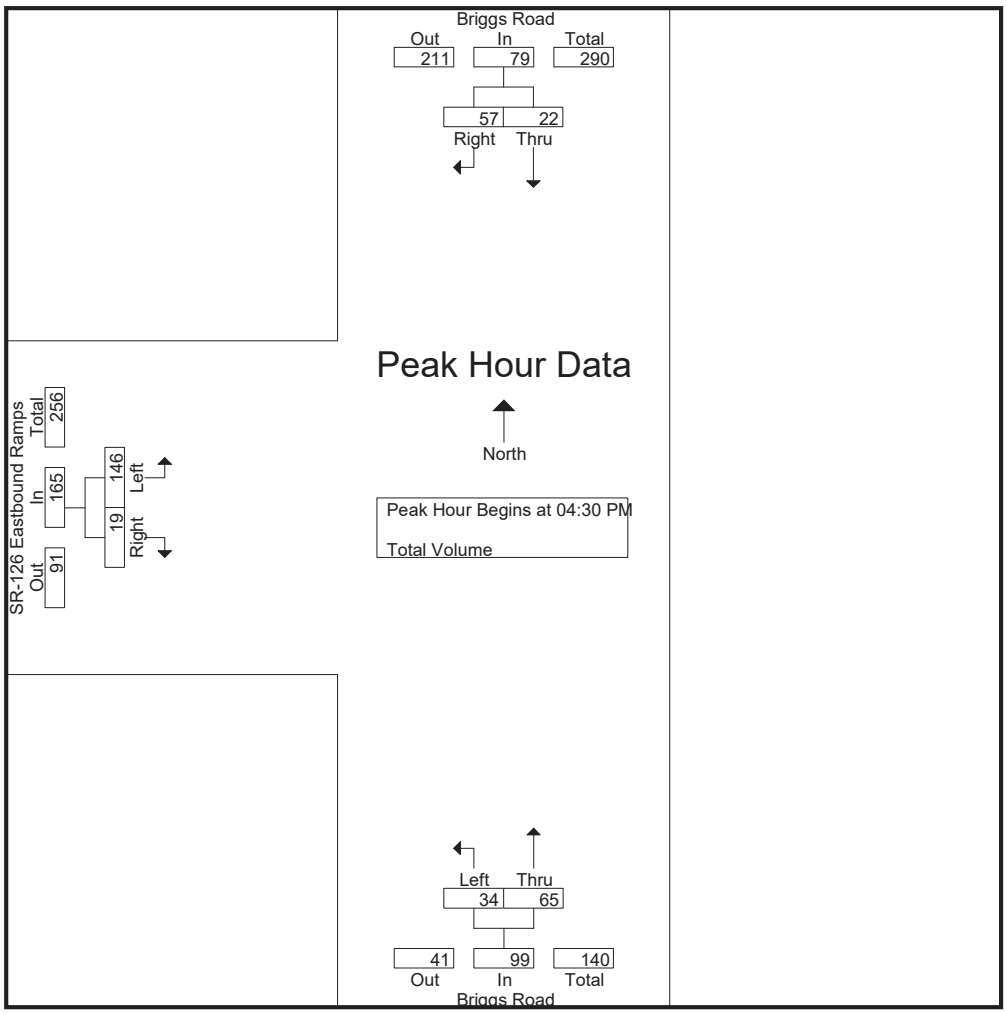
	Briggs Road Southbound			Briggs Road Northbound			SR-126 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	17	20	7	7	14	26	4	30	64
04:15 PM	4	13	17	5	9	14	26	4	30	61
04:30 PM	5	13	18	4	18	22	36	5	41	81
04:45 PM	10	13	23	8	17	25	37	7	44	92
Total	22	56	78	24	51	75	125	20	145	298
05:00 PM	5	16	21	11	15	26	37	3	40	87
05:15 PM	2	15	17	11	15	26	36	4	40	83
05:30 PM	3	14	17	5	8	13	24	1	25	55
05:45 PM	0	15	15	6	6	12	37	7	44	71
Total	10	60	70	33	44	77	134	15	149	296
Grand Total	32	116	148	57	95	152	259	35	294	594
Apprch %	21.6	78.4		37.5	62.5		88.1	11.9		
Total %	5.4	19.5	24.9	9.6	16	25.6	43.6	5.9	49.5	

	Briggs Road Southbound			Briggs Road Northbound			SR-126 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	5	13	18	4	**18**	22	36	5	41	81
04:45 PM	**10**	13	**23**	8	17	25	**37**	**7**	**44**	**92**
05:00 PM	5	**16**	21	**11**	15	**26**	37	3	40	87
05:15 PM	2	15	17	11	15	26	36	4	40	83
Total Volume	22	57	79	34	65	99	146	19	165	343
% App. Total	27.8	72.2		34.3	65.7		88.5	11.5		
PHF	.550	.891	.859	.773	.903	.952	.986	.679	.938	.932

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Briggs Road
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPBR126EPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:30 PM		
+0 mins.	4	13	17	4	**18**	22	36	5	41
+15 mins.	5	13	18	8	17	25	**37**	**7**	**44**
+30 mins.	**10**	13	**23**	**11**	15	**26**	37	3	40
+45 mins.	5	**16**	21	11	15	26	36	4	40
Total Volume	24	55	79	34	65	99	146	19	165
% App. Total	30.4	69.6		34.3	65.7		88.5	11.5	
PHF	.600	.859	.859	.773	.903	.952	.986	.679	.938

Location: Santa Paula
N/S: Briggs Road
E/W: SR-126 EB Ramps

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Briggs Road	East Leg SR-126 EB Ramps	South Leg Briggs Road	West Leg SR-126 EB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg SR-126 EB Ramps	South Leg Briggs Road	West Leg SR-126 EB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Santa Paula
N/S: Briggs Road
E/W: SR-126 EB Ramps

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Briggs Road	East Leg SR-126 EB Ramps	South Leg Briggs Road	West Leg SR-126 EB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Briggs Road	East Leg SR-126 EB Ramps	South Leg Briggs Road	West Leg SR-126 EB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

4

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Foothill Road
Weather: Clear

File Name : STPPEFOAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Foothill Road Westbound				Peck Road Northbound				Foothill Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	4	1	0	5	11	1	4	16	0	0	3	3	25
07:15 AM	0	2	0	2	9	1	0	10	24	0	3	27	0	0	7	7	46
07:30 AM	0	2	0	2	6	3	0	9	43	2	3	48	0	1	16	17	76
07:45 AM	0	1	0	1	6	6	0	12	43	0	4	47	0	0	16	16	76
Total	0	6	0	6	25	11	0	36	121	3	14	138	0	1	42	43	223
08:00 AM	0	1	0	1	3	3	1	7	33	1	5	39	0	1	24	25	72
08:15 AM	0	0	1	1	4	0	0	4	13	0	7	20	0	0	7	7	32
08:30 AM	0	0	0	0	5	4	0	9	14	0	2	16	0	2	5	7	32
08:45 AM	0	0	0	0	11	1	0	12	17	1	4	22	0	0	10	10	44
Total	0	1	1	2	23	8	1	32	77	2	18	97	0	3	46	49	180
Grand Total	0	7	1	8	48	19	1	68	198	5	32	235	0	4	88	92	403
Apprch %	0	87.5	12.5		70.6	27.9	1.5		84.3	2.1	13.6		0	4.3	95.7		
Total %	0	1.7	0.2	2	11.9	4.7	0.2	16.9	49.1	1.2	7.9	58.3	0	1	21.8	22.8	

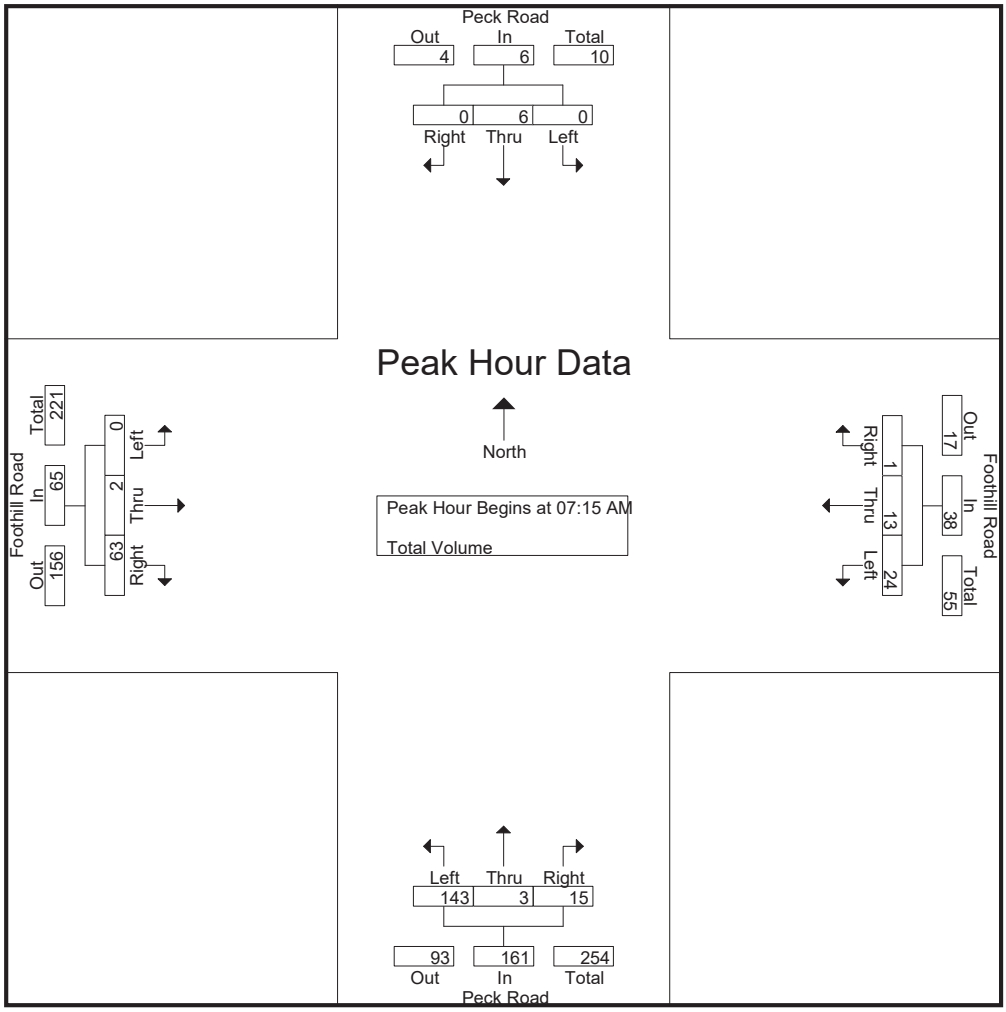
	Peck Road Southbound				Foothill Road Westbound				Peck Road Northbound				Foothill Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	**9**	1	0	10	24	0	3	27	0	0	7	7	46
07:30 AM	0	2	0	2	6	3	0	9	**43**	**2**	3	**48**	0	**1**	16	17	**76**
07:45 AM	0	1	0	1	6	**6**	0	**12**	43	0	4	47	0	0	16	16	76
08:00 AM	0	1	0	1	3	3	**1**	7	33	1	**5**	39	0	1	**24**	**25**	72
Total Volume	0	6	0	6	24	13	1	38	143	3	15	161	0	2	63	65	270
% App. Total	0	100	0		63.2	34.2	2.6		88.8	1.9	9.3		0	3.1	96.9		
PHF	.000	.750	.000	.750	.667	.542	.250	.792	.831	.375	.750	.839	.000	.500	.656	.650	.888

4

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Foothill Road
Weather: Clear

File Name : STPPEFOAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	**9**	1	0	10	24	0	3	27	0	0	7	7
+15 mins.	0	**2**	0	**2**	6	3	0	9	**43**	**2**	3	**48**	0	**1**	16	17
+30 mins.	0	2	0	2	6	**6**	0	**12**	43	0	4	47	0	0	16	16
+45 mins.	0	1	0	1	3	3	**1**	7	33	1	**5**	39	0	1	**24**	**25**
Total Volume	0	6	0	6	24	13	1	38	143	3	15	161	0	2	63	65
% App. Total	0	100	0		63.2	34.2	2.6		88.8	1.9	9.3		0	3.1	96.9	
PHF	.000	.750	.000	.750	.667	.542	.250	.792	.831	.375	.750	.839	.000	.500	.656	.650

4

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Foothill Road
Weather: Clear

File Name : STPPEFOPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Foothill Road Westbound				Peck Road Northbound				Foothill Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	3	0	0	3	15	0	4	19	0	1	22	23	46
04:15 PM	0	0	0	0	2	1	0	3	11	0	4	15	0	2	26	28	46
04:30 PM	0	1	0	1	7	0	1	8	19	2	9	30	0	2	25	27	66
04:45 PM	0	0	0	0	8	1	0	9	15	1	8	24	0	2	30	32	65
Total	0	2	0	2	20	2	1	23	60	3	25	88	0	7	103	110	223
05:00 PM	0	2	0	2	6	0	0	6	5	2	7	14	0	2	24	26	48
05:15 PM	1	0	0	1	4	0	0	4	16	3	6	25	0	0	32	32	62
05:30 PM	0	3	0	3	7	1	0	8	9	1	12	22	0	0	38	38	71
05:45 PM	0	0	0	0	3	0	0	3	7	2	5	14	0	2	31	33	50
Total	1	5	0	6	20	1	0	21	37	8	30	75	0	4	125	129	231
Grand Total	1	7	0	8	40	3	1	44	97	11	55	163	0	11	228	239	454
Apprch %	12.5	87.5	0		90.9	6.8	2.3		59.5	6.7	33.7		0	4.6	95.4		
Total %	0.2	1.5	0	1.8	8.8	0.7	0.2	9.7	21.4	2.4	12.1	35.9	0	2.4	50.2	52.6	

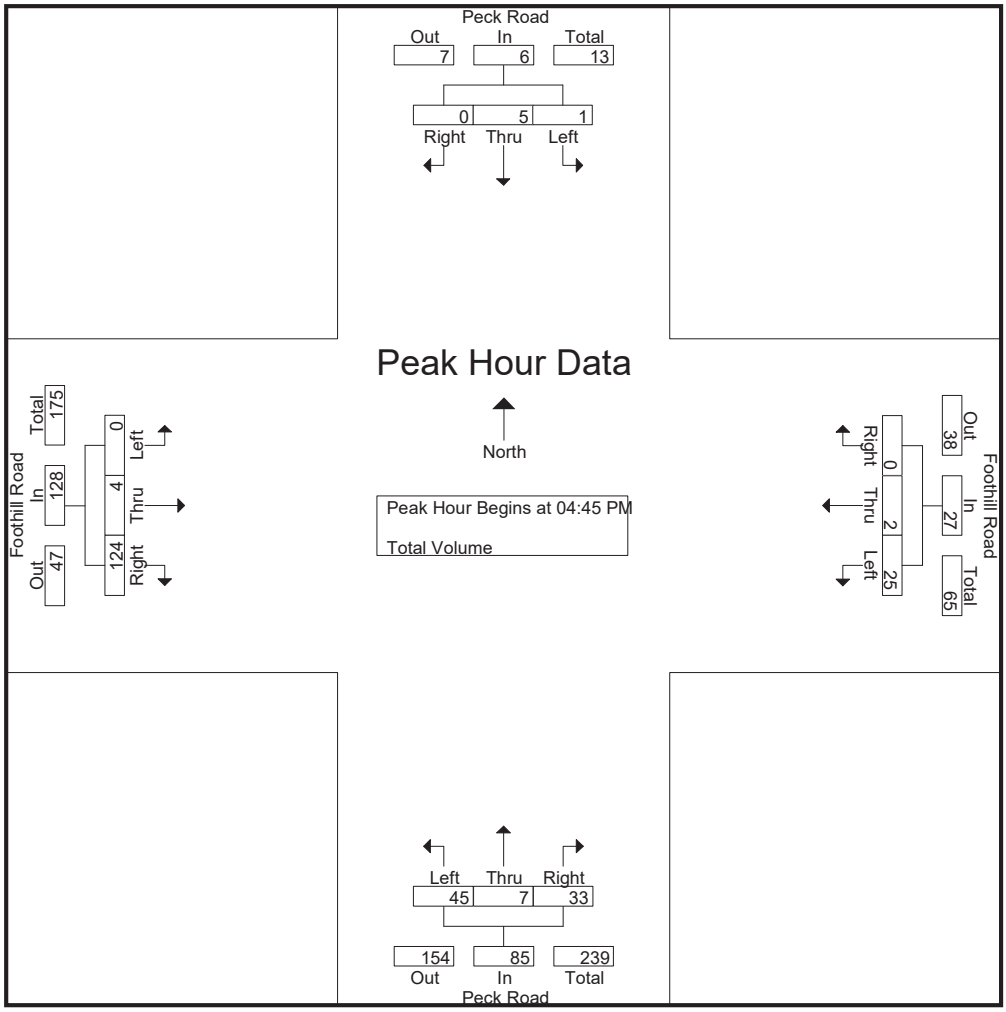
	Peck Road Southbound				Foothill Road Westbound				Peck Road Northbound				Foothill Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**8**	**1**	0	**9**	15	1	8	24	0	**2**	30	32	65
05:00 PM	0	2	0	2	6	0	0	6	5	2	7	14	0	2	24	26	48
05:15 PM	**1**	0	0	1	4	0	0	4	**16**	**3**	6	**25**	0	0	32	32	62
05:30 PM	0	**3**	0	**3**	7	1	0	8	9	1	**12**	22	0	0	**38**	**38**	**71**
Total Volume	1	5	0	6	25	2	0	27	45	7	33	85	0	4	124	128	246
% App. Total	16.7	83.3	0		92.6	7.4	0		52.9	8.2	38.8		0	3.1	96.9		
PHF	.250	.417	.000	.500	.781	.500	.000	.750	.703	.583	.688	.850	.000	.500	.816	.842	.866

4

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Foothill Road
Weather: Clear

File Name : STPPEFOPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	0	0	0	0	7	0	**1**	8	**19**	2	**9**	**30**	0	**2**	24	26
+15 mins.	0	2	0	2	**8**	**1**	0	**9**	15	1	8	24	0	0	32	32
+30 mins.	**1**	0	0	1	6	0	0	6	5	2	7	14	0	0	**38**	**38**
+45 mins.	0	**3**	0	**3**	4	0	0	4	16	**3**	6	25	0	2	31	33
Total Volume	1	5	0	6	25	1	1	27	55	8	30	93	0	4	125	129
% App. Total	16.7	83.3	0		92.6	3.7	3.7		59.1	8.6	32.3		0	3.1	96.9	
PHF	.250	.417	.000	.500	.781	.250	.250	.750	.724	.667	.833	.775	.000	.500	.822	.849

4

Location: Santa Paula
N/S: Peck Road
E/W: Foothill Road

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Foothill Road	South Leg Peck Road	West Leg Foothill Road	TOTAL
7:00 AM	0	2	0	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	3	0	0	3
7:45 AM	0	1	0	0	1
8:00 AM	0	4	0	0	4
8:15 AM	4	6	0	0	10
8:30 AM	0	2	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	4	18	0	0	22

	North Leg Peck Road	East Leg Foothill Road	South Leg Peck Road	West Leg Foothill Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	1	0	0	1
4:45 PM	0	2	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	6	5	0	0	11
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	6	10	0	0	16

4

Location: Santa Paula
N/S: Peck Road
E/W: Foothill Road

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Foothill Road	South Leg Peck Road	West Leg Foothill Road	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	3	0	3

	North Leg Peck Road	East Leg Foothill Road	South Leg Peck Road	West Leg Foothill Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Santa Paula Street
Weather: Clear

File Name : STPPESPAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Santa Paula Street Westbound				Peck Road Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	7	7	16	0	0	1	1	3	7	5	15	10	15	10	35	67
07:15 AM	1	9	10	20	0	4	2	6	9	17	1	27	22	20	16	58	111
07:30 AM	2	11	19	32	0	9	1	10	17	10	8	35	29	38	36	103	180
07:45 AM	1	14	20	35	2	11	2	15	17	11	4	32	42	30	29	101	183
Total	6	41	56	103	2	24	6	32	46	45	18	109	103	103	91	297	541
08:00 AM	5	14	29	48	1	8	3	12	18	12	2	32	15	19	27	61	153
08:15 AM	2	8	11	21	1	6	0	7	8	9	0	17	13	14	14	41	86
08:30 AM	1	8	5	14	1	3	0	4	6	7	0	13	11	6	9	26	57
08:45 AM	1	11	8	20	0	3	1	4	12	10	2	24	16	7	11	34	82
Total	9	41	53	103	3	20	4	27	44	38	4	86	55	46	61	162	378
Grand Total	15	82	109	206	5	44	10	59	90	83	22	195	158	149	152	459	919
Apprch %	7.3	39.8	52.9		8.5	74.6	16.9		46.2	42.6	11.3		34.4	32.5	33.1		
Total %	1.6	8.9	11.9	22.4	0.5	4.8	1.1	6.4	9.8	9	2.4	21.2	17.2	16.2	16.5	49.9	

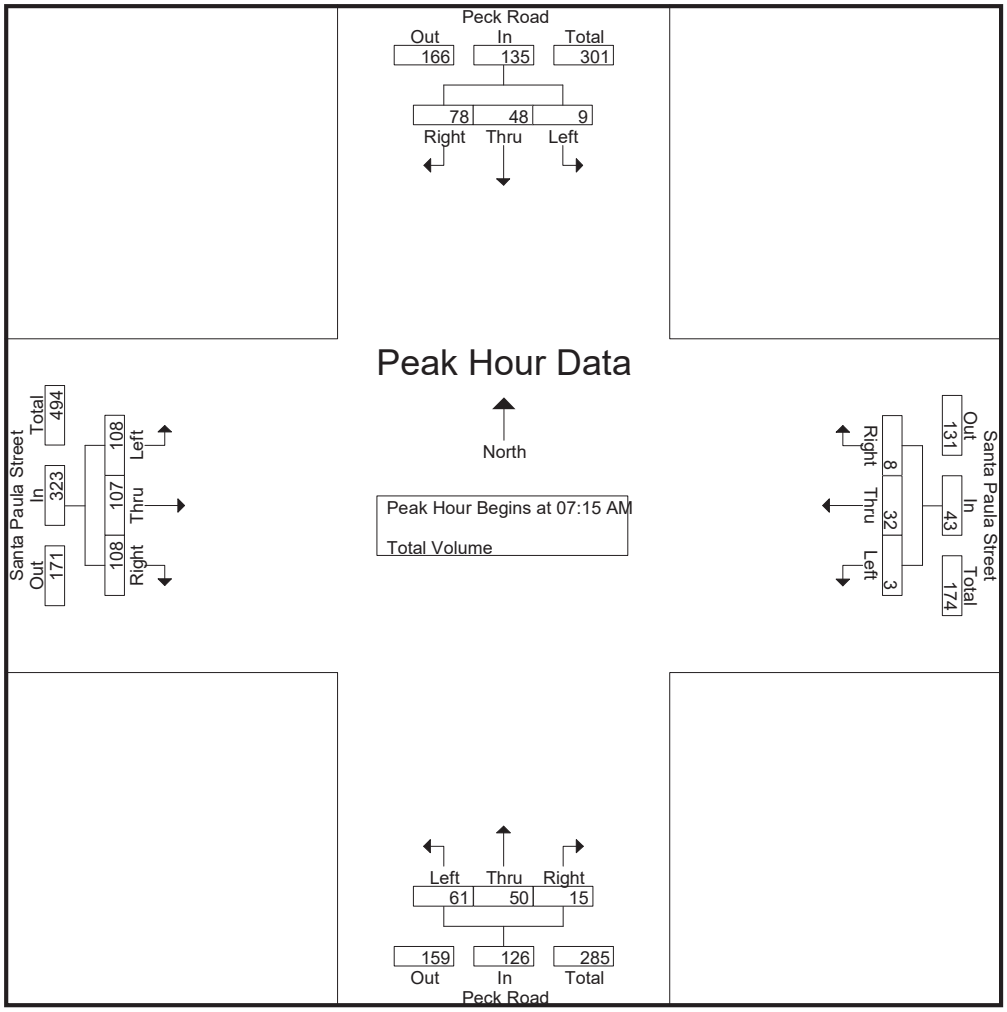
	Peck Road Southbound				Santa Paula Street Westbound				Peck Road Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	9	10	20	0	4	2	6	9	**17**	1	27	22	20	16	58	111
07:30 AM	2	11	19	32	0	9	1	10	17	10	**8**	**35**	29	**38**	**36**	**103**	180
07:45 AM	1	**14**	20	35	**2**	**11**	2	**15**	17	11	4	32	**42**	30	29	101	**183**
08:00 AM	**5**	14	**29**	**48**	1	8	**3**	12	**18**	12	2	32	15	19	27	61	153
Total Volume	9	48	78	135	3	32	8	43	61	50	15	126	108	107	108	323	627
% App. Total	6.7	35.6	57.8		7	74.4	18.6		48.4	39.7	11.9		33.4	33.1	33.4		
PHF	.450	.857	.672	.703	.375	.727	.667	.717	.847	.735	.469	.900	.643	.704	.750	.784	.857

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City of Santa Paula
N/S: Peck Road
E/W: Santa Paula Street
Weather: Clear

File Name : STPPESPAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	2	11	19	32	0	9	1	10	9	**17**	1	27	22	20	16	58
+15 mins.	1	**14**	20	35	**2**	**11**	2	**15**	17	10	**8**	**35**	29	**38**	**36**	**103**
+30 mins.	**5**	14	**29**	**48**	1	8	**3**	12	17	11	4	32	**42**	30	29	101
+45 mins.	2	8	11	21	1	6	0	7	**18**	12	2	32	15	19	27	61
Total Volume	10	47	79	136	4	34	6	44	61	50	15	126	108	107	108	323
% App. Total	7.4	34.6	58.1		9.1	77.3	13.6		48.4	39.7	11.9		33.4	33.1	33.4	
PHF	.500	.839	.681	.708	.500	.773	.500	.733	.847	.735	.469	.900	.643	.704	.750	.784

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City of Santa Paula
N/S: Peck Road
E/W: Santa Paula Street
Weather: Clear

File Name : STPPESPPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Santa Paula Street Westbound				Peck Road Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	8	1	30	12	9	8	29	0	14	24	38	2	15	3	20	117
04:15 PM	15	10	2	27	16	8	8	32	0	10	11	21	2	21	4	27	107
04:30 PM	21	5	2	28	13	10	18	41	1	20	21	42	2	26	0	28	139
04:45 PM	21	13	1	35	13	12	12	37	2	10	28	40	3	23	2	28	140
Total	78	36	6	120	54	39	46	139	3	54	84	141	9	85	9	103	503
05:00 PM	20	16	0	36	13	10	7	30	2	9	23	34	1	30	2	33	133
05:15 PM	28	13	1	42	21	4	18	43	1	16	26	43	1	23	3	27	155
05:30 PM	36	10	0	46	17	9	9	35	3	12	32	47	2	24	5	31	159
05:45 PM	26	8	1	35	17	9	9	35	3	15	27	45	3	19	1	23	138
Total	110	47	2	159	68	32	43	143	9	52	108	169	7	96	11	114	585
Grand Total	188	83	8	279	122	71	89	282	12	106	192	310	16	181	20	217	1088
Apprch %	67.4	29.7	2.9		43.3	25.2	31.6		3.9	34.2	61.9		7.4	83.4	9.2		
Total %	17.3	7.6	0.7	25.6	11.2	6.5	8.2	25.9	1.1	9.7	17.6	28.5	1.5	16.6	1.8	19.9	

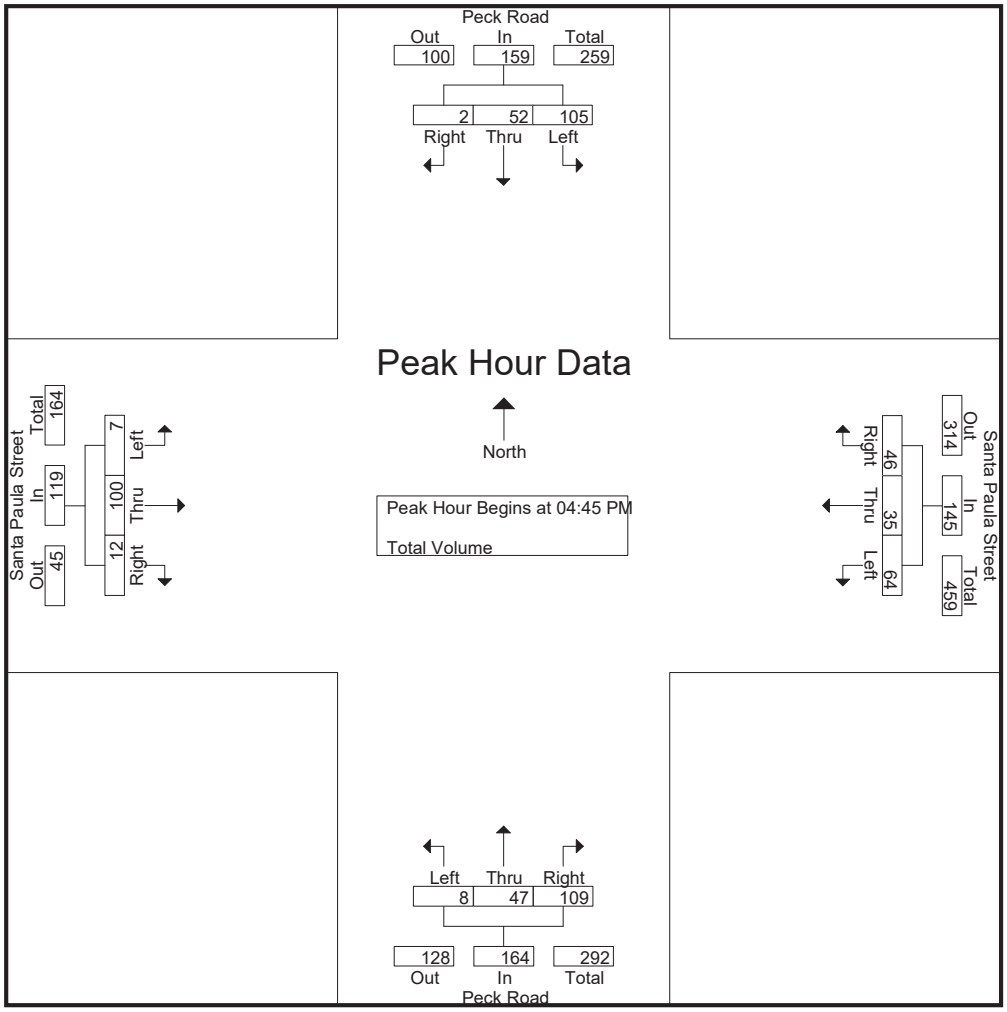
	Peck Road Southbound				Santa Paula Street Westbound				Peck Road Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	21	13	**1**	35	13	**12**	12	37	2	10	28	40	**3**	23	2	28	140
05:00 PM	20	**16**	0	36	13	10	7	30	2	9	23	34	1	**30**	2	**33**	133
05:15 PM	28	13	1	42	**21**	4	**18**	**43**	1	**16**	26	43	1	23	3	27	155
05:30 PM	**36**	10	0	**46**	17	9	9	35	**3**	12	**32**	**47**	2	24	**5**	31	**159**
Total Volume	105	52	2	159	64	35	46	145	8	47	109	164	7	100	12	119	587
% App. Total	66	32.7	1.3		44.1	24.1	31.7		4.9	28.7	66.5		5.9	84	10.1		
PHF	.729	.813	.500	.864	.762	.729	.639	.843	.667	.734	.852	.872	.583	.833	.600	.902	.923

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City of Santa Paula
N/S: Peck Road
E/W: Santa Paula Street
Weather: Clear

File Name : STPPESPPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	21	13	**1**	35	13	10	**18**	41	2	9	23	34	**3**	23	2	28
+15 mins.	20	**16**	0	36	13	**12**	12	37	1	**16**	26	43	1	**30**	2	**33**
+30 mins.	28	13	1	42	13	10	7	30	**3**	12	**32**	**47**	1	23	3	27
+45 mins.	**36**	10	0	**46**	**21**	4	18	**43**	3	15	27	45	2	24	**5**	31
Total Volume	105	52	2	159	60	36	55	151	9	52	108	169	7	100	12	119
% App. Total	66	32.7	1.3		39.7	23.8	36.4		5.3	30.8	63.9		5.9	84	10.1	
PHF	.729	.813	.500	.864	.714	.750	.764	.878	.750	.813	.844	.899	.583	.833	.600	.902

5

Location: Santa Paula
N/S: Peck Road
E/W: Santa Paula Street

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Santa Paula Street	South Leg Peck Road	West Leg Santa Paula Street	TOTAL
7:00 AM	4	0	0	0	4
7:15 AM	0	0	0	2	2
7:30 AM	0	0	0	2	2
7:45 AM	1	2	2	0	5
8:00 AM	0	0	0	5	5
8:15 AM	1	0	0	0	1
8:30 AM	1	2	2	0	5
8:45 AM	1	2	4	2	9
TOTAL VOLUMES:	8	6	8	11	33

	North Leg Peck Road	East Leg Santa Paula Street	South Leg Peck Road	West Leg Santa Paula Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	2	0	0	0	2
4:30 PM	0	0	2	0	2
4:45 PM	0	1	1	0	2
5:00 PM	2	2	2	1	7
5:15 PM	0	3	1	0	4
5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	8	6	1	19

5

Location: Santa Paula
N/S: Peck Road
E/W: Santa Paula Street

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Santa Paula Street	South Leg Peck Road	West Leg Santa Paula Street	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	1	0	0	2
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	2	1	0	3	6

	North Leg Peck Road	East Leg Santa Paula Street	South Leg Peck Road	West Leg Santa Paula Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	1	0	0	1	2

6

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City of Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPESBAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound			Santa Barbara Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	20	20	7	3	10	13	0	13	43
07:15 AM	0	43	43	5	1	6	21	1	22	71
07:30 AM	1	40	41	13	0	13	33	2	35	89
07:45 AM	1	50	51	20	3	23	30	15	45	119
Total	2	153	155	45	7	52	97	18	115	322
08:00 AM	0	29	29	5	2	7	40	18	58	94
08:15 AM	0	23	23	4	1	5	20	5	25	53
08:30 AM	0	23	23	8	1	9	13	2	15	47
08:45 AM	0	27	27	2	1	3	18	2	20	50
Total	0	102	102	19	5	24	91	27	118	244
Grand Total	2	255	257	64	12	76	188	45	233	566
Apprch %	0.8	99.2		84.2	15.8		80.7	19.3		
Total %	0.4	45.1	45.4	11.3	2.1	13.4	33.2	8	41.2	

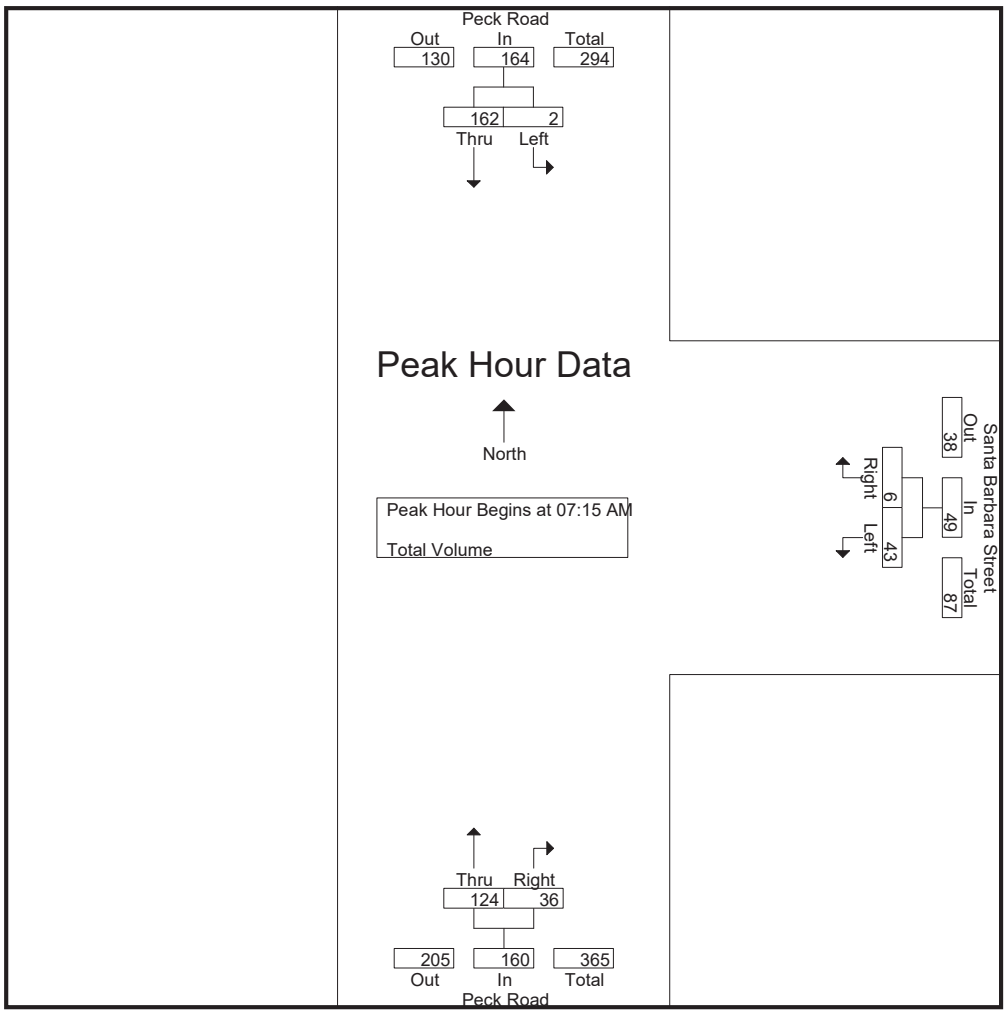
	Peck Road Southbound			Santa Barbara Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	43	43	5	1	6	21	1	22	71
07:30 AM	**1**	40	41	13	0	13	33	2	35	89
07:45 AM	1	**50**	**51**	**20**	**3**	**23**	30	15	45	**119**
08:00 AM	0	29	29	5	2	7	**40**	**18**	**58**	94
Total Volume	2	162	164	43	6	49	124	36	160	373
% App. Total	1.2	98.8		87.8	12.2		77.5	22.5		
PHF	.500	.810	.804	.538	.500	.533	.775	.500	.690	.784

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City of Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPESBAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	0	43	43	7	**3**	10	33	2	35
+15 mins.	**1**	40	41	5	1	6	30	15	45
+30 mins.	1	**50**	**51**	13	0	13	**40**	**18**	**58**
+45 mins.	0	29	29	**20**	3	**23**	20	5	25
Total Volume	2	162	164	45	7	52	123	40	163
% App. Total	1.2	98.8		86.5	13.5		75.5	24.5	
PHF	.500	.810	.804	.563	.583	.565	.769	.556	.703

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City of Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPESBPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound			Santa Barbara Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	24	25	5	3	8	40	5	45	78
04:15 PM	2	29	31	5	0	5	25	7	32	68
04:30 PM	0	19	19	4	2	6	41	4	45	70
04:45 PM	1	26	27	2	3	5	43	3	46	78
Total	4	98	102	16	8	24	149	19	168	294
05:00 PM	2	31	33	2	0	2	36	11	47	82
05:15 PM	4	34	38	6	1	7	43	4	47	92
05:30 PM	3	27	30	2	1	3	46	6	52	85
05:45 PM	1	26	27	5	2	7	44	8	52	86
Total	10	118	128	15	4	19	169	29	198	345
Grand Total	14	216	230	31	12	43	318	48	366	639
Apprch %	6.1	93.9		72.1	27.9		86.9	13.1		
Total %	2.2	33.8	36	4.9	1.9	6.7	49.8	7.5	57.3	

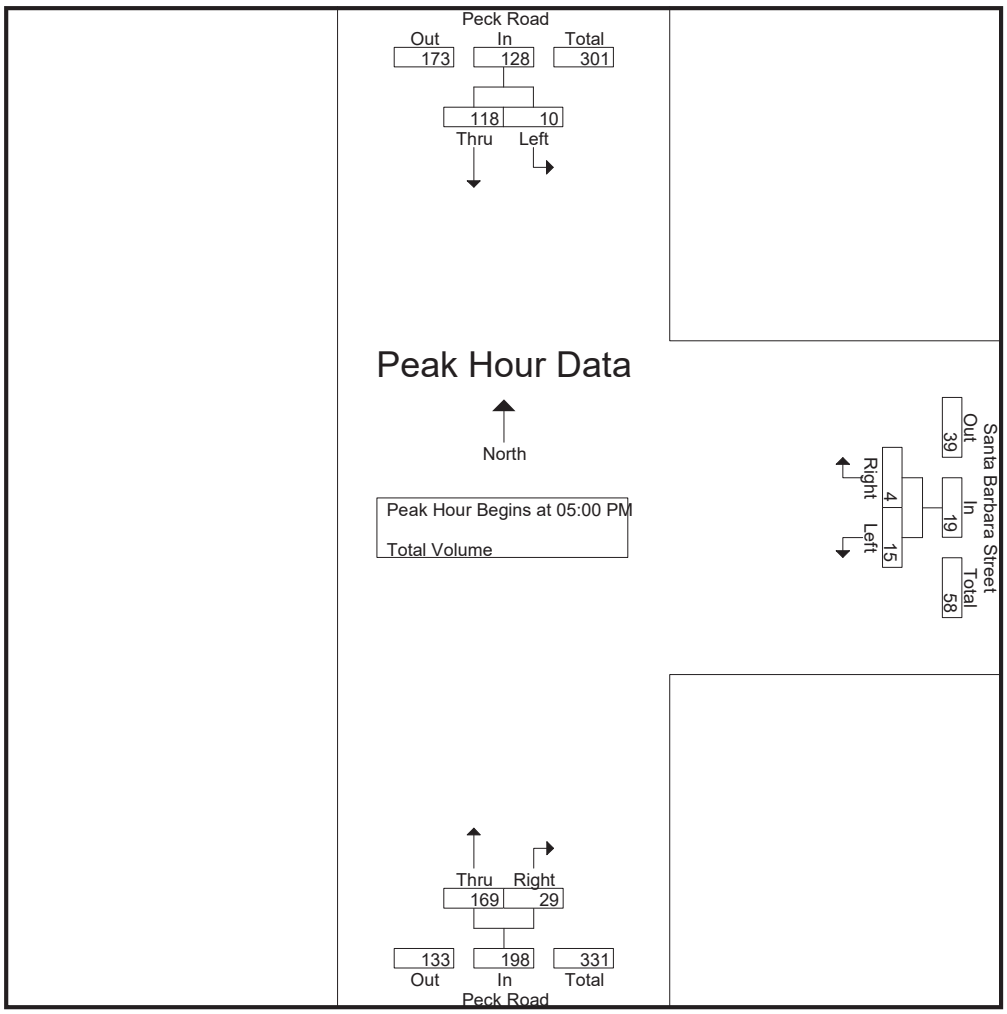
	Peck Road Southbound			Santa Barbara Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	2	31	33	2	0	2	36	**11**	47	82
05:15 PM	**4**	**34**	**38**	**6**	1	**7**	43	4	47	**92**
05:30 PM	3	27	30	2	1	3	**46**	6	**52**	85
05:45 PM	1	26	27	5	**2**	7	44	8	52	86
Total Volume	10	118	128	15	4	19	169	29	198	345
% App. Total	7.8	92.2		78.9	21.1		85.4	14.6		
PHF	.625	.868	.842	.625	.500	.679	.918	.659	.952	.938

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City of Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPESBPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			05:00 PM		
+0 mins.	1	26	27	**5**	**3**	**8**	36	**11**	47
+15 mins.	2	31	33	5	0	5	43	4	47
+30 mins.	**4**	**34**	**38**	4	2	6	**46**	6	**52**
+45 mins.	3	27	30	2	3	5	44	8	52
Total Volume	10	118	128	16	8	24	169	29	198
% App. Total	7.8	92.2		66.7	33.3		85.4	14.6	
PHF	.625	.868	.842	.800	.667	.750	.918	.659	.952

Location: Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Santa Barbara Street	South Leg Peck Road	West Leg Santa Barbara Street	TOTAL
7:00 AM	1	2	1	0	4
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	6	0	0	6
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	2	0	0	2
TOTAL VOLUMES:	1	12	1	0	14

	North Leg Peck Road	East Leg Santa Barbara Street	South Leg Peck Road	West Leg Santa Barbara Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	6	0	0	6
5:15 PM	0	3	0	0	3
5:30 PM	0	3	0	0	3
5:45 PM	0	2	0	0	2
TOTAL VOLUMES:	0	15	0	0	15

6

Location: Santa Paula
N/S: Peck Road
E/W: Santa Barbara Street

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Santa Barbara Street	South Leg Peck Road	West Leg Santa Barbara Street	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	2	0	0	3

	North Leg Peck Road	East Leg Santa Barbara Street	South Leg Peck Road	West Leg Santa Barbara Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

7

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Main Street
Weather: Clear

File Name : STPPEMAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound			Main Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	25	33	58	44	2	46	20	10	30	134
07:15 AM	8	38	46	53	15	68	21	24	45	159
07:30 AM	5	66	71	45	13	58	71	28	99	228
07:45 AM	10	78	88	51	38	89	70	41	111	288
Total	48	215	263	193	68	261	182	103	285	809
08:00 AM	20	71	91	66	8	74	24	33	57	222
08:15 AM	0	24	24	31	6	37	18	28	46	107
08:30 AM	2	34	36	35	3	38	13	21	34	108
08:45 AM	7	25	32	32	2	34	18	18	36	102
Total	29	154	183	164	19	183	73	100	173	539
Grand Total	77	369	446	357	87	444	255	203	458	1348
Apprch %	17.3	82.7		80.4	19.6		55.7	44.3		
Total %	5.7	27.4	33.1	26.5	6.5	32.9	18.9	15.1	34	

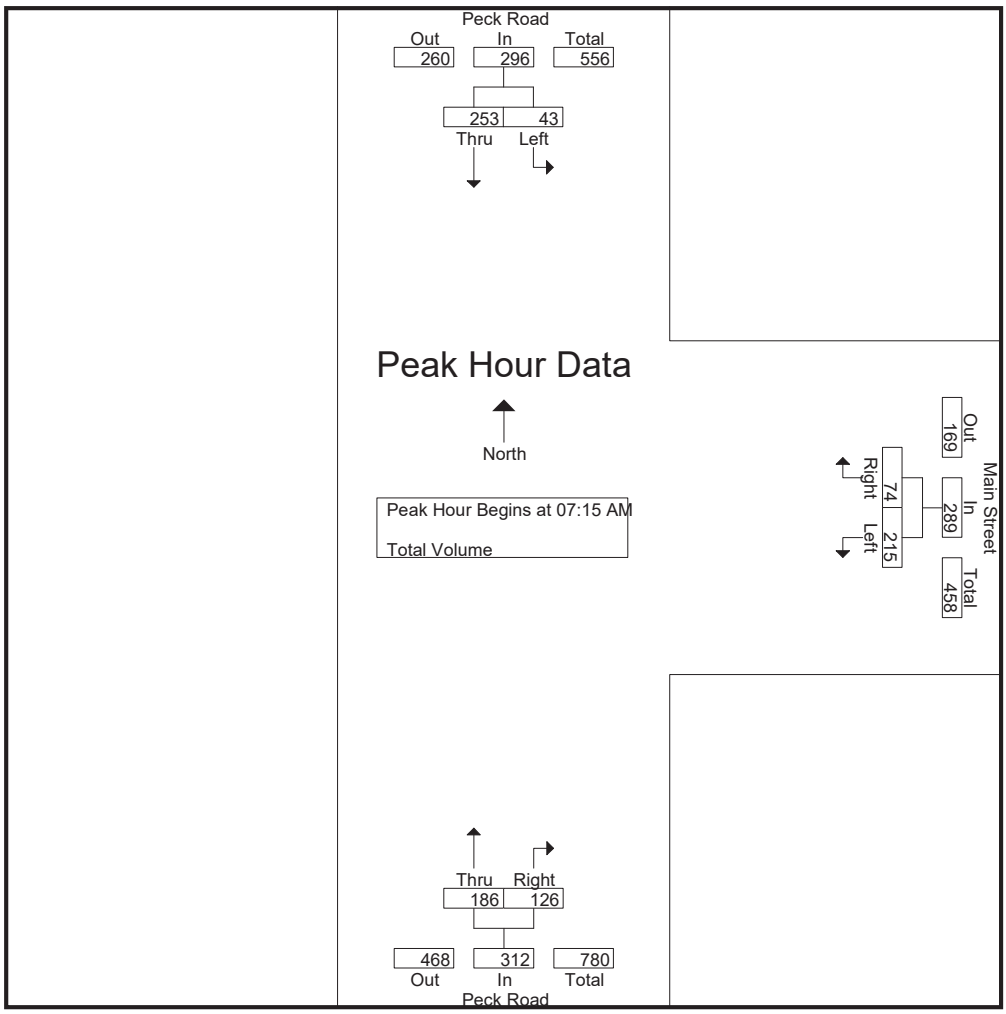
	Peck Road Southbound			Main Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	8	38	46	53	15	68	21	24	45	159
07:30 AM	5	66	71	45	13	58	**71**	28	99	228
07:45 AM	10	**78**	88	51	**38**	**89**	70	**41**	**111**	**288**
08:00 AM	**20**	71	**91**	**66**	8	74	24	33	57	222
Total Volume	43	253	296	215	74	289	186	126	312	897
% App. Total	14.5	85.5		74.4	25.6		59.6	40.4		
PHF	.538	.811	.813	.814	.487	.812	.655	.768	.703	.779

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Main Street
Weather: Clear

File Name : STPPEMAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	8	38	46	53	15	68	**71**	28	99
+15 mins.	5	66	71	45	13	58	70	**41**	**111**
+30 mins.	10	**78**	88	51	**38**	**89**	24	33	57
+45 mins.	**20**	71	**91**	**66**	8	74	18	28	46
Total Volume	43	253	296	215	74	289	183	130	313
% App. Total	14.5	85.5		74.4	25.6		58.5	41.5	
PHF	.538	.811	.813	.814	.487	.812	.644	.793	.705

7

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Main Street
Weather: Clear

File Name : STPPEMAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound			Main Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	11	28	39	34	8	42	42	56	98	179
04:15 PM	7	37	44	45	5	50	33	57	90	184
04:30 PM	1	23	24	43	4	47	49	64	113	184
04:45 PM	2	33	35	34	8	42	48	72	120	197
Total	21	121	142	156	25	181	172	249	421	744
05:00 PM	3	41	44	43	4	47	56	54	110	201
05:15 PM	4	45	49	32	14	46	49	72	121	216
05:30 PM	4	35	39	29	9	38	54	69	123	200
05:45 PM	9	29	38	29	6	35	58	46	104	177
Total	20	150	170	133	33	166	217	241	458	794
Grand Total	41	271	312	289	58	347	389	490	879	1538
Apprch %	13.1	86.9		83.3	16.7		44.3	55.7		
Total %	2.7	17.6	20.3	18.8	3.8	22.6	25.3	31.9	57.2	

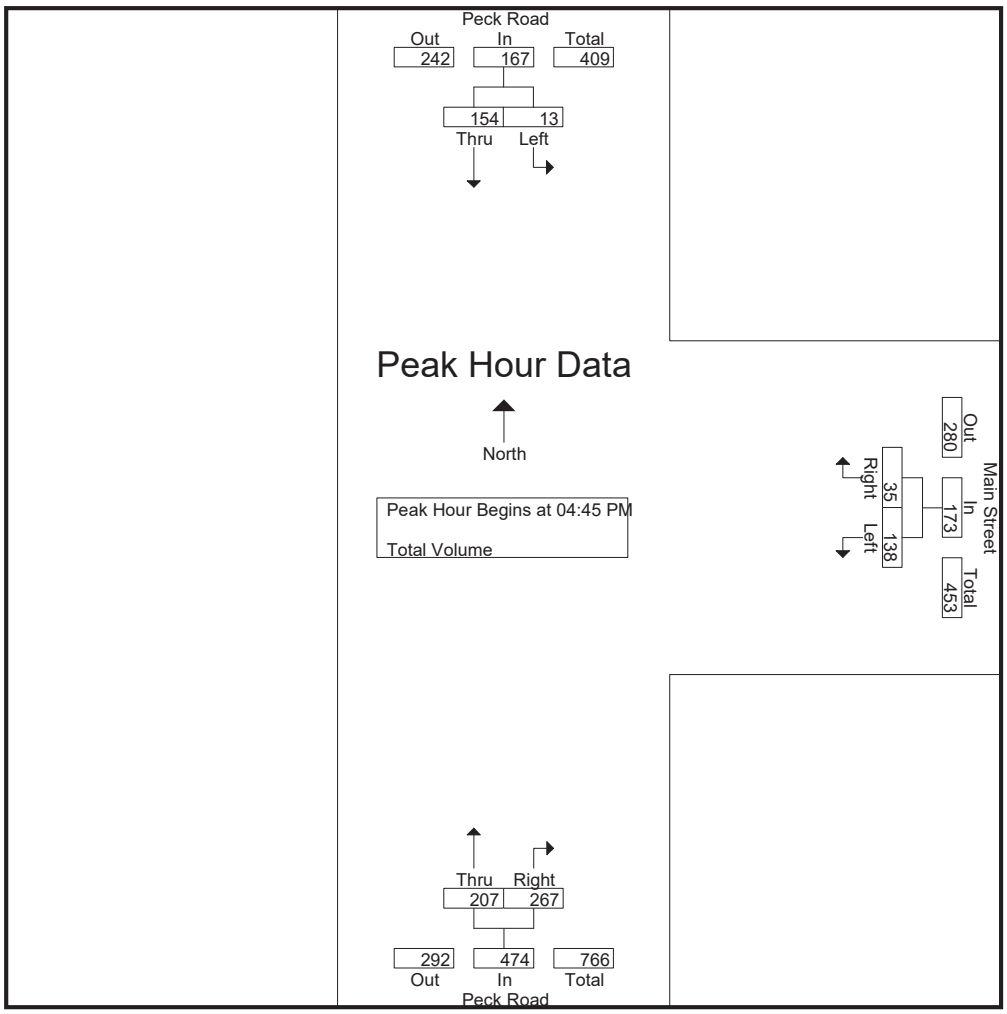
	Peck Road Southbound			Main Street Westbound			Peck Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	2	33	35	34	8	42	48	**72**	120	197
05:00 PM	3	41	44	**43**	4	**47**	**56**	54	110	201
05:15 PM	**4**	**45**	**49**	32	**14**	46	49	72	121	**216**
05:30 PM	4	35	39	29	9	38	54	69	**123**	200
Total Volume	13	154	167	138	35	173	207	267	474	814
% App. Total	7.8	92.2		79.8	20.2		43.7	56.3		
PHF	.813	.856	.852	.802	.625	.920	.924	.927	.963	.942

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Main Street
Weather: Clear

File Name : STPPEMAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			04:45 PM		
+0 mins.	3	41	44	**45**	5	**50**	48	**72**	120
+15 mins.	4	**45**	**49**	43	4	47	**56**	54	110
+30 mins.	4	35	39	34	**8**	42	49	72	121
+45 mins.	**9**	29	38	43	4	47	54	69	**123**
Total Volume	20	150	170	165	21	186	207	267	474
% App. Total	11.8	88.2		88.7	11.3		43.7	56.3	
PHF	.556	.833	.867	.917	.656	.930	.924	.927	.963

7

Location: Santa Paula
N/S: Peck Road
E/W: Main Street

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Main Street	South Leg Peck Road	West Leg Main Street	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	9	6	0	0	15
7:30 AM	16	1	0	0	17
7:45 AM	12	14	0	0	26
8:00 AM	9	8	0	0	17
8:15 AM	2	0	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	49	30	0	0	79

	North Leg Peck Road	East Leg Main Street	South Leg Peck Road	West Leg Main Street	TOTAL
4:00 PM	1	1	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	1	2	0	0	3
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	8	0	0	8
5:30 PM	0	4	0	1	5
5:45 PM	0	4	0	0	4
TOTAL VOLUMES:	2	20	0	1	23

7

Location: Santa Paula
N/S: Peck Road
E/W: Main Street

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Main Street	South Leg Peck Road	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	2	1	0	0	3
TOTAL VOLUMES:	3	2	0	0	5

	North Leg Peck Road	East Leg Main Street	South Leg Peck Road	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	4	0	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	5	0	0	0	5

8

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Telegraph Road/Harvard Boulevard
Weather: Clear

File Name : STPPETEAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Harvard Boulevard Westbound				Peck Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	51	23	77	49	41	4	94	14	16	24	54	10	23	13	46	271
07:15 AM	1	68	22	91	47	42	10	99	12	22	31	65	13	28	26	67	322
07:30 AM	18	75	18	111	48	46	34	128	4	34	37	75	31	43	22	96	410
07:45 AM	21	74	34	129	45	55	41	141	10	47	52	109	23	28	17	68	447
Total	43	268	97	408	189	184	89	462	40	119	144	303	77	122	78	277	1450
08:00 AM	25	83	29	137	49	40	11	100	16	24	29	69	22	37	15	74	380
08:15 AM	4	34	17	55	40	28	1	69	9	24	35	68	21	35	18	74	266
08:30 AM	2	55	12	69	36	33	4	73	11	21	31	63	9	20	17	46	251
08:45 AM	3	40	14	57	39	30	4	73	6	21	45	72	11	30	11	52	254
Total	34	212	72	318	164	131	20	315	42	90	140	272	63	122	61	246	1151
Grand Total	77	480	169	726	353	315	109	777	82	209	284	575	140	244	139	523	2601
Apprch %	10.6	66.1	23.3		45.4	40.5	14		14.3	36.3	49.4		26.8	46.7	26.6		
Total %	3	18.5	6.5	27.9	13.6	12.1	4.2	29.9	3.2	8	10.9	22.1	5.4	9.4	5.3	20.1	

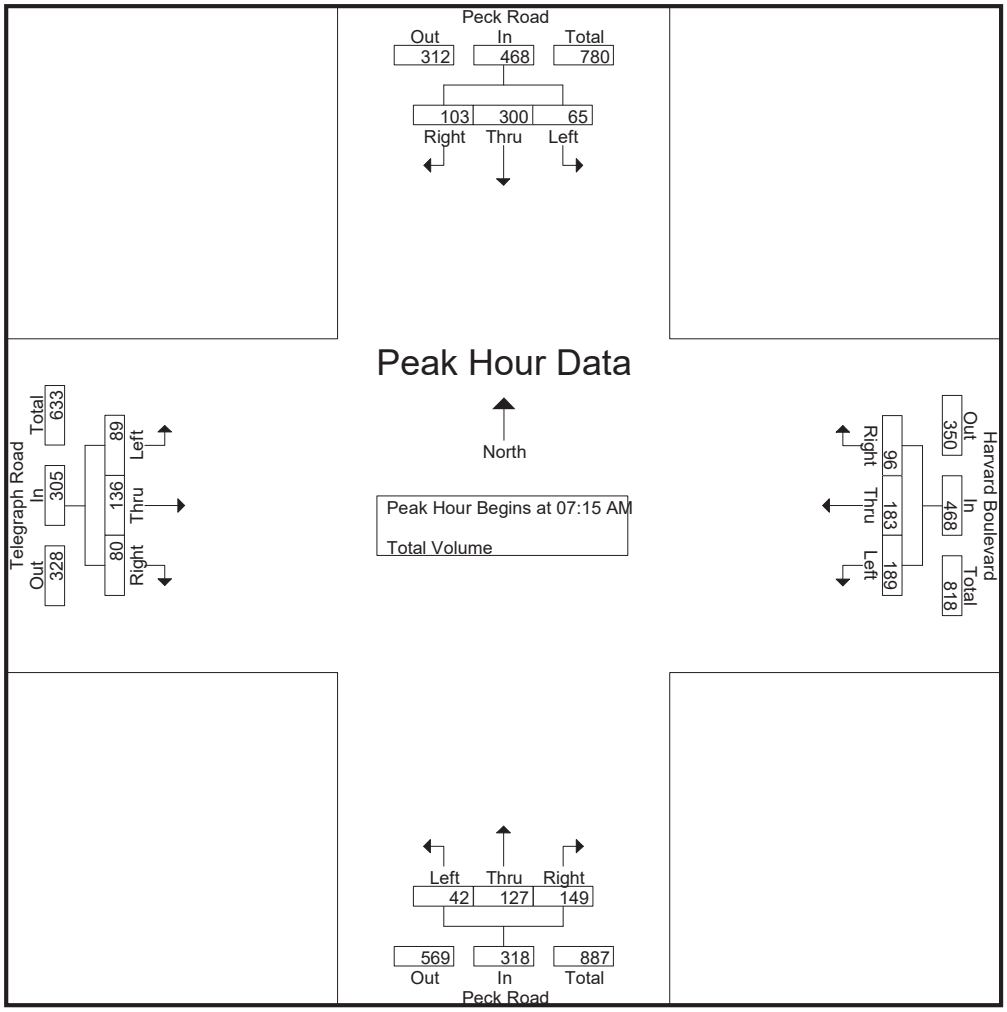
	Peck Road Southbound				Harvard Boulevard Westbound				Peck Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	68	22	91	47	42	10	99	12	22	31	65	13	28	**26**	67	322
07:30 AM	18	75	18	111	48	46	34	128	4	34	37	75	**31**	**43**	22	**96**	410
07:45 AM	21	74	**34**	129	45	**55**	**41**	**141**	10	**47**	**52**	**109**	23	28	17	68	**447**
08:00 AM	**25**	**83**	29	**137**	**49**	40	11	100	**16**	24	29	69	22	37	15	74	380
Total Volume	65	300	103	468	189	183	96	468	42	127	149	318	89	136	80	305	1559
% App. Total	13.9	64.1	22		40.4	39.1	20.5		13.2	39.9	46.9		29.2	44.6	26.2		
PHF	.650	.904	.757	.854	.964	.832	.585	.830	.656	.676	.716	.729	.718	.791	.769	.794	.872

8

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Telegraph Road/Harvard Boulevard
Weather: Clear

File Name : STPPETEAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	1	68	22	91	47	42	10	99	4	34	37	75	**31**	**43**	**22**	**96**
+15 mins.	18	75	18	111	48	46	34	128	10	**47**	**52**	**109**	23	28	17	68
+30 mins.	21	74	**34**	129	45	**55**	**41**	**141**	**16**	24	29	69	22	37	15	74
+45 mins.	**25**	**83**	29	**137**	**49**	40	11	100	9	24	35	68	21	35	18	74
Total Volume	65	300	103	468	189	183	96	468	39	129	153	321	97	143	72	312
% App. Total	13.9	64.1	22		40.4	39.1	20.5		12.1	40.2	47.7		31.1	45.8	23.1	
PHF	.650	.904	.757	.854	.964	.832	.585	.830	.609	.686	.736	.736	.782	.831	.818	.813

8

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Telegraph Road/Harvard Boulevard
Weather: Clear

File Name : STPPETEPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Harvard Boulevard Westbound				Peck Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	37	21	62	43	43	10	96	11	60	81	152	29	57	19	105	415
04:15 PM	4	40	38	82	59	54	4	117	17	52	91	160	30	62	14	106	465
04:30 PM	4	40	22	66	56	53	11	120	18	55	102	175	40	106	26	172	533
04:45 PM	3	45	19	67	56	49	11	116	10	64	119	193	47	71	13	131	507
Total	15	162	100	277	214	199	36	449	56	231	393	680	146	296	72	514	1920
05:00 PM	9	47	28	84	60	36	8	104	8	49	106	163	49	58	13	120	471
05:15 PM	7	53	17	77	44	33	8	85	8	71	103	182	39	85	17	141	485
05:30 PM	6	33	25	64	56	54	14	124	11	66	91	168	46	78	15	139	495
05:45 PM	6	30	22	58	45	30	8	83	14	67	105	186	41	55	10	106	433
Total	28	163	92	283	205	153	38	396	41	253	405	699	175	276	55	506	1884
Grand Total	43	325	192	560	419	352	74	845	97	484	798	1379	321	572	127	1020	3804
Apprch %	7.7	58	34.3		49.6	41.7	8.8		7	35.1	57.9		31.5	56.1	12.5		
Total %	1.1	8.5	5	14.7	11	9.3	1.9	22.2	2.5	12.7	21	36.3	8.4	15	3.3	26.8	

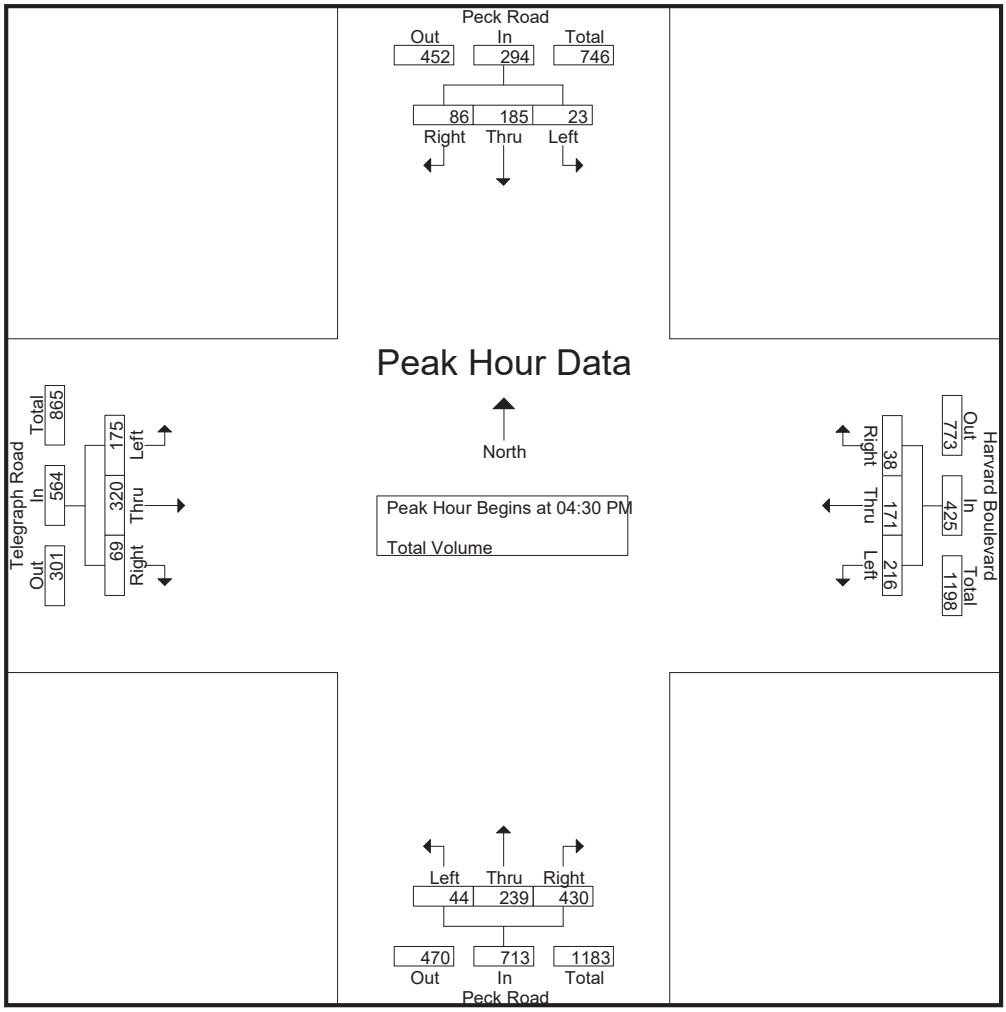
	Peck Road Southbound				Harvard Boulevard Westbound				Peck Road Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	40	22	66	56	**53**	**11**	**120**	**18**	55	102	175	40	**106**	**26**	**172**	**533**
04:45 PM	3	45	19	67	56	49	11	116	10	64	**119**	**193**	47	71	13	131	507
05:00 PM	**9**	47	**28**	**84**	**60**	36	8	104	8	49	106	163	**49**	58	13	120	471
05:15 PM	7	**53**	17	77	44	33	8	85	8	**71**	103	182	39	85	17	141	485
Total Volume	23	185	86	294	216	171	38	425	44	239	430	713	175	320	69	564	1996
% App. Total	7.8	62.9	29.3		50.8	40.2	8.9		6.2	33.5	60.3		31	56.7	12.2		
PHF	.639	.873	.768	.875	.900	.807	.864	.885	.611	.842	.903	.924	.893	.755	.663	.820	.936

8

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: Telegraph Road/Harvard Boulevard
Weather: Clear

File Name : STPPETEPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:30 PM				04:30 PM			
+0 mins.	4	40	**38**	82	59	**54**	4	117	**18**	55	102	175	40	**106**	**26**	**172**
+15 mins.	4	40	22	66	56	53	**11**	**120**	10	64	**119**	**193**	47	71	13	131
+30 mins.	3	45	19	67	56	49	11	116	8	49	106	163	**49**	58	13	120
+45 mins.	**9**	**47**	28	**84**	**60**	36	8	104	8	**71**	103	182	39	85	17	141
Total Volume	20	172	107	299	231	192	34	457	44	239	430	713	175	320	69	564
% App. Total	6.7	57.5	35.8		50.5	42	7.4		6.2	33.5	60.3		31	56.7	12.2	
PHF	.556	.915	.704	.890	.963	.889	.773	.952	.611	.842	.903	.924	.893	.755	.663	.820

8

Location: Santa Paula
N/S: Peck Road
E/W: Telegraph Rd/Harvard Blvd

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Harvard Boulevard	South Leg Peck Road	West Leg Telegraph Road	TOTAL
7:00 AM	0	1	4	0	5
7:15 AM	0	13	0	1	14
7:30 AM	0	13	4	0	17
7:45 AM	0	6	0	0	6
8:00 AM	1	7	3	1	12
8:15 AM	2	1	4	1	8
8:30 AM	3	0	0	0	3
8:45 AM	1	0	1	1	3
TOTAL VOLUMES:	7	41	16	4	68

	North Leg Peck Road	East Leg Harvard Boulevard	South Leg Peck Road	West Leg Telegraph Road	TOTAL
4:00 PM	5	2	5	2	14
4:15 PM	2	0	1	0	3
4:30 PM	2	4	3	0	9
4:45 PM	5	5	5	5	20
5:00 PM	1	0	0	0	1
5:15 PM	5	4	1	0	10
5:30 PM	1	3	2	0	6
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	21	18	17	7	63

8

Location: Santa Paula
N/S: Peck Road
E/W: Telegraph Rd/Harvard Blvd

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Harvard Boulevard	South Leg Peck Road	West Leg Telegraph Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	1	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	1	1	2	0	4
8:45 AM	1	0	0	2	3
TOTAL VOLUMES:	3	1	2	4	10

	North Leg Peck Road	East Leg Harvard Boulevard	South Leg Peck Road	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

9

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: SR-126 Westbound Ramps
E/W: Faulkner Road
Weather: Clear

File Name : STP126WFAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

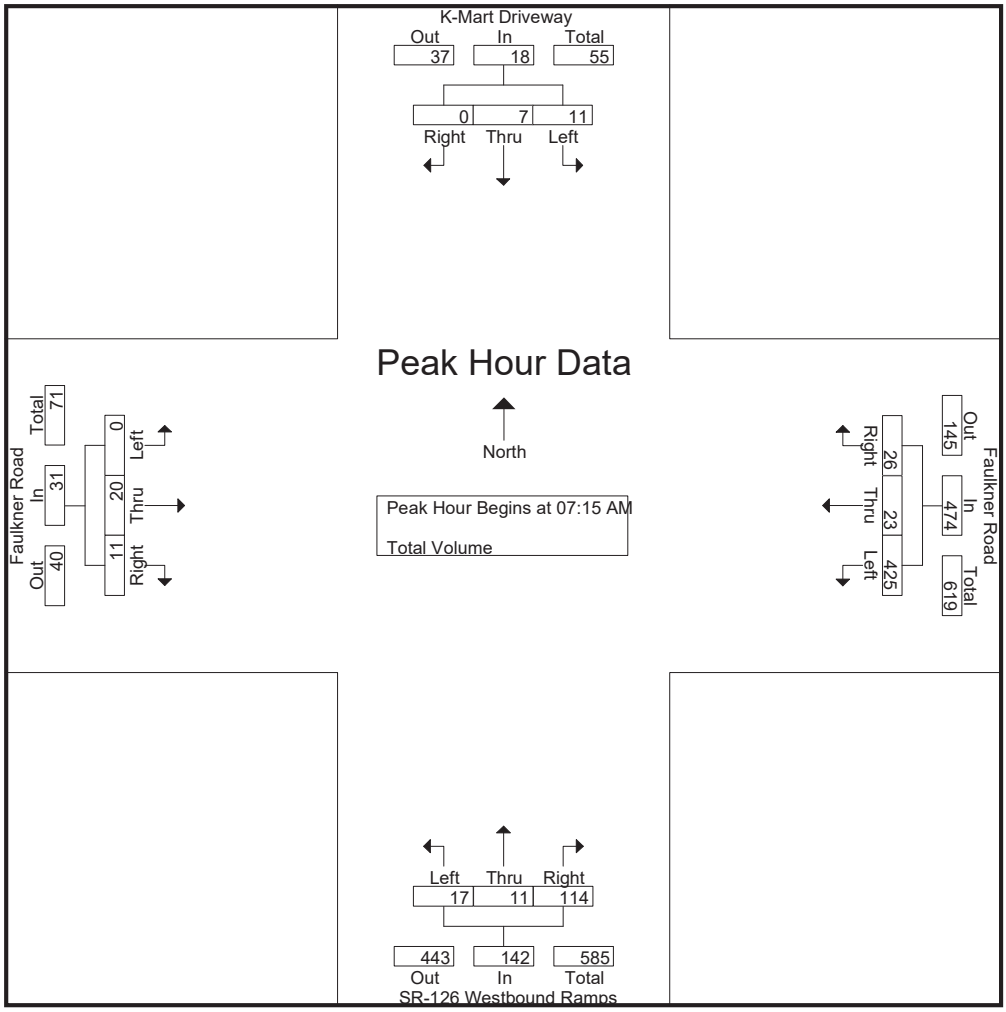
	K-Mart Driveway Southbound				Faulkner Road Westbound				SR-126 Westbound Ramps Northbound				Faulkner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	3	0	8	92	7	8	107	3	1	21	25	0	2	1	3	143
07:15 AM	3	0	0	3	127	3	5	135	3	3	19	25	0	5	4	9	172
07:30 AM	0	5	0	5	122	6	4	132	3	3	26	32	0	5	1	6	175
07:45 AM	5	1	0	6	89	7	6	102	4	4	38	46	0	4	6	10	164
Total	13	9	0	22	430	23	23	476	13	11	104	128	0	16	12	28	654
08:00 AM	3	1	0	4	87	7	11	105	7	1	31	39	0	6	0	6	154
08:15 AM	7	2	0	9	60	18	6	84	8	3	14	25	1	9	1	11	129
08:30 AM	8	1	0	9	98	12	9	119	4	3	10	17	0	9	6	15	160
08:45 AM	7	1	1	9	74	5	7	86	9	2	15	26	0	8	2	10	131
Total	25	5	1	31	319	42	33	394	28	9	70	107	1	32	9	42	574
Grand Total	38	14	1	53	749	65	56	870	41	20	174	235	1	48	21	70	1228
Apprch %	71.7	26.4	1.9		86.1	7.5	6.4		17.4	8.5	74		1.4	68.6	30		
Total %	3.1	1.1	0.1	4.3	61	5.3	4.6	70.8	3.3	1.6	14.2	19.1	0.1	3.9	1.7	5.7	

	K-Mart Driveway Southbound				Faulkner Road Westbound				SR-126 Westbound Ramps Northbound				Faulkner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	0	0	3	**127**	3	5	**135**	3	3	19	25	0	5	4	9	172
07:30 AM	0	**5**	0	5	122	6	4	132	3	3	26	32	0	5	1	6	**175**
07:45 AM	**5**	1	0	**6**	89	**7**	6	102	4	**4**	**38**	**46**	0	4	**6**	**10**	164
08:00 AM	3	1	0	4	87	7	**11**	105	**7**	1	31	39	0	**6**	0	6	154
Total Volume	11	7	0	18	425	23	26	474	17	11	114	142	0	20	11	31	665
% App. Total	61.1	38.9	0		89.7	4.9	5.5		12	7.7	80.3		0	64.5	35.5		
PHF	.550	.350	.000	.750	.837	.821	.591	.878	.607	.688	.750	.772	.000	.833	.458	.775	.950

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: SR-126 Westbound Ramps
E/W: Faulkner Road
Weather: Clear

File Name : STP126WFAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	3	1	0	4	92	**7**	**8**	107	3	3	19	25	0	4	**6**	10
+15 mins.	7	**2**	0	**9**	**127**	3	5	**135**	3	3	26	32	0	6	0	6
+30 mins.	**8**	1	0	9	122	6	4	132	4	**4**	**38**	**46**	**1**	**9**	1	11
+45 mins.	7	1	**1**	9	89	7	6	102	**7**	1	31	39	0	9	6	**15**
Total Volume	25	5	1	31	430	23	23	476	17	11	114	142	1	28	13	42
% App. Total	80.6	16.1	3.2		90.3	4.8	4.8		12	7.7	80.3		2.4	66.7	31	
PHF	.781	.625	.250	.861	.846	.821	.719	.881	.607	.688	.750	.772	.250	.778	.542	.700

9

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: SR-126 Westbound Ramps
E/W: Faulkner Road
Weather: Clear

File Name : STP126WFAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	K-Mart Driveway Southbound				Faulkner Road Westbound				SR-126 Westbound Ramps Northbound				Faulkner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	2	0	17	63	7	15	85	5	5	22	32	1	16	4	21	155
04:15 PM	14	1	0	15	68	16	17	101	11	3	27	41	0	24	4	28	185
04:30 PM	23	4	0	27	73	6	7	86	5	5	30	40	0	13	0	13	166
04:45 PM	14	5	1	20	77	10	14	101	4	5	24	33	0	19	7	26	180
Total	66	12	1	79	281	39	53	373	25	18	103	146	1	72	15	88	686
05:00 PM	18	3	0	21	85	7	9	101	6	4	20	30	0	13	3	16	168
05:15 PM	8	1	0	9	67	7	13	87	2	3	18	23	0	9	1	10	129
05:30 PM	15	2	1	18	58	5	15	78	3	4	23	30	0	14	4	18	144
05:45 PM	8	1	0	9	59	5	12	76	9	4	18	31	1	16	3	20	136
Total	49	7	1	57	269	24	49	342	20	15	79	114	1	52	11	64	577
Grand Total	115	19	2	136	550	63	102	715	45	33	182	260	2	124	26	152	1263
Apprch %	84.6	14	1.5		76.9	8.8	14.3		17.3	12.7	70		1.3	81.6	17.1		
Total %	9.1	1.5	0.2	10.8	43.5	5	8.1	56.6	3.6	2.6	14.4	20.6	0.2	9.8	2.1	12	

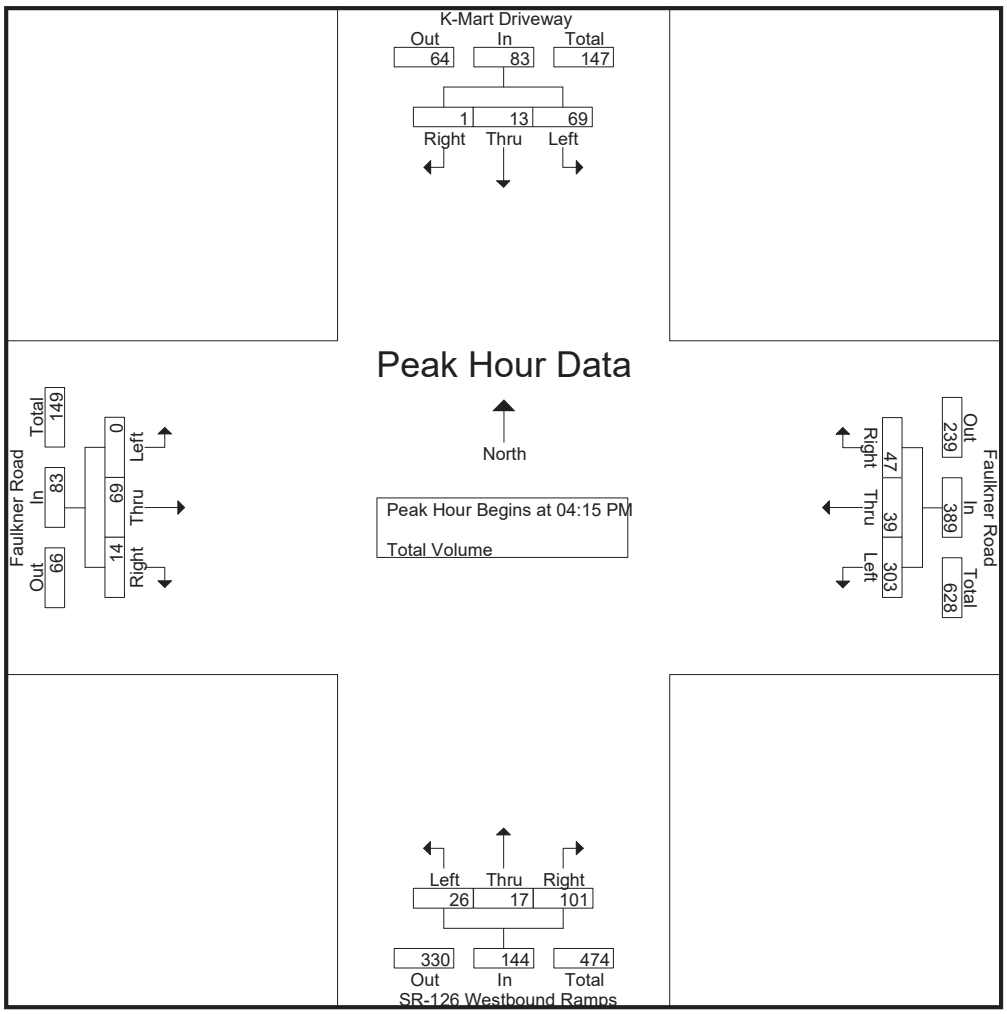
	K-Mart Driveway Southbound				Faulkner Road Westbound				SR-126 Westbound Ramps Northbound				Faulkner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	14	1	0	15	68	**16**	**17**	**101**	**11**	3	27	**41**	0	**24**	4	**28**	**185**
04:30 PM	**23**	4	0	**27**	73	6	7	86	5	**5**	**30**	40	0	13	0	13	166
04:45 PM	14	**5**	**1**	20	77	10	14	101	4	5	24	33	0	19	**7**	26	180
05:00 PM	18	3	0	21	**85**	7	9	101	6	4	20	30	0	13	3	16	168
Total Volume	69	13	1	83	303	39	47	389	26	17	101	144	0	69	14	83	699
% App. Total	83.1	15.7	1.2		77.9	10	12.1		18.1	11.8	70.1		0	83.1	16.9		
PHF	.750	.650	.250	.769	.891	.609	.691	.963	.591	.850	.842	.878	.000	.719	.500	.741	.945

9

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Santa Paula
N/S: SR-126 Westbound Ramps
E/W: Faulkner Road
Weather: Clear

File Name : STP126WFAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	14	1	0	15	68	**16**	**17**	**101**	5	**5**	22	32	**1**	16	4	21
+15 mins.	**23**	4	0	**27**	73	6	7	86	**11**	3	27	**41**	0	**24**	4	**28**
+30 mins.	14	**5**	**1**	20	77	10	14	101	5	5	**30**	40	0	13	0	13
+45 mins.	18	3	0	21	**85**	7	9	101	4	5	24	33	0	19	**7**	26
Total Volume	69	13	1	83	303	39	47	389	25	18	103	146	1	72	15	88
% App. Total	83.1	15.7	1.2		77.9	10	12.1		17.1	12.3	70.5		1.1	81.8	17	
PHF	.750	.650	.250	.769	.891	.609	.691	.963	.568	.900	.858	.890	.250	.750	.536	.786

9

Location: Santa Paula
N/S: SR-126 WB Ramps
E/W: Faulkner Road

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg K-Mart Driveway	East Leg Faulkner Road	South Leg SR-126 WB Ramps	West Leg Faulkner Road	TOTAL
7:00 AM	6	0	0	0	6
7:15 AM	4	0	0	0	4
7:30 AM	3	0	0	0	3
7:45 AM	1	0	0	0	1
8:00 AM	1	0	0	0	1
8:15 AM	5	0	0	0	5
8:30 AM	0	0	0	0	0
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	23	0	0	0	23

	North Leg K-Mart Driveway	East Leg Faulkner Road	South Leg SR-126 WB Ramps	West Leg Faulkner Road	TOTAL
4:00 PM	6	0	0	0	6
4:15 PM	0	0	0	0	0
4:30 PM	3	0	0	0	3
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	11	0	0	0	11

9

Location: Santa Paula
N/S: SR-126 WB Ramps
E/W: Faulkner Road

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg K-Mart Driveway	East Leg Faulkner Road	South Leg SR-126 WB Ramps	West Leg Faulkner Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1

	North Leg K-Mart Driveway	East Leg Faulkner Road	South Leg SR-126 WB Ramps	West Leg Faulkner Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

10

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: SR-126 Eastbound Ramps/Acacia Way
Weather: Clear

File Name : STPPE126EAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

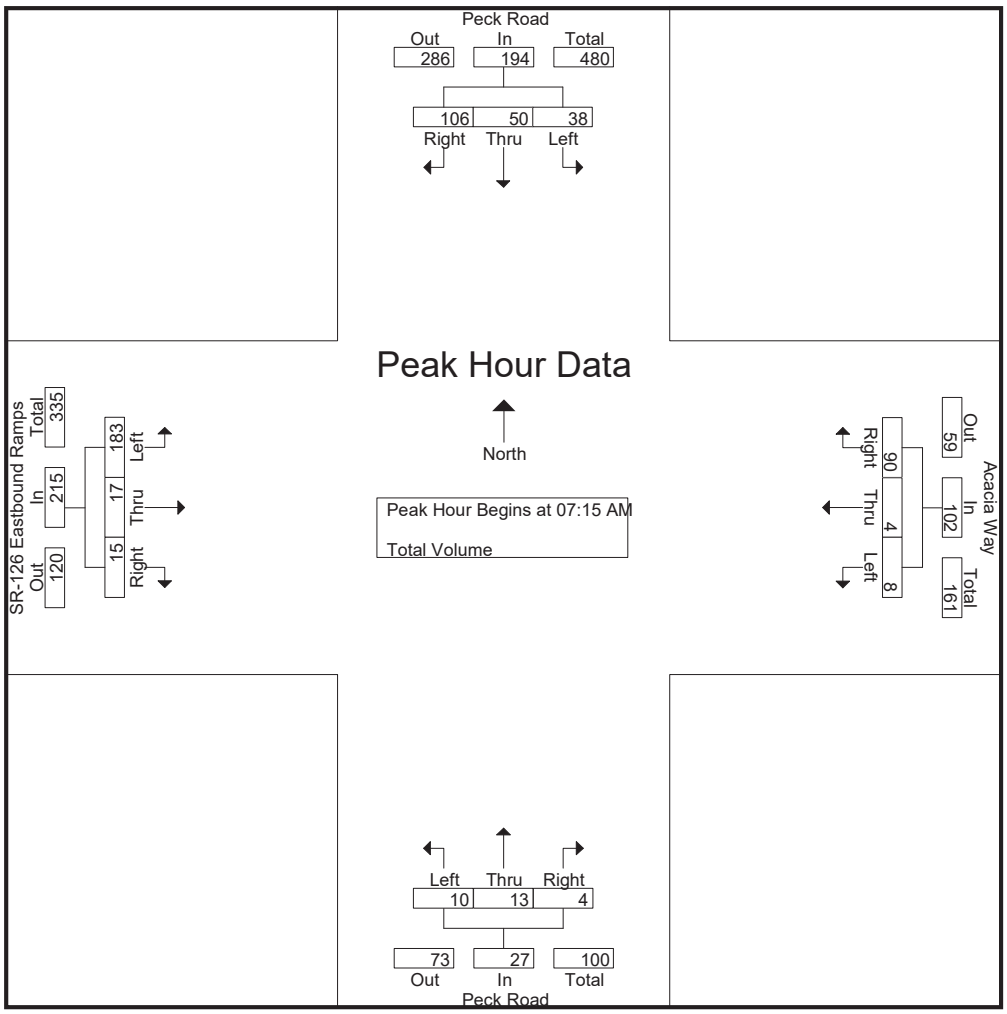
	Peck Road Southbound				Acacia Way Westbound				Peck Road Northbound				SR-126 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	9	12	26	1	2	20	23	1	4	0	5	31	6	0	37	91
07:15 AM	6	8	23	37	2	1	23	26	0	2	1	3	35	4	1	40	106
07:30 AM	5	9	31	45	4	2	35	41	5	2	1	8	53	5	2	60	154
07:45 AM	9	21	29	59	2	0	29	31	1	2	2	5	56	2	5	63	158
Total	25	47	95	167	9	5	107	121	7	10	4	21	175	17	8	200	509
08:00 AM	18	12	23	53	0	1	3	4	4	7	0	11	39	6	7	52	120
08:15 AM	5	6	16	27	3	1	13	17	2	4	2	8	41	4	2	47	99
08:30 AM	8	3	14	25	2	0	19	21	0	5	0	5	41	4	4	49	100
08:45 AM	9	3	15	27	1	1	17	19	1	7	1	9	42	4	6	52	107
Total	40	24	68	132	6	3	52	61	7	23	3	33	163	18	19	200	426
Grand Total	65	71	163	299	15	8	159	182	14	33	7	54	338	35	27	400	935
Apprch %	21.7	23.7	54.5		8.2	4.4	87.4		25.9	61.1	13		84.5	8.8	6.8		
Total %	7	7.6	17.4	32	1.6	0.9	17	19.5	1.5	3.5	0.7	5.8	36.1	3.7	2.9	42.8	

	Peck Road Southbound				Acacia Way Westbound				Peck Road Northbound				SR-126 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	8	23	37	2	1	23	26	0	2	1	3	35	4	1	40	106
07:30 AM	5	9	**31**	45	**4**	**2**	**35**	**41**	**5**	2	1	8	53	5	2	60	154
07:45 AM	9	**21**	29	**59**	2	0	29	31	1	2	**2**	5	**56**	2	5	**63**	**158**
08:00 AM	**18**	12	23	53	0	1	3	4	4	**7**	0	**11**	39	**6**	**7**	52	120
Total Volume	38	50	106	194	8	4	90	102	10	13	4	27	183	17	15	215	538
% App. Total	19.6	25.8	54.6		7.8	3.9	88.2		37	48.1	14.8		85.1	7.9	7		
PHF	.528	.595	.855	.822	.500	.500	.643	.622	.500	.464	.500	.614	.817	.708	.536	.853	.851

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Peck Road
E/W: SR-126 Eastbound Ramps/Acacia Way
Weather: Clear

File Name : STPPE126EAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	6	8	23	37	1	**2**	20	23	**4**	**7**	0	**11**	53	5	2	60
+15 mins.	5	9	**31**	45	2	1	23	26	2	4	**2**	8	**56**	2	5	**63**
+30 mins.	9	**21**	29	**59**	**4**	2	**35**	**41**	0	5	0	5	39	**6**	**7**	52
+45 mins.	**18**	12	23	53	2	0	29	31	1	7	1	9	41	4	2	47
Total Volume	38	50	106	194	9	5	107	121	7	23	3	33	189	17	16	222
% App. Total	19.6	25.8	54.6		7.4	4.1	88.4		21.2	69.7	9.1		85.1	7.7	7.2	
PHF	.528	.595	.855	.822	.563	.625	.764	.738	.438	.821	.375	.750	.844	.708	.571	.881

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Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Peck Road
E/W: SR-126 Eastbound Ramps/Acacia Way
Weather: Clear

File Name : STPPE126EPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Acacia Way Westbound				Peck Road Northbound				SR-126 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	6	28	43	0	3	13	16	4	14	1	19	98	16	2	116	194
04:15 PM	18	3	27	48	1	2	24	27	7	12	0	19	106	8	1	115	209
04:30 PM	22	1	31	54	1	0	19	20	3	6	0	9	124	8	3	135	218
04:45 PM	18	5	19	42	0	2	20	22	5	7	2	14	138	14	1	153	231
Total	67	15	105	187	2	7	76	85	19	39	3	61	466	46	7	519	852
05:00 PM	14	2	22	38	0	4	15	19	2	13	1	16	120	8	1	129	202
05:15 PM	14	4	21	39	0	2	11	13	5	10	2	17	128	15	1	144	213
05:30 PM	19	3	24	46	0	2	19	21	4	7	1	12	129	9	2	140	219
05:45 PM	9	0	20	29	0	1	18	19	6	5	0	11	147	17	1	165	224
Total	56	9	87	152	0	9	63	72	17	35	4	56	524	49	5	578	858
Grand Total	123	24	192	339	2	16	139	157	36	74	7	117	990	95	12	1097	1710
Apprch %	36.3	7.1	56.6		1.3	10.2	88.5		30.8	63.2	6		90.2	8.7	1.1		
Total %	7.2	1.4	11.2	19.8	0.1	0.9	8.1	9.2	2.1	4.3	0.4	6.8	57.9	5.6	0.7	64.2	

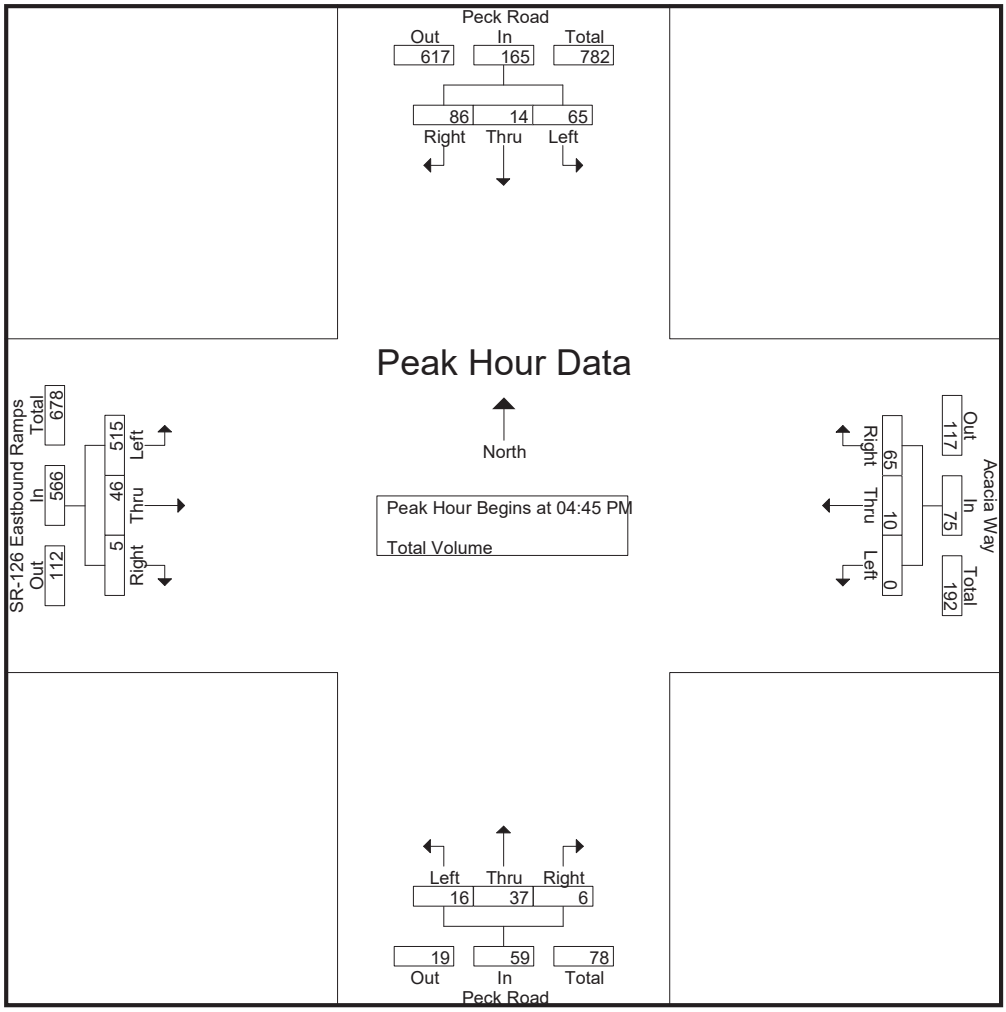
	Peck Road Southbound				Acacia Way Westbound				Peck Road Northbound				SR-126 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	18	**5**	19	42	0	2	**20**	**22**	**5**	7	**2**	14	**138**	14	1	**153**	**231**
05:00 PM	14	2	22	38	0	**4**	15	19	2	**13**	1	16	120	8	1	129	202
05:15 PM	14	4	21	39	0	2	11	13	5	10	2	**17**	128	**15**	1	144	213
05:30 PM	**19**	3	**24**	**46**	0	2	19	21	4	7	1	12	129	9	**2**	140	219
Total Volume	65	14	86	165	0	10	65	75	16	37	6	59	515	46	5	566	865
% App. Total	39.4	8.5	52.1		0	13.3	86.7		27.1	62.7	10.2		91	8.1	0.9		
PHF	.855	.700	.896	.897	.000	.625	.813	.852	.800	.712	.750	.868	.933	.767	.625	.925	.936

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Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Peck Road
E/W: SR-126 Eastbound Ramps/Acacia Way
Weather: Clear

File Name : STPPE126EPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	9	**6**	28	43	**1**	2	**24**	**27**	4	**14**	1	**19**	120	8	1	129
+15 mins.	18	3	27	48	1	0	19	20	**7**	12	0	19	128	15	1	144
+30 mins.	**22**	1	**31**	**54**	0	2	20	22	3	6	0	9	129	9	**2**	140
+45 mins.	18	5	19	42	0	**4**	15	19	5	7	**2**	14	**147**	**17**	1	**165**
Total Volume	67	15	105	187	2	8	78	88	19	39	3	61	524	49	5	578
% App. Total	35.8	8	56.1		2.3	9.1	88.6		31.1	63.9	4.9		90.7	8.5	0.9	
PHF	.761	.625	.847	.866	.500	.500	.813	.815	.679	.696	.375	.803	.891	.721	.625	.876

10

Location: Santa Paula
N/S: Peck Road
E/W: SR-126 EB Ramps/Acacia Way

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Peck Road	East Leg Acacia Way	South Leg Peck Road	West Leg SR-126 Eastbound Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Peck Road	East Leg Acacia Way	South Leg Peck Road	West Leg SR-126 Eastbound Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

10

Location: Santa Paula
N/S: Peck Road
E/W: SR-126 EB Ramps/Acacia Way

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Peck Road	East Leg Acacia Way	South Leg Peck Road	West Leg SR-126 Eastbound Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	3	0	0	0	3

	North Leg Peck Road	East Leg Acacia Way	South Leg Peck Road	West Leg SR-126 Eastbound Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

11

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Main Street
Weather: Clear

File Name : STPSTMAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Steckel Drive Southbound				Main Street Westbound				Steckel Drive Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	4	9	18	6	30	2	38	1	3	7	11	1	15	9	25	92
07:15 AM	7	11	9	27	9	31	4	44	6	5	10	21	3	28	7	38	130
07:30 AM	18	18	16	52	32	37	3	72	5	20	25	50	4	54	14	72	246
07:45 AM	10	23	9	42	48	50	5	103	22	21	37	80	7	60	14	81	306
Total	40	56	43	139	95	148	14	257	34	49	79	162	15	157	44	216	774
08:00 AM	4	10	11	25	22	50	4	76	12	6	16	34	2	45	11	58	193
08:15 AM	5	6	5	16	10	33	2	45	5	6	6	17	1	34	5	40	118
08:30 AM	4	6	12	22	7	31	3	41	5	7	4	16	7	35	6	48	127
08:45 AM	6	13	5	24	12	28	1	41	4	4	8	16	2	37	13	52	133
Total	19	35	33	87	51	142	10	203	26	23	34	83	12	151	35	198	571
Grand Total	59	91	76	226	146	290	24	460	60	72	113	245	27	308	79	414	1345
Apprch %	26.1	40.3	33.6		31.7	63	5.2		24.5	29.4	46.1		6.5	74.4	19.1		
Total %	4.4	6.8	5.7	16.8	10.9	21.6	1.8	34.2	4.5	5.4	8.4	18.2	2	22.9	5.9	30.8	

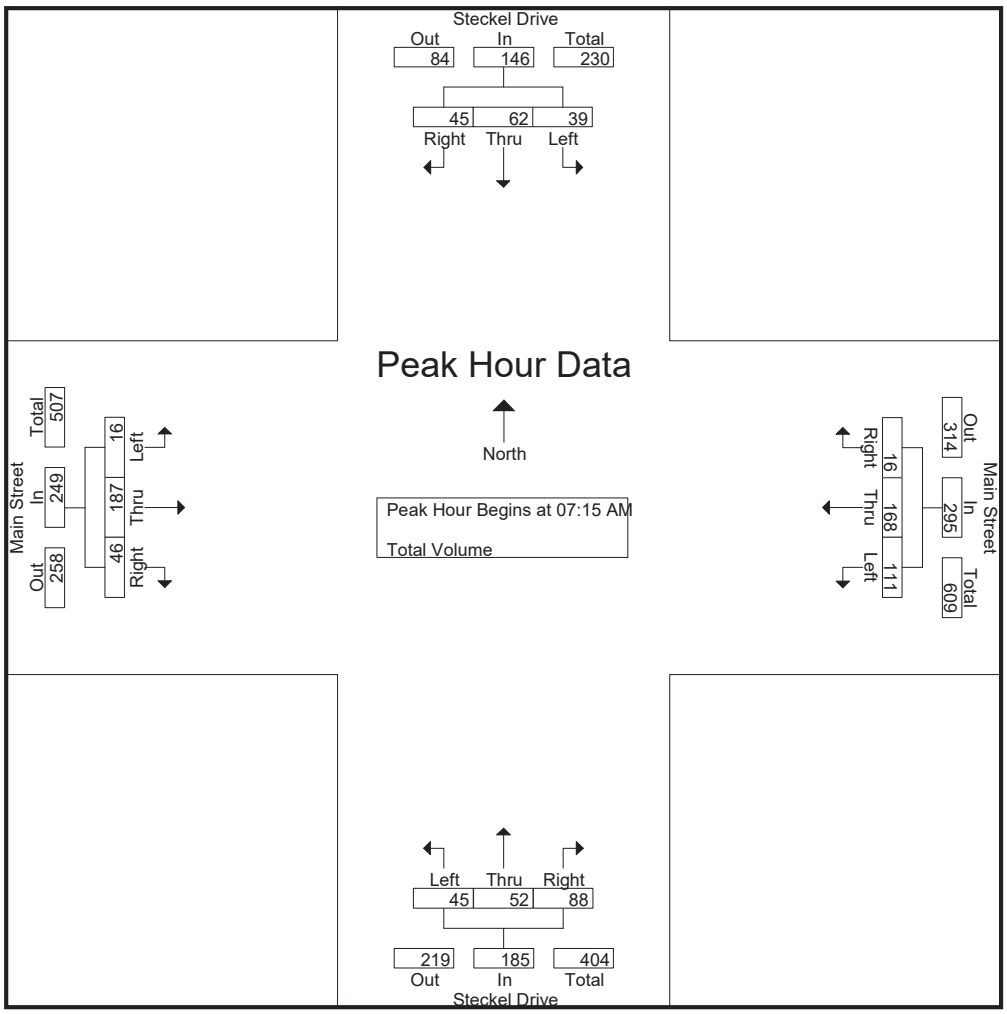
	Steckel Drive Southbound				Main Street Westbound				Steckel Drive Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	11	9	27	9	31	4	44	6	5	10	21	3	28	7	38	130
07:30 AM	**18**	18	**16**	**52**	32	37	3	72	5	20	25	50	4	54	**14**	72	246
07:45 AM	10	**23**	9	42	**48**	**50**	**5**	**103**	**22**	**21**	**37**	**80**	**7**	**60**	14	**81**	**306**
08:00 AM	4	10	11	25	22	50	4	76	12	6	16	34	2	45	11	58	193
Total Volume	39	62	45	146	111	168	16	295	45	52	88	185	16	187	46	249	875
% App. Total	26.7	42.5	30.8		37.6	56.9	5.4		24.3	28.1	47.6		6.4	75.1	18.5		
PHF	.542	.674	.703	.702	.578	.840	.800	.716	.511	.619	.595	.578	.571	.779	.821	.769	.715

11

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Main Street
Weather: Clear

File Name : STPSTMAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	7	11	9	27	32	37	3	72	6	5	10	21	4	54	**14**	72
+15 mins.	**18**	18	**16**	**52**	**48**	**50**	**5**	**103**	5	20	25	50	**7**	**60**	14	**81**
+30 mins.	10	**23**	9	42	22	50	4	76	**22**	**21**	**37**	**80**	2	45	11	58
+45 mins.	4	10	11	25	10	33	2	45	12	6	16	34	1	34	5	40
Total Volume	39	62	45	146	112	170	14	296	45	52	88	185	14	193	44	251
% App. Total	26.7	42.5	30.8		37.8	57.4	4.7		24.3	28.1	47.6		5.6	76.9	17.5	
PHF	.542	.674	.703	.702	.583	.850	.700	.718	.511	.619	.595	.578	.500	.804	.786	.775

11

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Main Street
Weather: Clear

File Name : STPSTMAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Steckel Drive Southbound				Main Street Westbound				Steckel Drive Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	19	8	31	20	59	4	83	13	16	25	54	10	96	9	115	283
04:15 PM	5	12	14	31	18	58	7	83	12	20	78	110	20	150	22	192	416
04:30 PM	1	15	11	27	19	67	3	89	16	26	78	120	27	156	19	202	438
04:45 PM	3	12	10	25	23	65	7	95	9	13	20	42	20	132	21	173	335
Total	13	58	43	114	80	249	21	350	50	75	201	326	77	534	71	682	1472
05:00 PM	5	8	8	21	18	77	6	101	10	24	23	57	15	109	17	141	320
05:15 PM	4	16	14	34	19	46	7	72	9	16	30	55	17	96	11	124	285
05:30 PM	6	17	17	40	22	65	2	89	7	24	24	55	20	91	26	137	321
05:45 PM	4	14	9	27	13	51	8	72	9	15	20	44	14	106	11	131	274
Total	19	55	48	122	72	239	23	334	35	79	97	211	66	402	65	533	1200
Grand Total	32	113	91	236	152	488	44	684	85	154	298	537	143	936	136	1215	2672
Apprch %	13.6	47.9	38.6		22.2	71.3	6.4		15.8	28.7	55.5		11.8	77	11.2		
Total %	1.2	4.2	3.4	8.8	5.7	18.3	1.6	25.6	3.2	5.8	11.2	20.1	5.4	35	5.1	45.5	

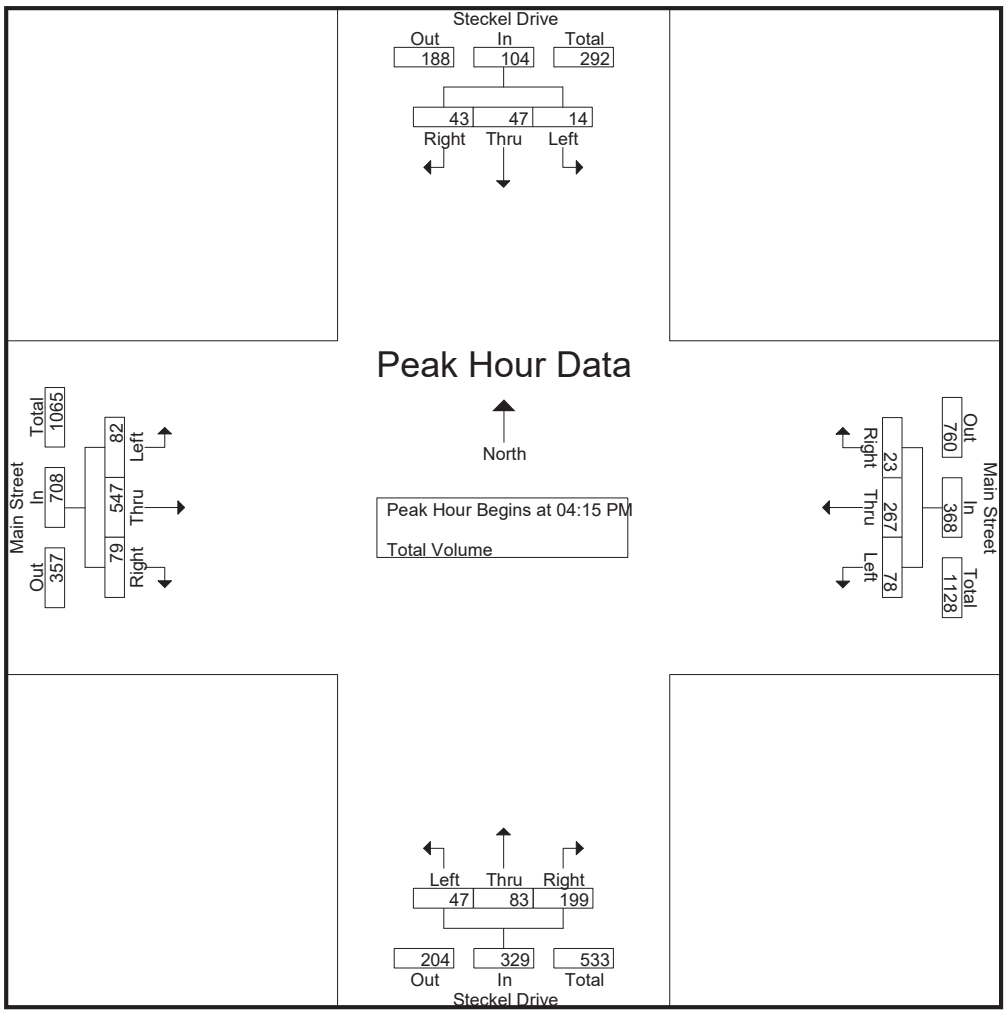
	Steckel Drive Southbound				Main Street Westbound				Steckel Drive Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**5**	12	**14**	**31**	18	58	**7**	83	12	20	**78**	110	20	150	**22**	192	416
04:30 PM	1	**15**	11	27	19	67	3	89	**16**	**26**	78	**120**	**27**	**156**	19	**202**	**438**
04:45 PM	3	12	10	25	**23**	65	7	95	9	13	20	42	20	132	21	173	335
05:00 PM	5	8	8	21	18	**77**	6	**101**	10	24	23	57	15	109	17	141	320
Total Volume	14	47	43	104	78	267	23	368	47	83	199	329	82	547	79	708	1509
% App. Total	13.5	45.2	41.3		21.2	72.6	6.2		14.3	25.2	60.5		11.6	77.3	11.2		
PHF	.700	.783	.768	.839	.848	.867	.821	.911	.734	.798	.638	.685	.759	.877	.898	.876	.861

11

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Main Street
Weather: Clear

File Name : STPSTMAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	5	8	8	21	18	58	**7**	83	12	20	**78**	110	20	150	**22**	192
+15 mins.	4	16	14	34	19	67	3	89	**16**	**26**	78	**120**	**27**	**156**	19	**202**
+30 mins.	**6**	**17**	**17**	**40**	**23**	65	7	95	9	13	20	42	20	132	21	173
+45 mins.	4	14	9	27	18	**77**	6	**101**	10	24	23	57	15	109	17	141
Total Volume	19	55	48	122	78	267	23	368	47	83	199	329	82	547	79	708
% App. Total	15.6	45.1	39.3		21.2	72.6	6.2		14.3	25.2	60.5		11.6	77.3	11.2	
PHF	.792	.809	.706	.763	.848	.867	.821	.911	.734	.798	.638	.685	.759	.877	.898	.876

11

Location: Santa Paula
N/S: Steckel Drive
E/W: Main Street

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Steckel Drive	East Leg Main Street	South Leg Steckel Drive	West Leg Main Street	TOTAL
7:00 AM	6	1	0	0	7
7:15 AM	1	9	4	2	16
7:30 AM	11	19	0	0	30
7:45 AM	2	27	7	3	39
8:00 AM	5	14	2	0	21
8:15 AM	2	2	2	0	6
8:30 AM	4	2	2	3	11
8:45 AM	6	0	2	0	8
TOTAL VOLUMES:	37	74	19	8	138

	North Leg Steckel Drive	East Leg Main Street	South Leg Steckel Drive	West Leg Main Street	TOTAL
4:00 PM	11	2	1	1	15
4:15 PM	9	1	0	2	12
4:30 PM	8	0	8	6	22
4:45 PM	1	0	0	1	2
5:00 PM	3	0	4	0	7
5:15 PM	7	4	3	5	19
5:30 PM	12	2	7	0	21
5:45 PM	6	4	2	1	13
TOTAL VOLUMES:	57	13	25	16	111

11

Location: Santa Paula
N/S: Steckel Drive
E/W: Main Street

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Steckel Drive	East Leg Main Street	South Leg Steckel Drive	West Leg Main Street	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	2	0	0	0	2
7:30 AM	3	0	0	0	3
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	2	1	0	0	3
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	9	1	0	1	11

	North Leg Steckel Drive	East Leg Main Street	South Leg Steckel Drive	West Leg Main Street	TOTAL
4:00 PM	1	1	0	0	2
4:15 PM	3	0	1	0	4
4:30 PM	2	0	0	0	2
4:45 PM	2	0	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	1	1	0	0	2
5:30 PM	3	0	0	1	4
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	14	2	1	1	18

12

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard
Weather: Clear

File Name : STPSTHAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Steckel Drive Southbound				Harvard Boulevard Westbound				Steckel Drive Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	0	10	23	2	48	7	57	9	3	8	20	10	33	0	43	143
07:15 AM	9	0	16	25	3	73	17	93	5	5	19	29	15	52	2	69	216
07:30 AM	29	2	11	42	6	92	54	152	8	25	20	53	20	105	0	125	372
07:45 AM	45	7	17	69	13	93	103	209	12	8	16	36	11	76	2	89	403
Total	96	9	54	159	24	306	181	511	34	41	63	138	56	266	4	326	1134
08:00 AM	32	14	13	59	9	72	22	103	8	1	7	16	8	81	5	94	272
08:15 AM	12	1	10	23	6	64	17	87	5	0	9	14	7	72	5	84	208
08:30 AM	13	5	7	25	3	50	10	63	5	3	4	12	0	56	4	60	160
08:45 AM	10	4	9	23	5	60	7	72	3	7	8	18	4	71	3	78	191
Total	67	24	39	130	23	246	56	325	21	11	28	60	19	280	17	316	831
Grand Total	163	33	93	289	47	552	237	836	55	52	91	198	75	546	21	642	1965
Apprch %	56.4	11.4	32.2		5.6	66	28.3		27.8	26.3	46		11.7	85	3.3		
Total %	8.3	1.7	4.7	14.7	2.4	28.1	12.1	42.5	2.8	2.6	4.6	10.1	3.8	27.8	1.1	32.7	

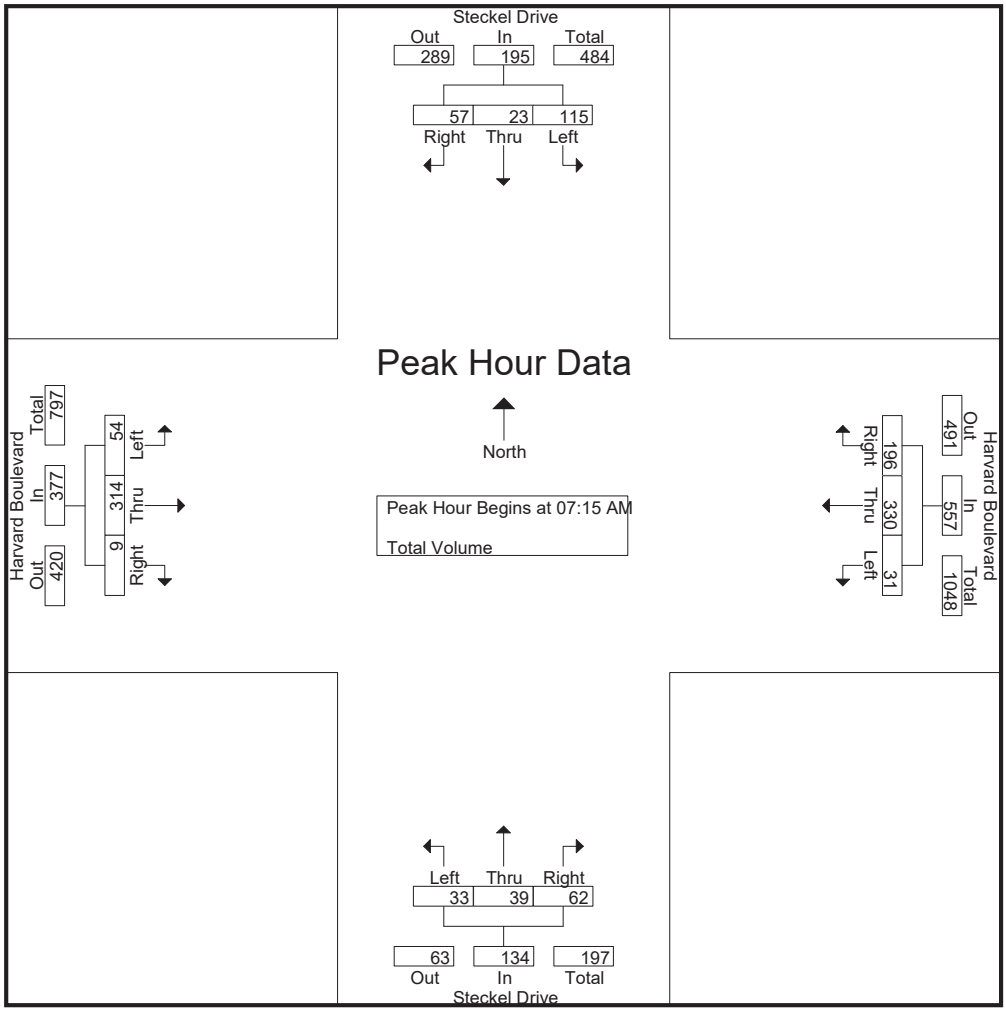
	Steckel Drive Southbound				Harvard Boulevard Westbound				Steckel Drive Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	0	16	25	3	73	17	93	5	5	19	29	15	52	2	69	216
07:30 AM	29	2	11	42	6	92	54	152	8	**25**	**20**	**53**	**20**	**105**	0	**125**	372
07:45 AM	**45**	7	**17**	**69**	**13**	**93**	**103**	**209**	**12**	8	16	36	11	76	2	89	**403**
08:00 AM	32	**14**	13	59	9	72	22	103	8	1	7	16	8	81	**5**	94	272
Total Volume	115	23	57	195	31	330	196	557	33	39	62	134	54	314	9	377	1263
% App. Total	59	11.8	29.2		5.6	59.2	35.2		24.6	29.1	46.3		14.3	83.3	2.4		
PHF	.639	.411	.838	.707	.596	.887	.476	.666	.688	.390	.775	.632	.675	.748	.450	.754	.783

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard
Weather: Clear

File Name : STPSTHAAM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	9	0	16	25	3	73	17	93	9	3	8	20	**20**	**105**	0	**125**
+15 mins.	29	2	11	42	6	92	54	152	5	5	19	29	11	76	2	89
+30 mins.	**45**	7	**17**	**69**	**13**	**93**	**103**	**209**	8	**25**	**20**	**53**	8	81	**5**	94
+45 mins.	32	**14**	13	59	9	72	22	103	**12**	8	16	36	7	72	5	84
Total Volume	115	23	57	195	31	330	196	557	34	41	63	138	46	334	12	392
% App. Total	59	11.8	29.2		5.6	59.2	35.2		24.6	29.7	45.7		11.7	85.2	3.1	
PHF	.639	.411	.838	.707	.596	.887	.476	.666	.708	.410	.788	.651	.575	.795	.600	.784

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard
Weather: Clear

File Name : STPSTHAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 1

Groups Printed- Total Volume

	Steckel Drive Southbound				Harvard Boulevard Westbound				Steckel Drive Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	4	17	38	9	116	31	156	4	4	4	12	34	69	5	108	314
04:15 PM	19	0	29	48	0	115	18	133	0	0	0	0	93	2	0	95	276
04:30 PM	21	1	24	46	0	128	30	158	0	0	0	0	71	23	0	94	298
04:45 PM	28	10	24	62	11	119	25	155	4	5	7	16	18	147	1	166	399
Total	85	15	94	194	20	478	104	602	8	9	11	28	216	241	6	463	1287
05:00 PM	18	7	15	40	19	101	28	148	9	8	6	23	17	139	6	162	373
05:15 PM	20	7	14	41	10	100	33	143	8	13	11	32	20	149	9	178	394
05:30 PM	26	9	26	61	13	109	40	162	8	8	18	34	20	108	9	137	394
05:45 PM	32	10	10	52	17	114	38	169	8	9	14	31	17	119	12	148	400
Total	96	33	65	194	59	424	139	622	33	38	49	120	74	515	36	625	1561
Grand Total	181	48	159	388	79	902	243	1224	41	47	60	148	290	756	42	1088	2848
Apprch %	46.6	12.4	41		6.5	73.7	19.9		27.7	31.8	40.5		26.7	69.5	3.9		
Total %	6.4	1.7	5.6	13.6	2.8	31.7	8.5	43	1.4	1.7	2.1	5.2	10.2	26.5	1.5	38.2	

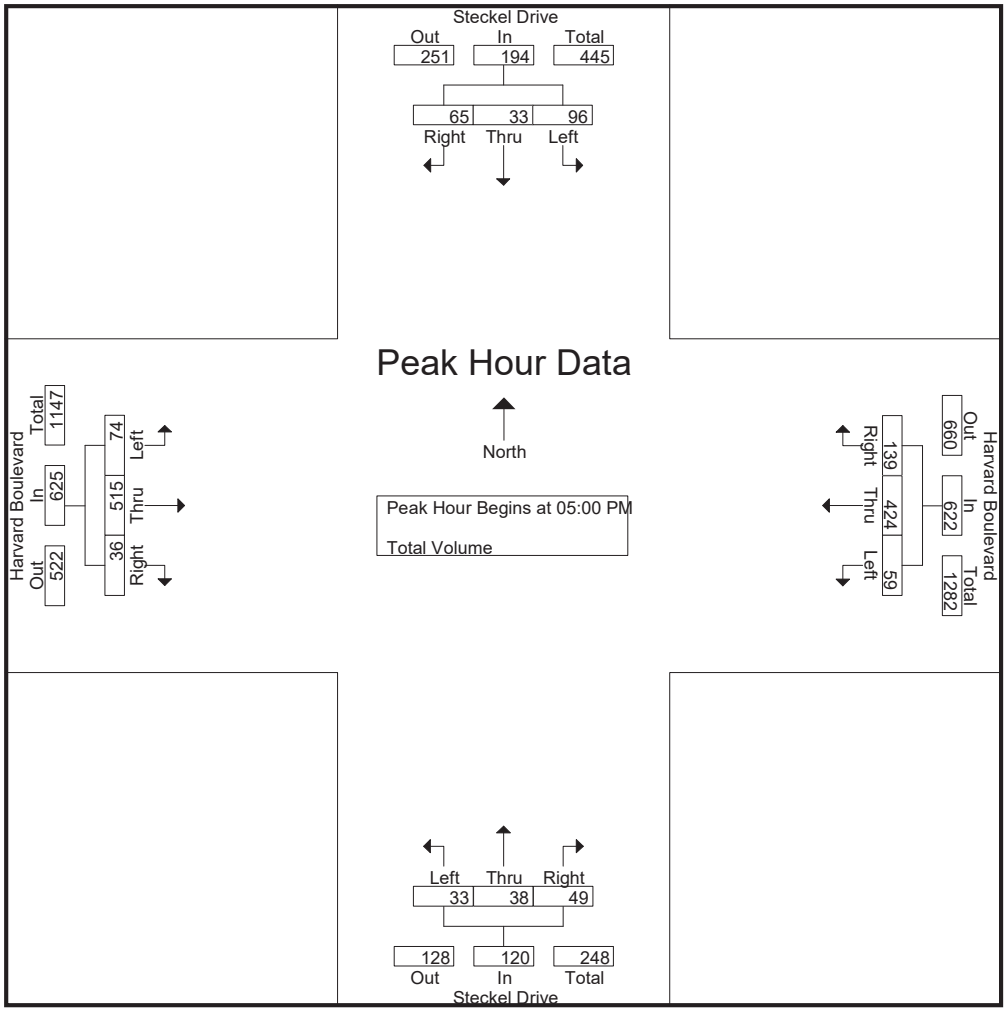
	Steckel Drive Southbound				Harvard Boulevard Westbound				Steckel Drive Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	7	15	40	**19**	101	28	148	**9**	8	6	23	17	139	6	162	373
05:15 PM	20	7	14	41	10	100	33	143	8	**13**	11	32	**20**	**149**	9	**178**	394
05:30 PM	26	9	**26**	**61**	13	109	**40**	162	8	8	**18**	**34**	20	108	9	137	394
05:45 PM	**32**	**10**	10	52	17	**114**	38	**169**	8	9	14	31	17	119	**12**	148	**400**
Total Volume	96	33	65	194	59	424	139	622	33	38	49	120	74	515	36	625	1561
% App. Total	49.5	17	33.5		9.5	68.2	22.3		27.5	31.7	40.8		11.8	82.4	5.8		
PHF	.750	.825	.625	.795	.776	.930	.869	.920	.917	.731	.681	.882	.925	.864	.750	.878	.976

12

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard
Weather: Clear

File Name : STPSTHAPM
Site Code : 99916055
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	**28**	**10**	24	**62**	**19**	101	28	148	**9**	8	6	23	18	147	1	166
+15 mins.	18	7	15	40	10	100	33	143	8	**13**	11	32	17	139	6	162
+30 mins.	20	7	14	41	13	109	**40**	162	8	8	**18**	**34**	**20**	**149**	**9**	**178**
+45 mins.	26	9	**26**	61	17	**114**	38	**169**	8	9	14	31	20	108	9	137
Total Volume	92	33	79	204	59	424	139	622	33	38	49	120	75	543	25	643
% App. Total	45.1	16.2	38.7		9.5	68.2	22.3		27.5	31.7	40.8		11.7	84.4	3.9	
PHF	.821	.825	.760	.823	.776	.930	.869	.920	.917	.731	.681	.882	.938	.911	.694	.903

12

Location: Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard

Date: 2/4/2016
Day: Thursday

PEDESTRIANS

	North Leg Steckel Drive	East Leg Harvard Boulevard	South Leg Steckel Drive	West Leg Harvard Boulevard	TOTAL
7:00 AM	4	1	0	0	5
7:15 AM	5	8	1	0	14
7:30 AM	4	21	1	3	29
7:45 AM	1	13	0	1	15
8:00 AM	9	11	1	3	24
8:15 AM	3	8	1	1	13
8:30 AM	0	2	0	0	2
8:45 AM	4	2	3	1	10
TOTAL VOLUMES:	30	66	7	9	112

	North Leg Steckel Drive	East Leg Harvard Boulevard	South Leg Steckel Drive	West Leg Harvard Boulevard	TOTAL
4:00 PM	3	3	0	3	9
4:15 PM	8	2	0	5	15
4:30 PM	7	3	0	5	15
4:45 PM	3	3	0	9	15
5:00 PM	6	11	11	5	33
5:15 PM	10	8	0	8	26
5:30 PM	5	3	1	5	14
5:45 PM	2	1	0	11	14
TOTAL VOLUMES:	44	34	12	51	141

12

Location: Santa Paula
N/S: Steckel Drive
E/W: Harvard Boulevard

Date: 2/4/2016
Day: Thursday

BICYCLES

	North Leg Steckel Drive	East Leg Harvard Boulevard	South Leg Steckel Drive	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	1	0	0	1
8:30 AM	0	1	1	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	1	0	4

	North Leg Steckel Drive	East Leg Harvard Boulevard	South Leg Steckel Drive	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	2	1	0	0	3
4:45 PM	1	0	0	2	3
5:00 PM	0	1	1	0	2
5:15 PM	2	1	0	1	4
5:30 PM	2	1	0	0	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	8	4	1	3	16

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street
Weather: Clear

File Name : STPPASPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Santa Paula Street Westbound				Palm Avenue Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	11	0	13	16	35	1	52	2	3	17	22	1	15	17	33	120
07:15 AM	2	16	2	20	19	49	3	71	9	3	27	39	0	50	16	66	196
07:30 AM	7	27	0	34	21	69	1	91	9	5	31	45	0	79	21	100	270
07:45 AM	6	10	3	19	23	77	4	104	25	6	27	58	0	67	24	91	272
Total	17	64	5	86	79	230	9	318	45	17	102	164	1	211	78	290	858
08:00 AM	2	12	1	15	24	66	6	96	9	9	6	24	2	38	21	61	196
08:15 AM	4	13	3	20	8	34	2	44	13	12	8	33	3	43	10	56	153
08:30 AM	3	8	1	12	17	32	1	50	8	7	11	26	4	21	10	35	123
08:45 AM	4	12	2	18	14	21	7	42	6	11	8	25	3	26	11	40	125
Total	13	45	7	65	63	153	16	232	36	39	33	108	12	128	52	192	597
Grand Total	30	109	12	151	142	383	25	550	81	56	135	272	13	339	130	482	1455
Apprch %	19.9	72.2	7.9		25.8	69.6	4.5		29.8	20.6	49.6		2.7	70.3	27		
Total %	2.1	7.5	0.8	10.4	9.8	26.3	1.7	37.8	5.6	3.8	9.3	18.7	0.9	23.3	8.9	33.1	

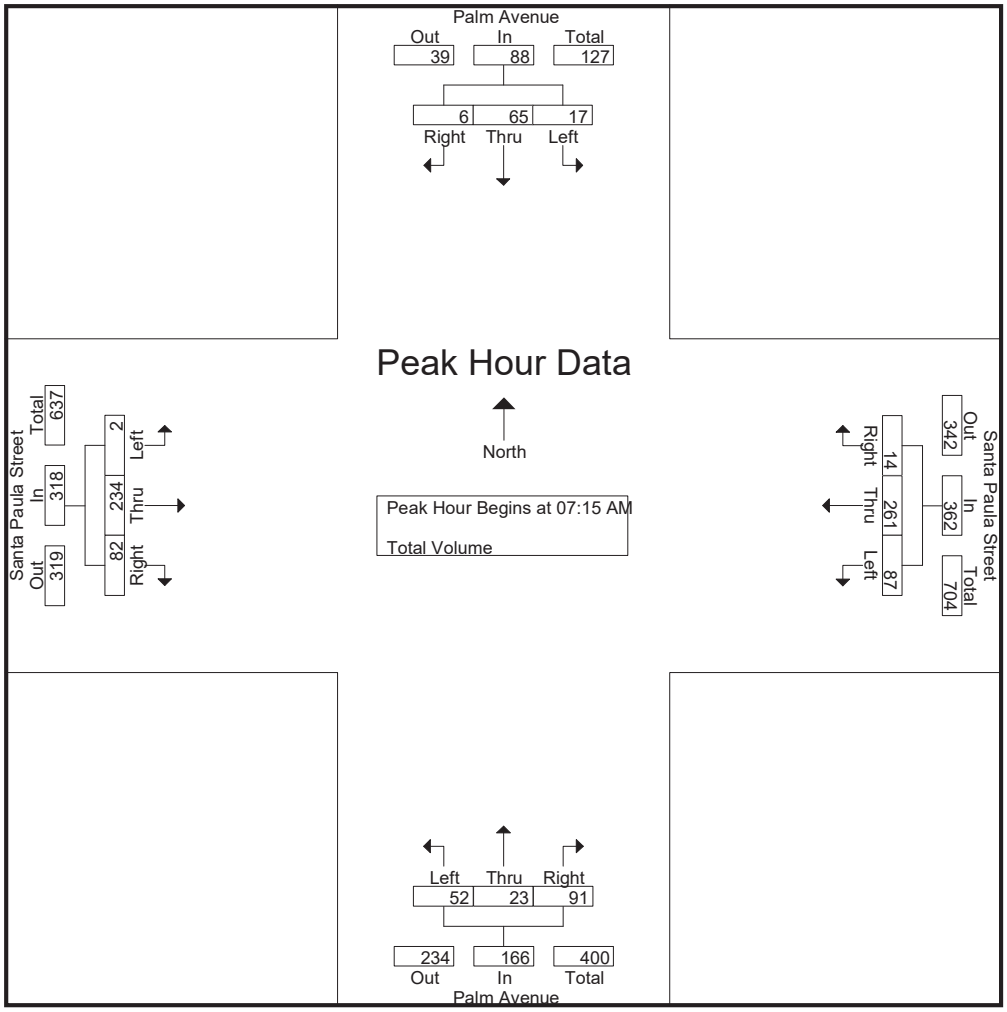
	Palm Avenue Southbound				Santa Paula Street Westbound				Palm Avenue Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	16	2	20	19	49	3	71	9	3	27	39	0	50	16	66	196
07:30 AM	**7**	**27**	0	**34**	21	69	1	91	9	5	**31**	45	0	**79**	21	**100**	270
07:45 AM	6	10	**3**	19	23	**77**	4	**104**	**25**	6	27	**58**	0	67	**24**	91	**272**
08:00 AM	2	12	1	15	**24**	66	**6**	96	9	**9**	6	24	**2**	38	21	61	196
Total Volume	17	65	6	88	87	261	14	362	52	23	91	166	2	234	82	318	934
% App. Total	19.3	73.9	6.8		24	72.1	3.9		31.3	13.9	54.8		0.6	73.6	25.8		
PHF	.607	.602	.500	.647	.906	.847	.583	.870	.520	.639	.734	.716	.250	.741	.854	.795	.858

13

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street
Weather: Clear

File Name : STPPASPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	16	2	20	19	49	3	71	9	3	27	39	0	50	16	66
+15 mins.	**7**	**27**	0	**34**	21	69	1	91	9	5	**31**	45	0	**79**	21	**100**
+30 mins.	6	10	**3**	19	23	**77**	4	**104**	**25**	6	27	**58**	0	67	**24**	91
+45 mins.	2	12	1	15	**24**	66	**6**	96	9	**9**	6	24	**2**	38	21	61
Total Volume	17	65	6	88	87	261	14	362	52	23	91	166	2	234	82	318
% App. Total	19.3	73.9	6.8		24	72.1	3.9		31.3	13.9	54.8		0.6	73.6	25.8	
PHF	.607	.602	.500	.647	.906	.847	.583	.870	.520	.639	.734	.716	.250	.741	.854	.795

13

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street
Weather: Clear

File Name : STPPASPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Santa Paula Street Westbound				Palm Avenue Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	4	0	7	17	44	2	63	27	10	14	51	2	58	17	77	198
04:15 PM	3	6	0	9	16	41	1	58	17	9	23	49	2	62	14	78	194
04:30 PM	2	5	0	7	33	37	2	72	27	9	27	63	1	65	9	75	217
04:45 PM	3	9	1	13	26	54	1	81	20	15	20	55	3	51	13	67	216
Total	11	24	1	36	92	176	6	274	91	43	84	218	8	236	53	297	825
05:00 PM	3	0	3	6	12	64	1	77	22	12	16	50	1	58	13	72	205
05:15 PM	5	4	1	10	31	55	4	90	20	9	28	57	0	90	14	104	261
05:30 PM	7	8	0	15	25	57	4	86	17	14	23	54	1	61	17	79	234
05:45 PM	3	6	2	11	25	53	8	86	23	10	42	75	2	77	12	91	263
Total	18	18	6	42	93	229	17	339	82	45	109	236	4	286	56	346	963
Grand Total	29	42	7	78	185	405	23	613	173	88	193	454	12	522	109	643	1788
Apprch %	37.2	53.8	9		30.2	66.1	3.8		38.1	19.4	42.5		1.9	81.2	17		
Total %	1.6	2.3	0.4	4.4	10.3	22.7	1.3	34.3	9.7	4.9	10.8	25.4	0.7	29.2	6.1	36	

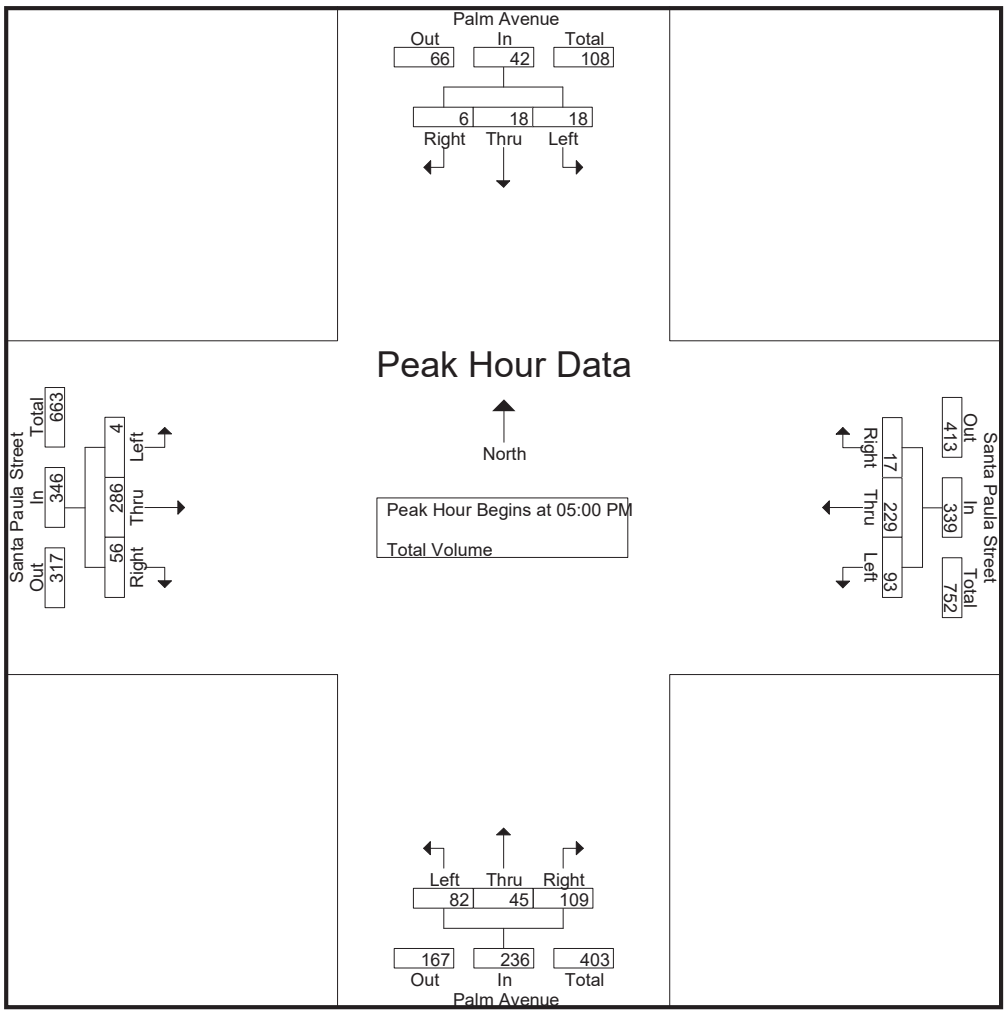
	Palm Avenue Southbound				Santa Paula Street Westbound				Palm Avenue Northbound				Santa Paula Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	0	**3**	6	12	**64**	1	77	22	12	16	50	1	58	13	72	205
05:15 PM	5	4	1	10	**31**	55	4	**90**	20	9	28	57	0	**90**	14	**104**	261
05:30 PM	**7**	**8**	0	**15**	25	57	4	86	17	**14**	23	54	1	61	**17**	79	234
05:45 PM	3	6	2	11	25	53	**8**	86	**23**	10	**42**	**75**	**2**	77	12	91	**263**
Total Volume	18	18	6	42	93	229	17	339	82	45	109	236	4	286	56	346	963
% App. Total	42.9	42.9	14.3		27.4	67.6	5		34.7	19.1	46.2		1.2	82.7	16.2		
PHF	.643	.563	.500	.700	.750	.895	.531	.942	.891	.804	.649	.787	.500	.794	.824	.832	.915

13

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street
Weather: Clear

File Name : STPPASPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	3	**9**	1	13	12	**64**	1	77	22	12	16	50	1	58	13	72
+15 mins.	3	0	**3**	6	**31**	55	4	**90**	20	9	28	57	0	**90**	14	**104**
+30 mins.	5	4	1	10	25	57	4	86	17	**14**	23	54	1	61	**17**	79
+45 mins.	**7**	8	0	**15**	25	53	**8**	86	**23**	10	**42**	**75**	**2**	77	12	91
Total Volume	18	21	5	44	93	229	17	339	82	45	109	236	4	286	56	346
% App. Total	40.9	47.7	11.4		27.4	67.6	5		34.7	19.1	46.2		1.2	82.7	16.2	
PHF	.643	.583	.417	.733	.750	.895	.531	.942	.891	.804	.649	.787	.500	.794	.824	.832

13

Location: Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg Santa Paula Street	South Leg Palm Avenue	West Leg Santa Paula Street	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	1	0	4	11	16
7:30 AM	14	6	18	11	49
7:45 AM	17	21	23	4	65
8:00 AM	1	2	3	1	7
8:15 AM	1	2	1	3	7
8:30 AM	5	2	2	3	12
8:45 AM	3	6	0	4	13
TOTAL VOLUMES:	42	39	51	38	170

	North Leg Palm Avenue	East Leg Santa Paula Street	South Leg Palm Avenue	West Leg Santa Paula Street	TOTAL
4:00 PM	3	1	1	2	7
4:15 PM	1	2	1	0	4
4:30 PM	12	1	4	7	24
4:45 PM	3	0	1	2	6
5:00 PM	2	0	2	4	8
5:15 PM	6	1	1	4	12
5:30 PM	2	0	1	2	5
5:45 PM	4	2	1	0	7
TOTAL VOLUMES:	33	7	12	21	73

13

Location: Santa Paula
N/S: Palm Avenue
E/W: Santa Paula Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg Santa Paula Street	South Leg Palm Avenue	West Leg Santa Paula Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	1	1	1	1	4

	North Leg Palm Avenue	East Leg Santa Paula Street	South Leg Palm Avenue	West Leg Santa Paula Street	TOTAL
4:00 PM	0	0	0	1	1
4:15 PM	0	0	1	1	2
4:30 PM	0	0	0	0	0
4:45 PM	1	0	1	1	3
5:00 PM	0	0	0	0	0
5:15 PM	0	1	1	1	3
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	4	4	10

14

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPASBAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Santa Barbara Street Westbound				Palm Avenue Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	36	2	43	13	7	3	23	1	19	1	21	0	6	14	20	107
07:15 AM	3	47	1	51	22	5	5	32	3	32	5	40	1	9	12	22	145
07:30 AM	16	57	2	75	25	20	5	50	9	39	20	68	4	36	24	64	257
07:45 AM	20	31	1	52	48	40	10	98	17	49	25	91	3	32	18	53	294
Total	44	171	6	221	108	72	23	203	30	139	51	220	8	83	68	159	803
08:00 AM	10	47	2	59	25	20	8	53	10	15	13	38	1	24	14	39	189
08:15 AM	6	29	0	35	12	12	13	37	7	24	6	37	1	12	9	22	131
08:30 AM	5	26	1	32	10	10	5	25	5	13	9	27	4	8	11	23	107
08:45 AM	4	33	5	42	8	12	2	22	5	26	4	35	0	7	16	23	122
Total	25	135	8	168	55	54	28	137	27	78	32	137	6	51	50	107	549
Grand Total	69	306	14	389	163	126	51	340	57	217	83	357	14	134	118	266	1352
Apprch %	17.7	78.7	3.6		47.9	37.1	15		16	60.8	23.2		5.3	50.4	44.4		
Total %	5.1	22.6	1	28.8	12.1	9.3	3.8	25.1	4.2	16.1	6.1	26.4	1	9.9	8.7	19.7	

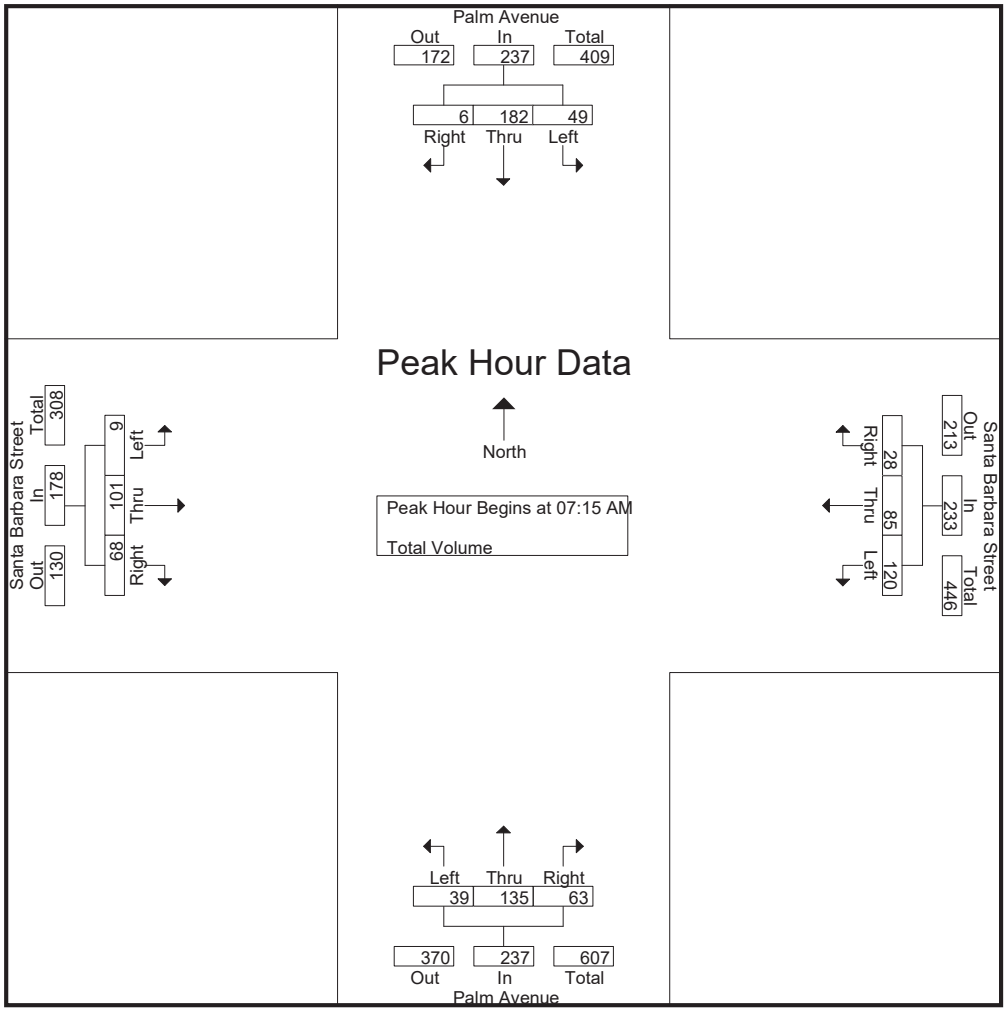
	Palm Avenue Southbound				Santa Barbara Street Westbound				Palm Avenue Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	47	1	51	22	5	5	32	3	32	5	40	1	9	12	22	145
07:30 AM	16	**57**	**2**	**75**	25	20	5	50	9	39	20	68	**4**	**36**	**24**	**64**	257
07:45 AM	**20**	31	1	52	**48**	**40**	**10**	**98**	**17**	**49**	**25**	**91**	3	32	18	53	**294**
08:00 AM	10	47	2	59	25	20	8	53	10	15	13	38	1	24	14	39	189
Total Volume	49	182	6	237	120	85	28	233	39	135	63	237	9	101	68	178	885
% App. Total	20.7	76.8	2.5		51.5	36.5	12		16.5	57	26.6		5.1	56.7	38.2		
PHF	.613	.798	.750	.790	.625	.531	.700	.594	.574	.689	.630	.651	.563	.701	.708	.695	.753

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPASBAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	3	47	1	51	25	20	5	50	3	32	5	40	1	9	12	22
+15 mins.	16	**57**	**2**	**75**	**48**	**40**	10	**98**	9	39	20	68	**4**	**36**	**24**	**64**
+30 mins.	**20**	31	1	52	25	20	8	53	**17**	**49**	**25**	**91**	3	32	18	53
+45 mins.	10	47	2	59	12	12	**13**	37	10	15	13	38	1	24	14	39
Total Volume	49	182	6	237	110	92	36	238	39	135	63	237	9	101	68	178
% App. Total	20.7	76.8	2.5		46.2	38.7	15.1		16.5	57	26.6		5.1	56.7	38.2	
PHF	.613	.798	.750	.790	.573	.575	.692	.607	.574	.689	.630	.651	.563	.701	.708	.695

14

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPASBPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Santa Barbara Street Westbound				Palm Avenue Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	30	3	42	17	22	8	47	19	40	21	80	0	11	8	19	188
04:15 PM	7	28	0	35	16	11	7	34	22	37	23	82	4	18	11	33	184
04:30 PM	4	36	3	43	12	22	10	44	20	48	18	86	9	26	45	80	253
04:45 PM	7	43	1	51	13	14	9	36	18	45	25	88	5	20	16	41	216
Total	27	137	7	171	58	69	34	161	79	170	87	336	18	75	80	173	841
05:00 PM	5	19	1	25	14	23	7	44	25	42	26	93	2	16	2	20	182
05:15 PM	8	35	5	48	23	24	9	56	19	45	24	88	3	17	12	32	224
05:30 PM	3	41	3	47	17	21	7	45	26	47	16	89	3	17	9	29	210
05:45 PM	10	34	4	48	22	23	9	54	14	63	25	102	3	18	7	28	232
Total	26	129	13	168	76	91	32	199	84	197	91	372	11	68	30	109	848
Grand Total	53	266	20	339	134	160	66	360	163	367	178	708	29	143	110	282	1689
Apprch %	15.6	78.5	5.9		37.2	44.4	18.3		23	51.8	25.1		10.3	50.7	39		
Total %	3.1	15.7	1.2	20.1	7.9	9.5	3.9	21.3	9.7	21.7	10.5	41.9	1.7	8.5	6.5	16.7	

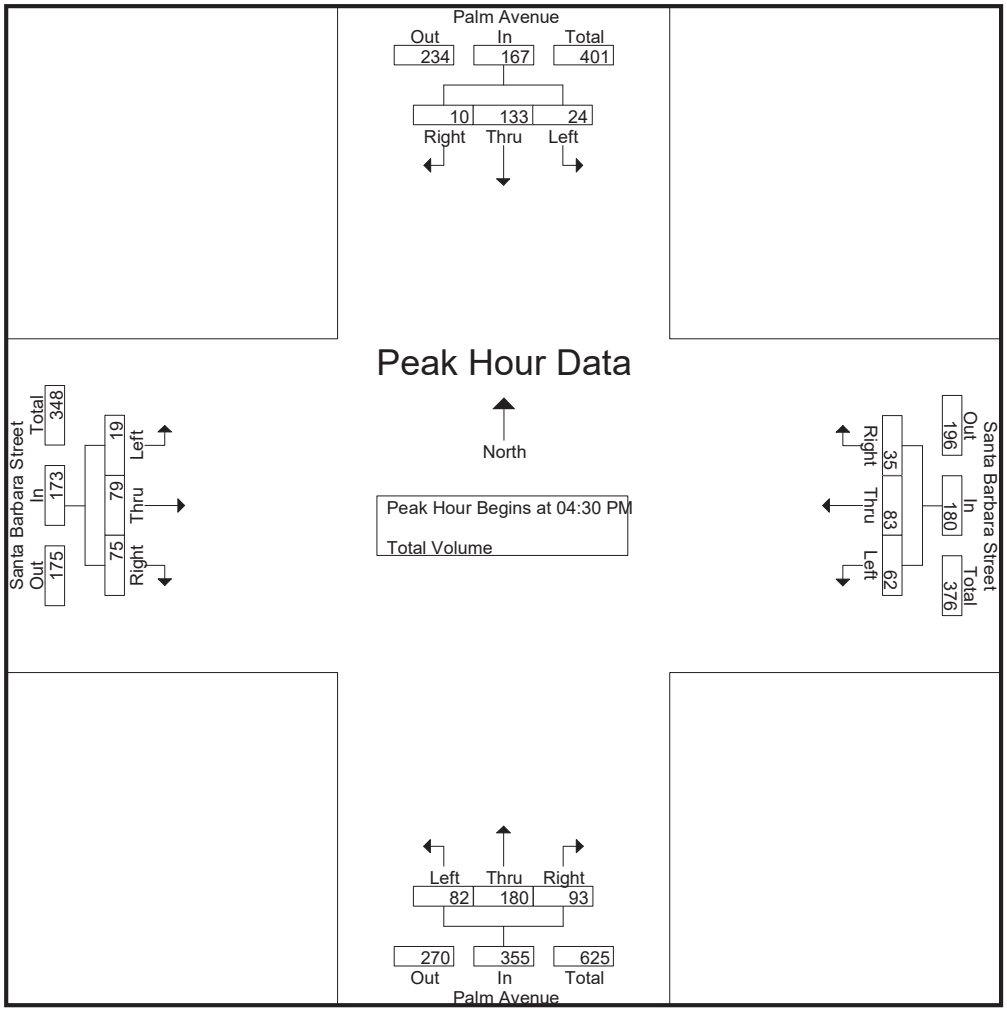
	Palm Avenue Southbound				Santa Barbara Street Westbound				Palm Avenue Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	36	3	43	12	22	**10**	44	20	**48**	18	86	**9**	**26**	**45**	**80**	**253**
04:45 PM	7	**43**	1	**51**	13	14	9	36	18	45	25	88	5	20	16	41	216
05:00 PM	5	19	1	25	14	23	7	44	**25**	42	**26**	**93**	2	16	2	20	182
05:15 PM	**8**	35	**5**	48	**23**	**24**	9	**56**	19	45	24	88	3	17	12	32	224
Total Volume	24	133	10	167	62	83	35	180	82	180	93	355	19	79	75	173	875
% App. Total	14.4	79.6	6		34.4	46.1	19.4		23.1	50.7	26.2		11	45.7	43.4		
PHF	.750	.773	.500	.819	.674	.865	.875	.804	.820	.938	.894	.954	.528	.760	.417	.541	.865

14

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street
Weather: Clear

File Name : STPPASBPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				04:15 PM			
+0 mins.	**9**	30	**3**	42	14	23	7	44	25	42	**26**	93	4	18	11	33
+15 mins.	7	28	0	35	**23**	**24**	**9**	**56**	19	45	24	88	**9**	**26**	**45**	**80**
+30 mins.	4	36	3	43	17	21	7	45	**26**	47	16	89	5	20	16	41
+45 mins.	7	**43**	1	**51**	22	23	9	54	14	**63**	25	**102**	2	16	2	20
Total Volume	27	137	7	171	76	91	32	199	84	197	91	372	20	80	74	174
% App. Total	15.8	80.1	4.1		38.2	45.7	16.1		22.6	53	24.5		11.5	46	42.5	
PHF	.750	.797	.583	.838	.826	.948	.889	.888	.808	.782	.875	.912	.556	.769	.411	.544

14

Location: Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg Santa Barbara Street	South Leg Palm Avenue	West Leg Santa Barbara Street	TOTAL
7:00 AM	0	0	2	0	2
7:15 AM	0	0	4	10	14
7:30 AM	10	6	20	10	46
7:45 AM	10	4	10	11	35
8:00 AM	1	0	1	1	3
8:15 AM	0	0	2	3	5
8:30 AM	0	0	2	1	3
8:45 AM	1	2	1	7	11
TOTAL VOLUMES:	22	12	42	43	119

	North Leg Palm Avenue	East Leg Santa Barbara Street	South Leg Palm Avenue	West Leg Santa Barbara Street	TOTAL
4:00 PM	0	2	6	4	12
4:15 PM	3	4	5	0	12
4:30 PM	1	3	6	3	13
4:45 PM	1	0	3	1	5
5:00 PM	1	0	3	6	10
5:15 PM	0	0	6	0	6
5:30 PM	1	0	8	0	9
5:45 PM	6	2	1	1	10
TOTAL VOLUMES:	13	11	38	15	77

14

Location: Santa Paula
N/S: Palm Avenue
E/W: Santa Barbara Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg Santa Barbara Street	South Leg Palm Avenue	West Leg Santa Barbara Street	TOTAL
7:00 AM	0	0	1	1	2
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	1	2	3	6

	North Leg Palm Avenue	East Leg Santa Barbara Street	South Leg Palm Avenue	West Leg Santa Barbara Street	TOTAL
4:00 PM	0	1	0	0	1
4:15 PM	2	1	1	1	5
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	2	2	1	7

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Main Street
Weather: Clear

File Name : STPPAMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Main Street Westbound				Palm Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	63	2	65	22	14	1	37	7	21	0	28	2	22	13	37	167
07:15 AM	6	74	3	83	19	20	3	42	7	33	0	40	6	39	14	59	224
07:30 AM	12	86	8	106	27	49	5	81	14	56	0	70	10	68	21	99	356
07:45 AM	6	76	14	96	46	60	4	110	20	74	0	94	17	82	31	130	430
Total	24	299	27	350	114	143	13	270	48	184	0	232	35	211	79	325	1177
08:00 AM	0	81	6	87	31	29	2	62	15	33	0	48	5	68	26	99	296
08:15 AM	5	47	5	57	17	22	1	40	10	33	0	43	4	27	14	45	185
08:30 AM	3	43	5	51	22	17	2	41	4	25	1	30	4	31	18	53	175
08:45 AM	7	43	7	57	16	18	1	35	13	26	1	40	6	39	8	53	185
Total	15	214	23	252	86	86	6	178	42	117	2	161	19	165	66	250	841
Grand Total	39	513	50	602	200	229	19	448	90	301	2	393	54	376	145	575	2018
Apprch %	6.5	85.2	8.3		44.6	51.1	4.2		22.9	76.6	0.5		9.4	65.4	25.2		
Total %	1.9	25.4	2.5	29.8	9.9	11.3	0.9	22.2	4.5	14.9	0.1	19.5	2.7	18.6	7.2	28.5	

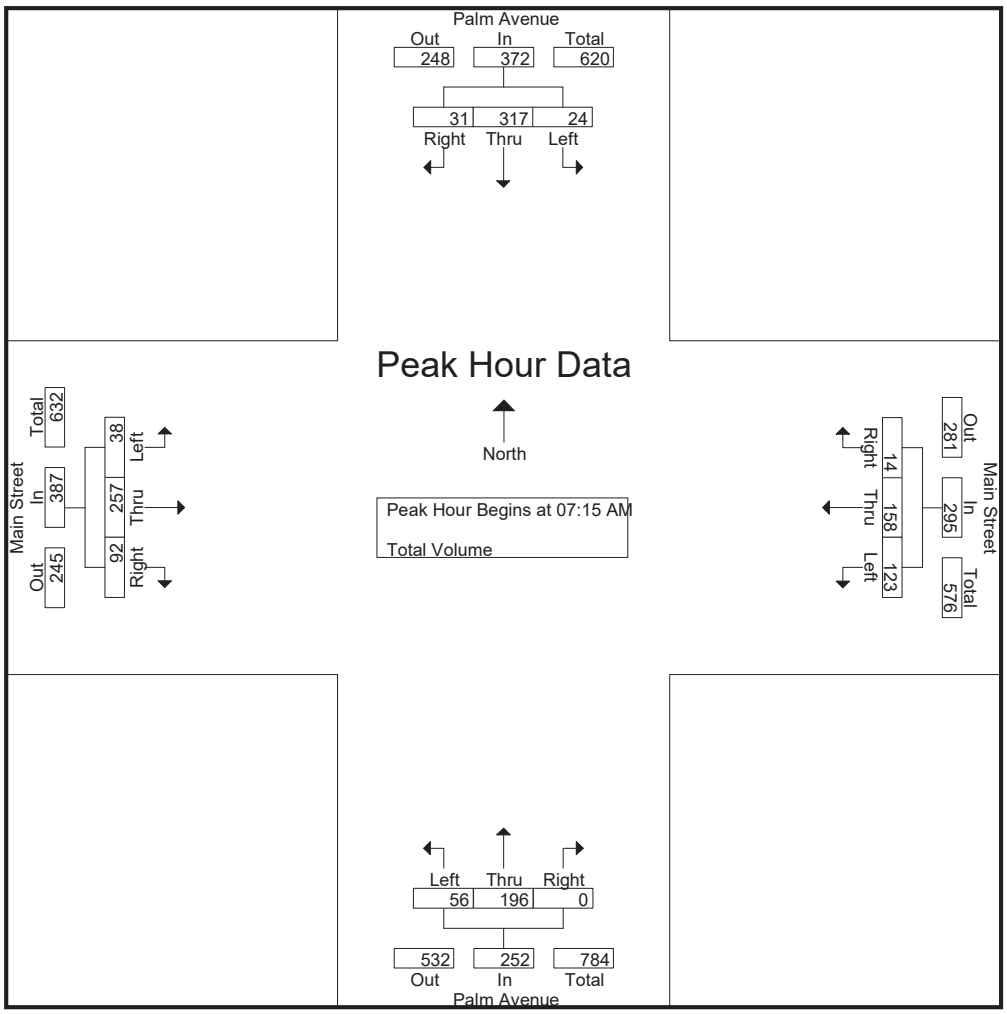
	Palm Avenue Southbound				Main Street Westbound				Palm Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	74	3	83	19	20	3	42	7	33	0	40	6	39	14	59	224
07:30 AM	**12**	**86**	8	**106**	27	49	**5**	81	14	56	0	70	10	68	21	99	356
07:45 AM	6	76	**14**	96	**46**	**60**	4	**110**	**20**	**74**	0	**94**	**17**	**82**	**31**	**130**	**430**
08:00 AM	0	81	6	87	31	29	2	62	15	33	0	48	5	68	26	99	296
Total Volume	24	317	31	372	123	158	14	295	56	196	0	252	38	257	92	387	1306
% App. Total	6.5	85.2	8.3		41.7	53.6	4.7		22.2	77.8	0		9.8	66.4	23.8		
PHF	.500	.922	.554	.877	.668	.658	.700	.670	.700	.662	.000	.670	.559	.784	.742	.744	.759

15

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Main Street
Weather: Clear

File Name : STPPAMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	6	74	3	83	19	20	3	42	14	56	0	70	6	39	14	59
+15 mins.	**12**	**86**	8	**106**	27	49	**5**	81	**20**	**74**	0	**94**	10	68	21	99
+30 mins.	6	76	**14**	96	**46**	**60**	4	**110**	15	33	0	48	**17**	**82**	**31**	**130**
+45 mins.	0	81	6	87	31	29	2	62	10	33	0	43	5	68	26	99
Total Volume	24	317	31	372	123	158	14	295	59	196	0	255	38	257	92	387
% App. Total	6.5	85.2	8.3		41.7	53.6	4.7		23.1	76.9	0		9.8	66.4	23.8	
PHF	.500	.922	.554	.877	.668	.658	.700	.670	.738	.662	.000	.678	.559	.784	.742	.744

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Main Street
Weather: Clear

File Name : STPPAMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Main Street Westbound				Palm Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	41	14	59	34	51	8	93	18	65	2	85	8	75	15	98	335
04:15 PM	2	45	11	58	26	40	4	70	15	66	4	85	11	66	21	98	311
04:30 PM	4	83	10	97	31	42	4	77	23	66	1	90	17	72	21	110	374
04:45 PM	5	54	11	70	33	48	4	85	18	73	1	92	11	82	13	106	353
Total	15	223	46	284	124	181	20	325	74	270	8	352	47	295	70	412	1373
05:00 PM	1	32	7	40	25	47	9	81	22	71	1	94	10	57	27	94	309
05:15 PM	5	62	5	72	32	49	2	83	15	74	1	90	16	63	17	96	341
05:30 PM	5	54	10	69	36	45	3	84	18	75	2	95	15	73	16	104	352
05:45 PM	4	48	11	63	29	49	2	80	24	85	1	110	17	58	19	94	347
Total	15	196	33	244	122	190	16	328	79	305	5	389	58	251	79	388	1349
Grand Total	30	419	79	528	246	371	36	653	153	575	13	741	105	546	149	800	2722
Apprch %	5.7	79.4	15		37.7	56.8	5.5		20.6	77.6	1.8		13.1	68.2	18.6		
Total %	1.1	15.4	2.9	19.4	9	13.6	1.3	24	5.6	21.1	0.5	27.2	3.9	20.1	5.5	29.4	

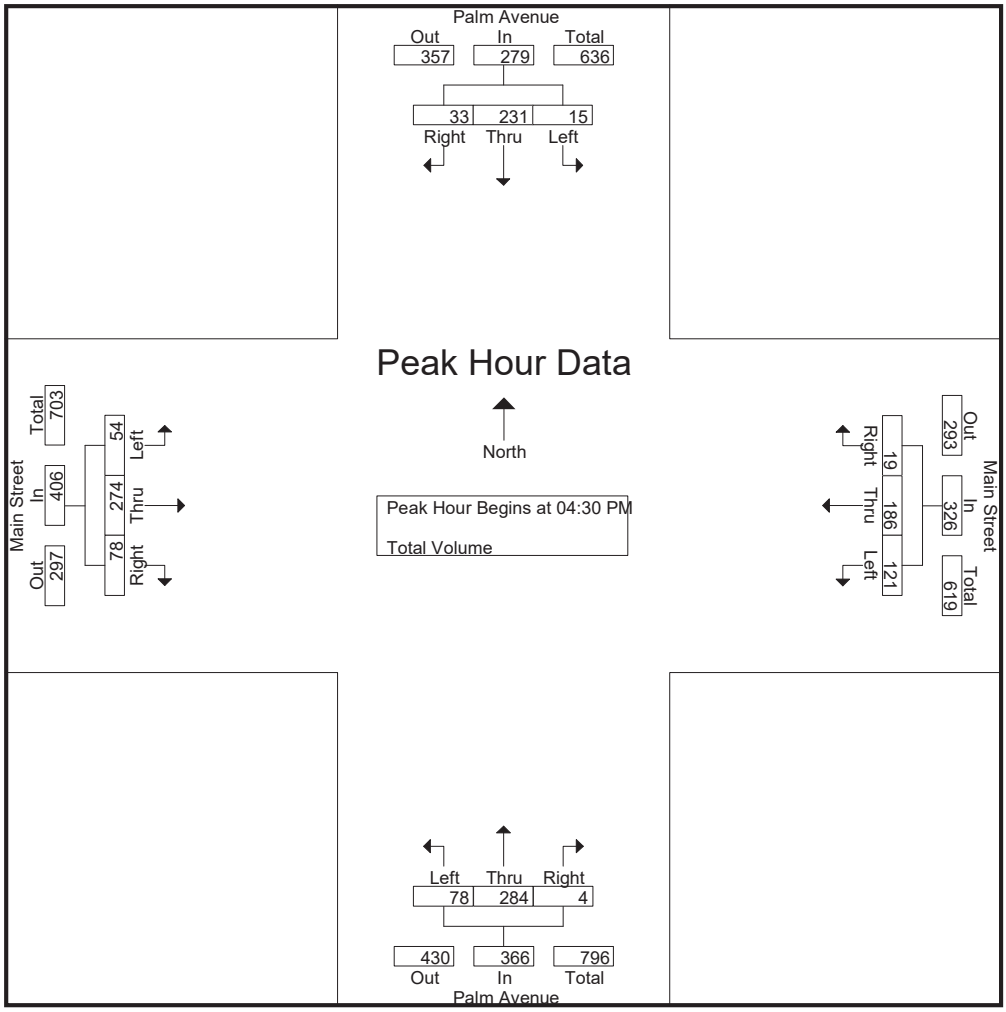
	Palm Avenue Southbound				Main Street Westbound				Palm Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	**83**	10	**97**	31	42	4	77	**23**	66	**1**	90	**17**	72	21	**110**	**374**
04:45 PM	**5**	54	**11**	70	**33**	48	4	**85**	18	73	1	92	11	**82**	13	106	353
05:00 PM	1	32	7	40	25	47	**9**	81	22	71	1	**94**	10	57	**27**	94	309
05:15 PM	5	62	5	72	32	**49**	2	83	15	**74**	1	90	16	63	17	96	341
Total Volume	15	231	33	279	121	186	19	326	78	284	4	366	54	274	78	406	1377
% App. Total	5.4	82.8	11.8		37.1	57.1	5.8		21.3	77.6	1.1		13.3	67.5	19.2		
PHF	.750	.696	.750	.719	.917	.949	.528	.959	.848	.959	1.00	.973	.794	.835	.722	.923	.920

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Main Street
Weather: Clear

File Name : STPPAMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	4	41	**14**	59	33	48	4	**85**	22	71	1	94	8	75	15	98
+15 mins.	2	45	11	58	25	47	**9**	81	15	74	1	90	11	66	**21**	98
+30 mins.	4	**83**	10	**97**	32	**49**	2	83	18	75	**2**	95	**17**	72	21	**110**
+45 mins.	**5**	54	11	70	**36**	45	3	84	**24**	**85**	1	**110**	11	**82**	13	106
Total Volume	15	223	46	284	126	189	18	333	79	305	5	389	47	295	70	412
% App. Total	5.3	78.5	16.2		37.8	56.8	5.4		20.3	78.4	1.3		11.4	71.6	17	
PHF	.750	.672	.821	.732	.875	.964	.500	.979	.823	.897	.625	.884	.691	.899	.833	.936

15

Location: Santa Paula
N/S: Palm Avenue
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg Main Street	South Leg Palm Avenue	West Leg Main Street	TOTAL
7:00 AM	1	0	2	2	5
7:15 AM	2	0	2	2	6
7:30 AM	0	0	13	13	26
7:45 AM	0	0	2	6	8
8:00 AM	0	0	0	2	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	4	3	7
8:45 AM	0	0	3	10	13
TOTAL VOLUMES:	3	0	26	38	67

	North Leg Palm Avenue	East Leg Main Street	South Leg Palm Avenue	West Leg Main Street	TOTAL
4:00 PM	0	0	1	8	9
4:15 PM	0	0	1	2	3
4:30 PM	0	0	2	6	8
4:45 PM	0	0	1	2	3
5:00 PM	0	0	3	6	9
5:15 PM	0	2	5	2	9
5:30 PM	0	0	7	5	12
5:45 PM	0	0	0	4	4
TOTAL VOLUMES:	0	2	20	35	57

15

Location: Santa Paula
N/S: Palm Avenue
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg Main Street	South Leg Palm Avenue	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	1	3	4

	North Leg Palm Avenue	East Leg Main Street	South Leg Palm Avenue	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	2	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	3	4

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard
Weather: Clear

File Name : STPPAHAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Harvard Boulevard Westbound				Palm Avenue Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	85	22	118	31	52	5	88	20	30	13	63	15	44	32	91	360
07:15 AM	7	96	22	125	42	55	14	111	27	39	24	90	21	59	25	105	431
07:30 AM	13	92	33	138	57	121	22	200	18	68	29	115	27	116	34	177	630
07:45 AM	16	95	42	153	64	170	25	259	27	72	24	123	37	93	33	163	698
Total	47	368	119	534	194	398	66	658	92	209	90	391	100	312	124	536	2119
08:00 AM	18	95	38	151	33	71	14	118	31	43	10	84	23	58	39	120	473
08:15 AM	7	61	18	86	28	62	8	98	35	54	10	99	19	55	32	106	389
08:30 AM	10	57	23	90	28	58	4	90	27	39	11	77	24	57	33	114	371
08:45 AM	14	54	6	74	23	48	9	80	36	46	9	91	23	50	28	101	346
Total	49	267	85	401	112	239	35	386	129	182	40	351	89	220	132	441	1579
Grand Total	96	635	204	935	306	637	101	1044	221	391	130	742	189	532	256	977	3698
Apprch %	10.3	67.9	21.8		29.3	61	9.7		29.8	52.7	17.5		19.3	54.5	26.2		
Total %	2.6	17.2	5.5	25.3	8.3	17.2	2.7	28.2	6	10.6	3.5	20.1	5.1	14.4	6.9	26.4	

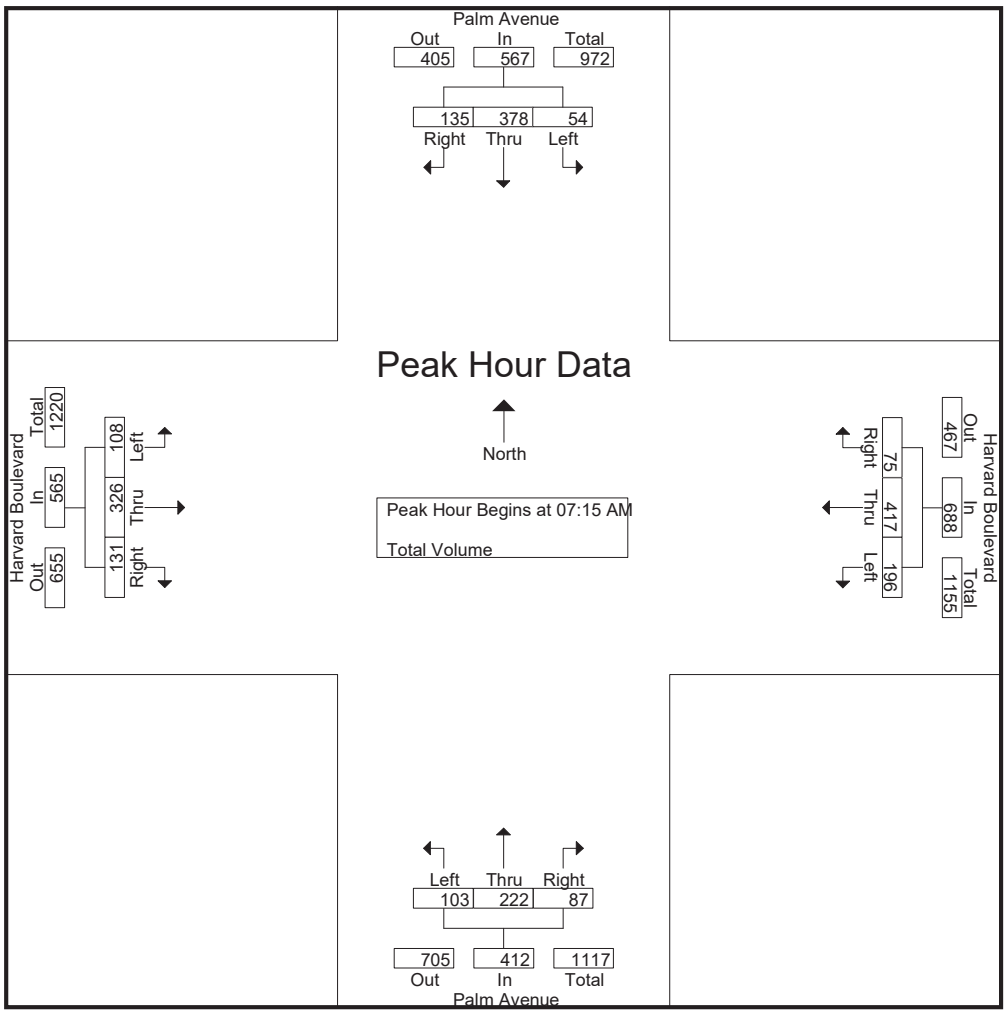
	Palm Avenue Southbound				Harvard Boulevard Westbound				Palm Avenue Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	**96**	22	125	42	55	14	111	27	39	24	90	21	59	25	105	431
07:30 AM	13	92	33	138	57	121	22	200	18	68	**29**	115	27	**116**	34	**177**	630
07:45 AM	16	95	**42**	**153**	**64**	**170**	**25**	**259**	27	**72**	24	**123**	**37**	93	33	163	**698**
08:00 AM	**18**	95	38	151	33	71	14	118	**31**	43	10	84	23	58	**39**	120	473
Total Volume	54	378	135	567	196	417	75	688	103	222	87	412	108	326	131	565	2232
% App. Total	9.5	66.7	23.8		28.5	60.6	10.9		25	53.9	21.1		19.1	57.7	23.2		
PHF	.750	.984	.804	.926	.766	.613	.750	.664	.831	.771	.750	.837	.730	.703	.840	.798	.799

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard
Weather: Clear

File Name : STPPAHAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	7	**96**	22	125	42	55	14	111	18	68	**29**	115	27	**116**	34	**177**
+15 mins.	13	92	33	138	57	121	22	200	27	**72**	24	**123**	**37**	93	33	163
+30 mins.	16	95	**42**	**153**	**64**	**170**	**25**	**259**	31	43	10	84	23	58	**39**	120
+45 mins.	**18**	95	38	151	33	71	14	118	**35**	54	10	99	19	55	32	106
Total Volume	54	378	135	567	196	417	75	688	111	237	73	421	106	322	138	566
% App. Total	9.5	66.7	23.8		28.5	60.6	10.9		26.4	56.3	17.3		18.7	56.9	24.4	
PHF	.750	.984	.804	.926	.766	.613	.750	.664	.793	.823	.629	.856	.716	.694	.885	.799

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard
Weather: Clear

File Name : STPPAHAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				Harvard Boulevard Westbound				Palm Avenue Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	54	28	97	31	102	16	149	34	66	16	116	43	105	50	198	560
04:15 PM	10	50	34	94	24	98	19	141	45	76	19	140	40	87	34	161	536
04:30 PM	15	90	25	130	23	104	20	147	34	81	15	130	31	98	31	160	567
04:45 PM	11	56	33	100	36	109	18	163	51	84	19	154	40	106	48	194	611
Total	51	250	120	421	114	413	73	600	164	307	69	540	154	396	163	713	2274
05:00 PM	3	62	28	93	26	112	19	157	47	86	20	153	44	84	45	173	576
05:15 PM	11	49	33	93	31	103	23	157	28	97	21	146	31	97	41	169	565
05:30 PM	14	77	27	118	26	119	15	160	35	94	18	147	43	107	50	200	625
05:45 PM	14	64	40	118	26	111	20	157	43	86	20	149	48	99	32	179	603
Total	42	252	128	422	109	445	77	631	153	363	79	595	166	387	168	721	2369
Grand Total	93	502	248	843	223	858	150	1231	317	670	148	1135	320	783	331	1434	4643
Apprch %	11	59.5	29.4		18.1	69.7	12.2		27.9	59	13		22.3	54.6	23.1		
Total %	2	10.8	5.3	18.2	4.8	18.5	3.2	26.5	6.8	14.4	3.2	24.4	6.9	16.9	7.1	30.9	

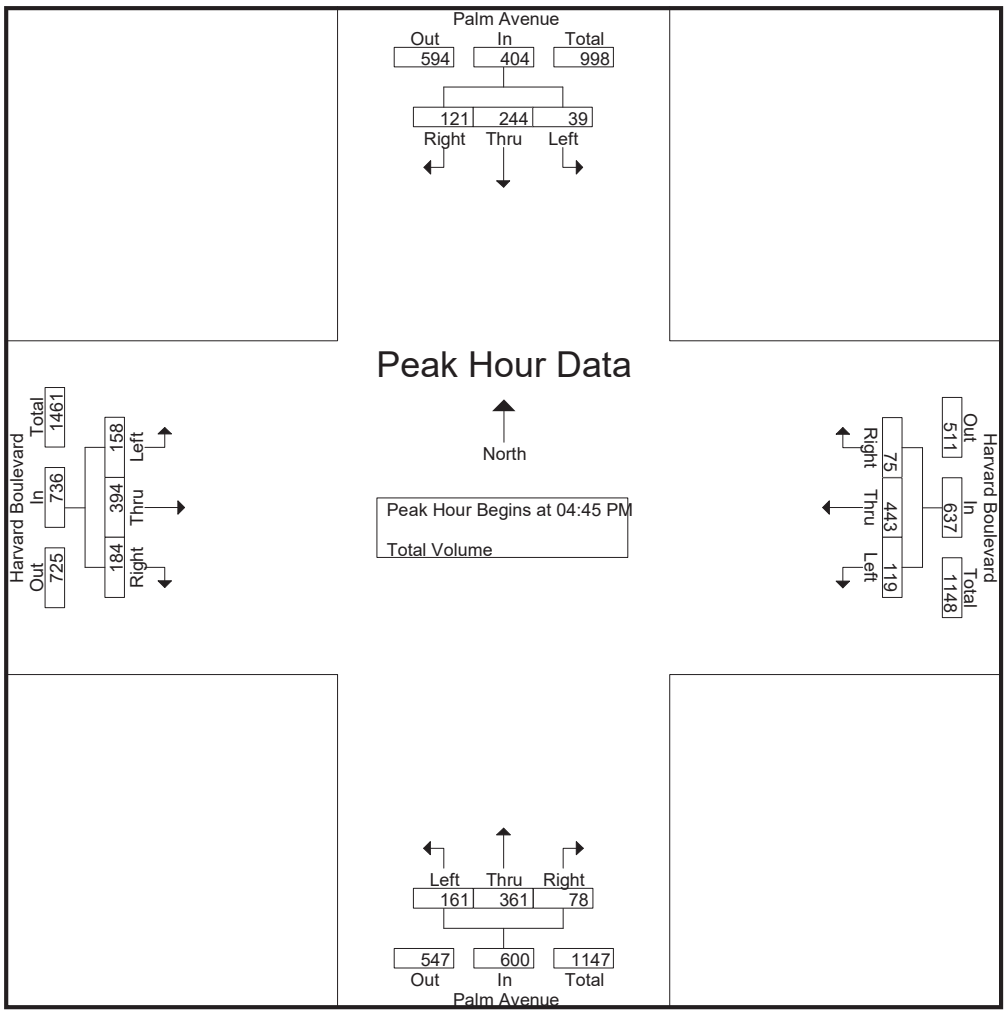
	Palm Avenue Southbound				Harvard Boulevard Westbound				Palm Avenue Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	56	**33**	100	**36**	109	18	**163**	**51**	84	19	**154**	40	106	48	194	611
05:00 PM	3	62	28	93	26	112	19	157	47	86	20	153	**44**	84	45	173	576
05:15 PM	11	49	33	93	31	103	**23**	157	28	**97**	**21**	146	31	97	41	169	565
05:30 PM	**14**	**77**	27	**118**	26	**119**	15	160	35	94	18	147	43	**107**	**50**	**200**	**625**
Total Volume	39	244	121	404	119	443	75	637	161	361	78	600	158	394	184	736	2377
% App. Total	9.7	60.4	30		18.7	69.5	11.8		26.8	60.2	13		21.5	53.5	25		
PHF	.696	.792	.917	.856	.826	.931	.815	.977	.789	.930	.929	.974	.898	.921	.920	.920	.951

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard
Weather: Clear

File Name : STPPAHAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	3	62	28	93	**36**	109	18	**163**	**51**	84	19	**154**	40	106	48	194
+15 mins.	11	49	33	93	26	112	19	157	47	86	20	153	**44**	84	45	173
+30 mins.	**14**	**77**	27	**118**	31	103	**23**	157	28	**97**	**21**	146	31	97	41	169
+45 mins.	14	64	**40**	118	26	**119**	15	160	35	94	18	147	43	**107**	**50**	**200**
Total Volume	42	252	128	422	119	443	75	637	161	361	78	600	158	394	184	736
% App. Total	10	59.7	30.3		18.7	69.5	11.8		26.8	60.2	13		21.5	53.5	25	
PHF	.750	.818	.800	.894	.826	.931	.815	.977	.789	.930	.929	.974	.898	.921	.920	.920

16

Location: Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg Harvard Boulevard	South Leg Palm Avenue	West Leg Harvard Boulevard	TOTAL
7:00 AM	5	1	2	1	9
7:15 AM	17	2	3	7	29
7:30 AM	34	8	17	32	91
7:45 AM	11	3	2	3	19
8:00 AM	5	0	1	3	9
8:15 AM	3	1	3	3	10
8:30 AM	3	0	3	3	9
8:45 AM	5	1	1	2	9
TOTAL VOLUMES:	83	16	32	54	185

	North Leg Palm Avenue	East Leg Harvard Boulevard	South Leg Palm Avenue	West Leg Harvard Boulevard	TOTAL
4:00 PM	6	1	3	6	16
4:15 PM	2	6	12	5	25
4:30 PM	9	1	5	3	18
4:45 PM	6	9	11	5	31
5:00 PM	6	1	9	13	29
5:15 PM	5	4	5	4	18
5:30 PM	4	13	8	5	30
5:45 PM	2	0	3	5	10
TOTAL VOLUMES:	40	35	56	46	177

16

Location: Santa Paula
N/S: Palm Avenue
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg Harvard Boulevard	South Leg Palm Avenue	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Palm Avenue	East Leg Harvard Boulevard	South Leg Palm Avenue	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	0	2
5:15 PM	0	0	0	1	1
5:30 PM	0	1	1	1	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	3	2	6

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPPA126WAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				SR-126 Westbound Off Ramp Westbound				Palm Avenue Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	31	140	171	5	0	27	32	1	57	0	58	0	0	0	0	261
07:15 AM	0	46	127	173	6	0	26	32	10	75	0	85	0	0	0	0	290
07:30 AM	0	56	164	220	6	0	46	52	13	88	0	101	0	0	0	0	373
07:45 AM	0	73	109	182	2	0	50	52	9	78	0	87	0	0	0	0	321
Total	0	206	540	746	19	0	149	168	33	298	0	331	0	0	0	0	1245
08:00 AM	0	52	99	151	2	1	34	37	4	59	0	63	0	0	0	0	251
08:15 AM	0	38	81	119	4	0	35	39	7	58	0	65	0	0	0	0	223
08:30 AM	0	49	74	123	1	1	35	37	5	58	0	63	0	0	0	0	223
08:45 AM	0	39	68	107	2	0	26	28	6	58	0	64	0	0	0	0	199
Total	0	178	322	500	9	2	130	141	22	233	0	255	0	0	0	0	896
Grand Total	0	384	862	1246	28	2	279	309	55	531	0	586	0	0	0	0	2141
Apprch %	0	30.8	69.2		9.1	0.6	90.3		9.4	90.6	0		0	0	0		
Total %	0	17.9	40.3	58.2	1.3	0.1	13	14.4	2.6	24.8	0	27.4	0	0	0	0	

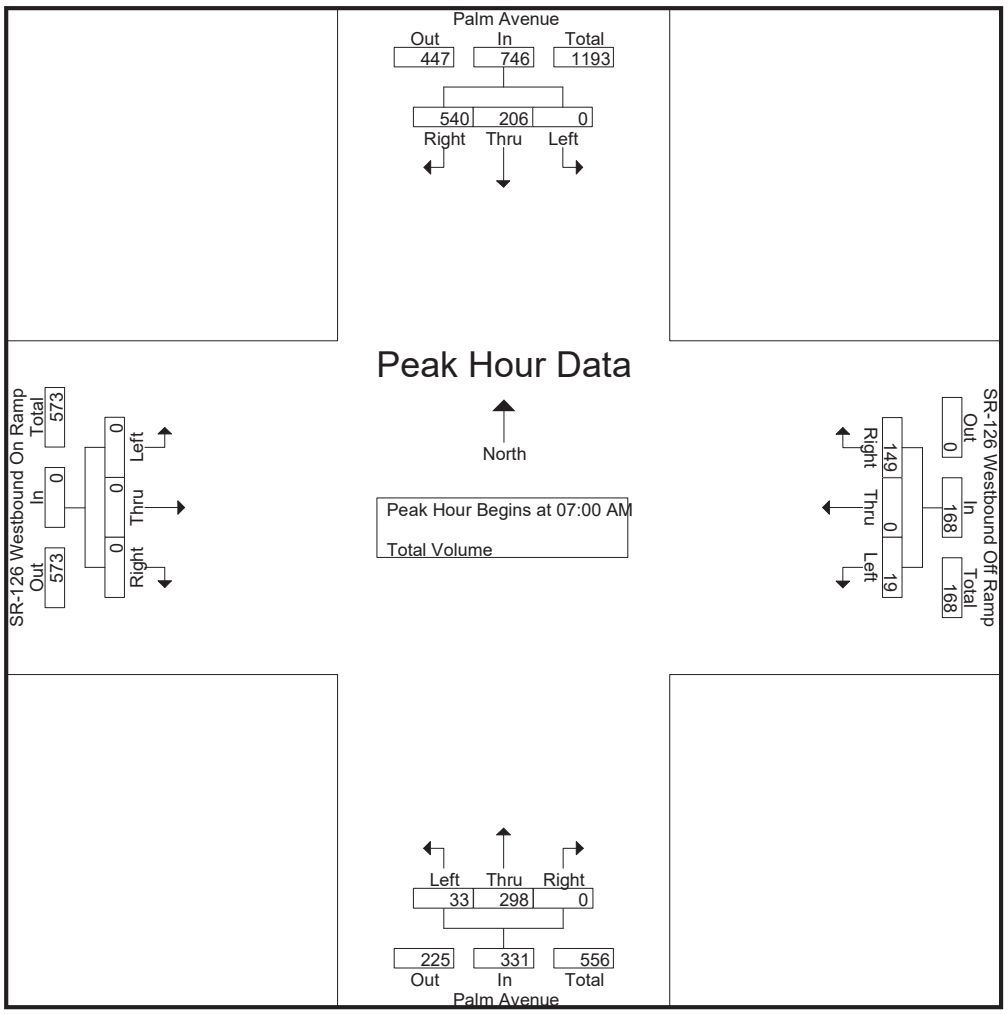
	Palm Avenue Southbound				SR-126 Westbound Off Ramp Westbound				Palm Avenue Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	31	140	171	5	0	27	32	1	57	0	58	0	0	0	0	261
07:15 AM	0	46	127	173	**6**	0	26	32	10	75	0	85	0	0	0	0	290
07:30 AM	0	56	**164**	**220**	6	0	46	**52**	**13**	**88**	0	**101**	0	0	0	0	**373**
07:45 AM	0	**73**	109	182	2	0	**50**	52	9	78	0	87	0	0	0	0	321
Total Volume	0	206	540	746	19	0	149	168	33	298	0	331	0	0	0	0	1245
% App. Total	0	27.6	72.4		11.3	0	88.7		10	90	0		0	0	0		
PHF	.000	.705	.823	.848	.792	.000	.745	.808	.635	.847	.000	.819	.000	.000	.000	.000	.834

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPPA126WAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	0	31	140	171	**6**	0	46	**52**	10	75	0	85	0	0	0	0
+15 mins.	0	46	127	173	2	0	**50**	52	**13**	**88**	0	**101**	0	0	0	0
+30 mins.	0	56	**164**	**220**	2	**1**	34	37	9	78	0	87	0	0	0	0
+45 mins.	0	**73**	109	182	4	0	35	39	4	59	0	63	0	0	0	0
Total Volume	0	206	540	746	14	1	165	180	36	300	0	336	0	0	0	0
% App. Total	0	27.6	72.4		7.8	0.6	91.7		10.7	89.3	0		0	0	0	
PHF	.000	.705	.823	.848	.583	.250	.825	.865	.692	.852	.000	.832	.000	.000	.000	.000

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPPA126WPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound				SR-126 Westbound Off Ramp Westbound				Palm Avenue Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	62	71	133	10	0	34	44	14	98	0	112	0	0	0	0	289
04:15 PM	0	52	49	101	3	0	39	42	7	103	0	110	0	0	0	0	253
04:30 PM	0	73	77	150	7	1	53	61	17	100	0	117	0	0	0	0	328
04:45 PM	0	60	83	143	10	0	42	52	9	112	0	121	0	0	0	0	316
Total	0	247	280	527	30	1	168	199	47	413	0	460	0	0	0	0	1186
05:00 PM	0	64	66	130	4	0	49	53	13	93	0	106	0	0	0	0	289
05:15 PM	0	59	74	133	4	0	30	34	8	130	0	138	0	0	0	0	305
05:30 PM	0	78	70	148	2	0	40	42	7	118	0	125	0	0	0	0	315
05:45 PM	0	60	63	123	6	0	44	50	10	122	0	132	0	0	0	0	305
Total	0	261	273	534	16	0	163	179	38	463	0	501	0	0	0	0	1214
Grand Total	0	508	553	1061	46	1	331	378	85	876	0	961	0	0	0	0	2400
Apprch %	0	47.9	52.1		12.2	0.3	87.6		8.8	91.2	0		0	0	0		
Total %	0	21.2	23	44.2	1.9	0	13.8	15.8	3.5	36.5	0	40	0	0	0	0	

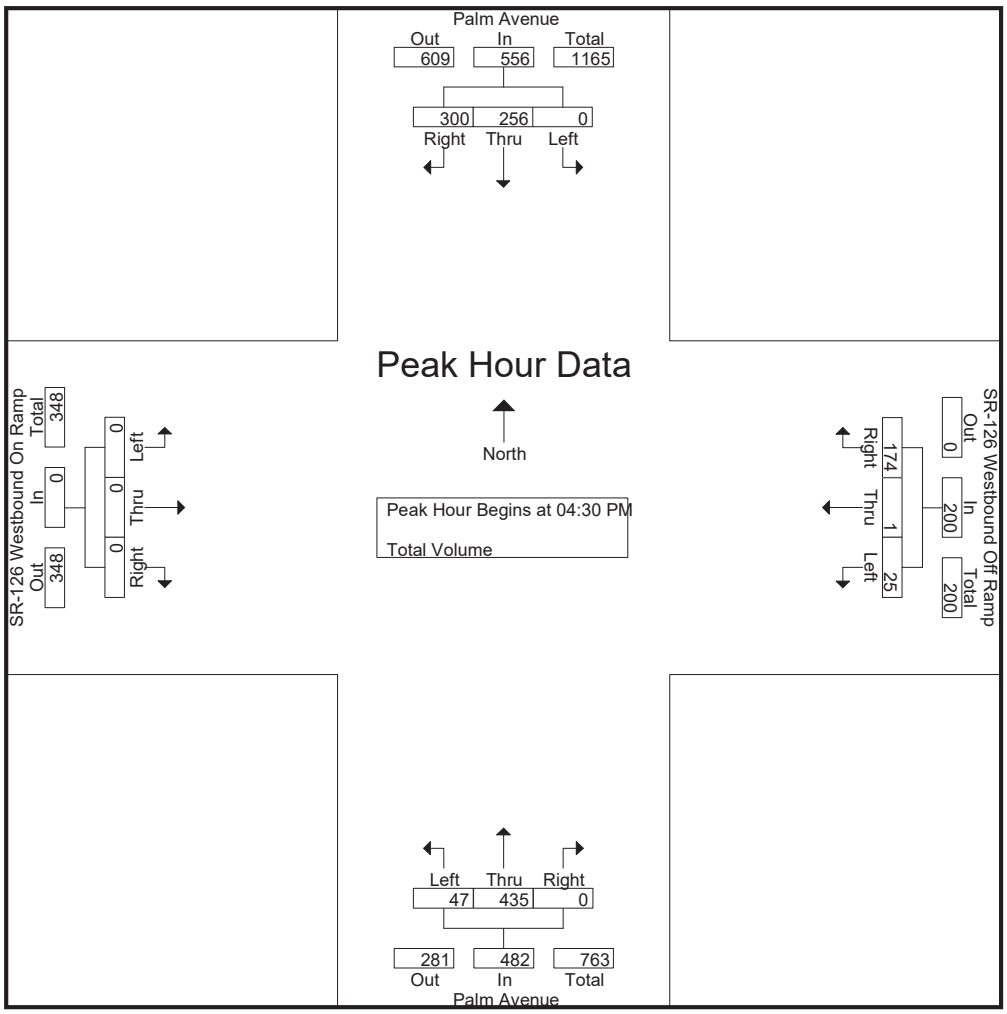
	Palm Avenue Southbound				SR-126 Westbound Off Ramp Westbound				Palm Avenue Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**73**	77	**150**	7	**1**	**53**	**61**	**17**	100	0	117	0	0	0	0	**328**
04:45 PM	0	60	**83**	143	**10**	0	42	52	9	112	0	121	0	0	0	0	316
05:00 PM	0	64	66	130	4	0	49	53	13	93	0	106	0	0	0	0	289
05:15 PM	0	59	74	133	4	0	30	34	8	**130**	0	**138**	0	0	0	0	305
Total Volume	0	256	300	556	25	1	174	200	47	435	0	482	0	0	0	0	1238
% App. Total	0	46	54		12.5	0.5	87		9.8	90.2	0		0	0	0		
PHF	.000	.877	.904	.927	.625	.250	.821	.820	.691	.837	.000	.873	.000	.000	.000	.000	.944

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STPPA126WPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	0	**73**	77	**150**	3	0	39	42	**13**	93	0	106	0	0	0	0
+15 mins.	0	60	**83**	143	7	**1**	**53**	**61**	8	**130**	0	**138**	0	0	0	0
+30 mins.	0	64	66	130	**10**	0	42	52	7	118	0	125	0	0	0	0
+45 mins.	0	59	74	133	4	0	49	53	10	122	0	132	0	0	0	0
Total Volume	0	256	300	556	24	1	183	208	38	463	0	501	0	0	0	0
% App. Total	0	46	54		11.5	0.5	88		7.6	92.4	0		0	0	0	
PHF	.000	.877	.904	.927	.600	.250	.863	.852	.731	.890	.000	.908	.000	.000	.000	.000

17

Location: Santa Paula
N/S: Palm Avenue
E/W: SR-126 WB Ramps

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg SR-126 WB Ramps	South Leg Palm Avenue	West Leg SR-126 WB Ramps	TOTAL
7:00 AM	1	2	0	1	4
7:15 AM	0	0	0	0	0
7:30 AM	0	2	0	4	6
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	4	0	5	10

	North Leg Palm Avenue	East Leg SR-126 WB Ramps	South Leg Palm Avenue	West Leg SR-126 WB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	2	0	1	4
4:30 PM	0	0	0	0	0
4:45 PM	0	2	0	2	4
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	5	0	3	9

Location: Santa Paula
N/S: Palm Avenue
E/W: SR-126 WB Ramps

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg SR-126 WB Ramps	South Leg Palm Avenue	West Leg SR-126 WB Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Palm Avenue	East Leg SR-126 WB Ramps	South Leg Palm Avenue	West Leg SR-126 WB Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	1	0	1	2

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
07:00 AM	24	6	0	5	0	35	0	0	0	0	0	0	0	3	0	3	0	6	0	0	0	0	0	0	0	7	4	3	0	14	48	2	3	2	3	58	113
07:15 AM	32	5	1	12	0	50	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	0	0	1	0	16	3	1	1	21	62	0	6	0	4	72	152
07:30 AM	40	7	4	8	0	59	0	0	0	0	0	0	1	2	0	12	1	16	0	0	0	1	1	2	0	21	7	10	0	38	68	0	11	1	0	80	195
07:45 AM	55	9	0	12	0	76	0	0	0	0	0	0	0	3	0	7	0	10	0	0	1	2	0	3	0	12	2	6	0	20	70	0	9	1	1	81	190
Total	151	27	5	37	0	220	0	0	0	0	0	0	1	8	0	30	1	40	0	0	2	3	1	6	0	56	16	20	1	93	248	2	29	4	8	291	650
08:00 AM	36	10	0	8	0	54	0	0	0	0	0	0	0	3	0	7	0	10	0	0	0	1	0	1	0	5	0	1	0	6	52	0	4	0	4	60	131
08:15 AM	25	8	1	6	0	40	0	0	0	0	0	0	0	1	0	6	1	8	0	0	0	0	0	0	0	11	7	2	0	20	47	0	11	2	2	62	130
08:30 AM	32	8	0	7	0	47	0	0	0	0	0	0	0	0	0	5	0	5	1	0	4	2	0	7	0	7	3	7	1	18	48	0	2	0	3	53	130
08:45 AM	27	6	1	8	0	42	0	0	0	0	0	0	0	1	0	8	1	10	0	0	1	3	0	4	0	5	1	6	0	12	54	0	7	0	2	63	131
Total	120	32	2	29	0	183	0	0	0	0	0	0	0	5	0	26	2	33	1	0	5	6	0	12	0	28	11	16	1	56	201	0	24	2	11	238	522
Grand Total	271	59	7	66	0	403	0	0	0	0	0	0	1	13	0	56	3	73	1	0	7	9	1	18	0	84	27	36	2	149	449	2	53	6	19	529	1172
Apprch %	67.2	14.6	1.7	16.4	0		0	0	0	0	0		1.4	17.8	0	76.7	4.1		5.6	0	38.9	50	5.6		0	56.4	18.1	24.2	1.3		84.9	0.4	10	1.1	3.6		
Total %	23.1	5	0.6	5.6	0	34.4	0	0	0	0	0	0	0.1	1.1	0	4.8	0.3	6.2	0.1	0	0.6	0.8	0.1	1.5	0	7.2	2.3	3.1	0.2	12.7	38.3	0.2	4.5	0.5	1.6	45.1	

	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																				
Peak Hour for Entire Intersection Begins at 07:15 AM																																				
07:15 AM	32	5	1	**12**	0	50	0	0	0	0	0	0	0	0	0	8	0	8	0	0	**1**	0	0	1	0	16	3	1	**1**	21	62	0	6	0	**4**	72	152
07:30 AM	40	7	**4**	8	0	59	0	0	0	0	0	0	**1**	2	0	**12**	**1**	**16**	0	0	0	1	**1**	2	0	**21**	**7**	**10**	0	**38**	68	0	**11**	**1**	0	80	**195**
07:45 AM	**55**	9	0	12	0	**76**	0	0	0	0	0	0	0	**3**	0	7	0	10	0	0	1	**2**	0	**3**	0	12	2	6	0	20	**70**	0	9	1	1	**81**	190
08:00 AM	36	**10**	0	8	0	54	0	0	0	0	0	0	0	3	0	7	0	10	0	0	0	1	0	1	0	5	0	1	0	6	52	0	4	0	4	60	131
Total Volume	163	31	5	40	0	239	0	0	0	0	0	0	1	8	0	34	1	44	0	0	2	4	1	7	0	54	12	18	1	85	252	0	30	2	9	293	668
% App. Total	68.2	13	2.1	16.7	0		0	0	0	0	0		2.3	18.2	0	77.3	2.3		0	0	28.6	57.1	14.3		0	63.5	14.1	21.2	1.2		86	0	10.2	0.7	3.1		
PHF	.741	.775	.313	.833	.000	.786	.000	.000	.000	.000	.000	.000	.250	.667	.000	.708	.250	.688	.000	.000	.500	.500	.250	.583	.000	.643	.429	.450	.250	.559	.900	.000	.682	.500	.563	.904	.856

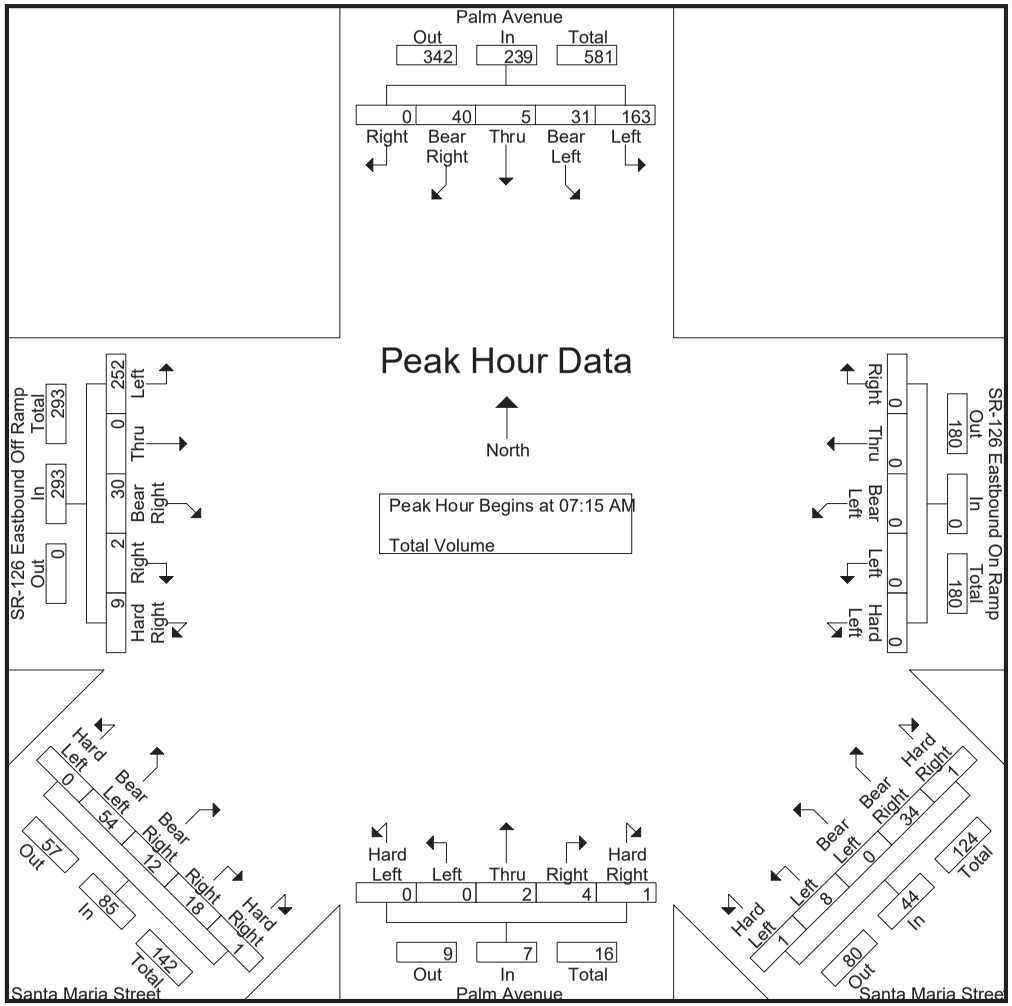
City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 555

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 556

Counts Unlimited, Inc.
PO Box 1178
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951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																				
Peak Hour for Each Approach Begins at:																																				
	07:15 AM						07:00 AM						07:15 AM						08:00 AM						07:00 AM						07:15 AM						
+0 mins.	32	5	1	**12**	0	50	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	1	0	1	0	7	4	3	0	14	62	0	6	0	**4**	72	
+15 mins.	40	7	**4**	8	0	59	0	0	0	0	0	0	**1**	2	0	**12**	**1**	**16**	0	0	0	0	0	0	0	16	3	1	**1**	21	68	0	**11**	**1**	0	80	
+30 mins.	**55**	9	0	12	0	**76**	0	0	0	0	0	0	0	**3**	0	7	0	10	**1**	0	**4**	2	0	**7**	0	**21**	**7**	**10**	0	**38**	**70**	0	9	1	1	**81**	
+45 mins.	36	**10**	0	8	0	54	0	0	0	0	0	0	0	3	0	7	0	10	0	0	1	**3**	0	4	0	12	2	6	0	20	52	0	4	0	4	60	
Total Volume	163	31	5	40	0	239	0	0	0	0	0	0	1	8	0	34	1	44	1	0	5	6	0	12	0	56	16	20	1	93	252	0	30	2	9	293	
% App. Total	68.2	13	2.1	16.7	0		0	0	0	0	0		2.3	18.2	0	77.3	2.3		8.3	0	41.7	50	0		0	60.2	17.2	21.5	1.1		86	0	10.2	0.7	3.1		
PHF	.741	.775	.313	.833	.000	.786	.000	.000	.000	.000	.000	.000	.250	.667	.000	.708	.250	.688	.250	.000	.313	.500	.000	.429	.000	.667	.571	.500	.250	.612	.900	.000	.682	.500	.563	.904	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
04:00 PM	41	12	4	19	0	76	0	0	0	0	0	0	1	7	0	14	0	22	0	0	6	0	1	7	0	11	7	5	1	24	83	0	16	2	2	103	232
04:15 PM	33	4	2	13	0	52	0	0	0	0	0	0	0	2	0	7	0	9	0	0	7	2	1	10	0	8	3	6	1	18	89	0	18	2	0	109	198
04:30 PM	53	10	1	15	0	79	0	0	0	0	0	0	1	2	0	21	0	24	0	0	3	0	0	3	0	11	4	2	0	17	82	0	16	1	0	99	222
04:45 PM	43	4	4	17	0	68	0	0	0	0	0	0	0	4	0	9	0	13	0	0	2	0	1	3	0	7	4	6	1	18	102	0	18	0	0	120	222
Total	170	30	11	64	0	275	0	0	0	0	0	0	2	15	0	51	0	68	0	0	18	2	3	23	0	37	18	19	3	77	356	0	68	5	2	431	874
05:00 PM	40	10	0	14	0	64	0	0	0	0	0	0	0	5	0	10	0	15	0	0	2	0	1	3	0	16	6	7	0	29	81	0	17	2	2	102	213
05:15 PM	35	8	3	10	0	56	0	0	0	0	0	0	0	2	0	6	0	8	0	0	2	3	1	6	0	14	6	4	0	24	116	0	41	1	0	158	252
05:30 PM	42	15	6	13	0	76	0	0	0	0	0	0	0	3	0	2	0	5	0	0	2	0	0	2	0	11	7	0	0	18	107	0	36	2	0	145	246
05:45 PM	36	11	6	12	0	65	0	0	0	0	0	0	0	2	0	4	0	6	0	0	2	2	0	4	0	13	6	0	0	19	110	0	34	2	0	146	240
Total	153	44	15	49	0	261	0	0	0	0	0	0	0	12	0	22	0	34	0	0	8	5	2	15	0	54	25	11	0	90	414	0	128	7	2	551	951
Grand Total	323	74	26	113	0	536	0	0	0	0	0	0	2	27	0	73	0	102	0	0	26	7	5	38	0	91	43	30	3	167	770	0	196	12	4	982	1825
Apprch %	60.3	13.8	4.9	21.1	0		0	0	0	0	0		2	26.5	0	71.6	0		0	0	68.4	18.4	13.2		0	54.5	25.7	18	1.8		78.4	0	20	1.2	0.4		
Total %	17.7	4.1	1.4	6.2	0	29.4	0	0	0	0	0	0	0.1	1.5	0	4	0	5.6	0	0	1.4	0.4	0.3	2.1	0	5	2.4	1.6	0.2	9.2	42.2	0	10.7	0.7	0.2	53.8	

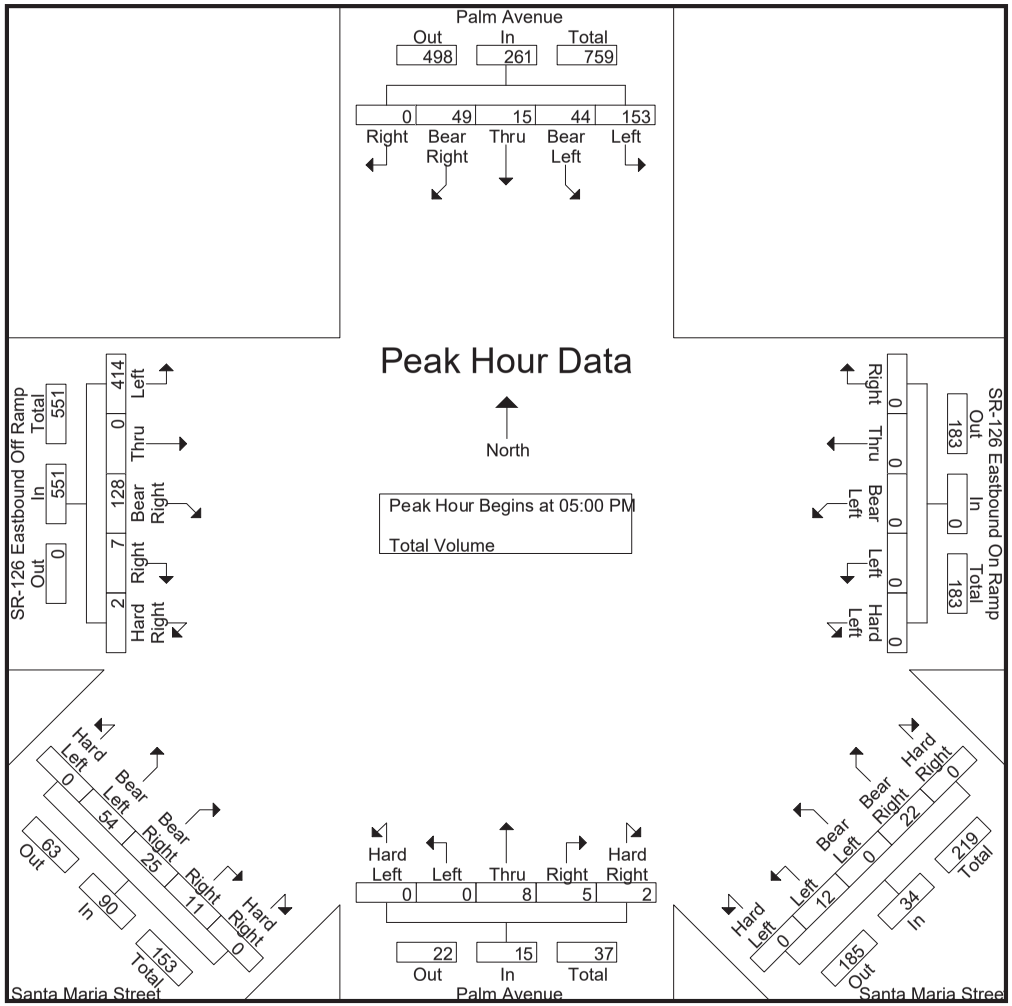
	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																																				
Peak Hour for Entire Intersection Begins at 05:00 PM																																				
05:00 PM	40	10	0	**14**	0	64	0	0	0	0	0	0	0	**5**	0	**10**	0	**15**	0	0	**2**	0	**1**	3	0	**16**	6	**7**	0	**29**	81	0	17	**2**	**2**	102	213
05:15 PM	35	8	3	10	0	56	0	0	0	0	0	0	0	2	0	6	0	8	0	0	2	**3**	1	**6**	0	14	6	4	0	24	**116**	0	**41**	1	0	**158**	**252**
05:30 PM	**42**	**15**	**6**	13	0	**76**	0	0	0	0	0	0	0	3	0	2	0	5	0	0	2	0	0	2	0	11	**7**	0	0	18	107	0	36	2	0	145	246
05:45 PM	36	11	6	12	0	65	0	0	0	0	0	0	0	2	0	4	0	6	0	0	2	2	0	4	0	13	6	0	0	19	110	0	34	2	0	146	240
Total Volume	153	44	15	49	0	261	0	0	0	0	0	0	0	12	0	22	0	34	0	0	8	5	2	15	0	54	25	11	0	90	414	0	128	7	2	551	951
% App. Total	58.6	16.9	5.7	18.8	0		0	0	0	0	0		0	35.3	0	64.7	0		0	0	53.3	33.3	13.3		0	60	27.8	12.2	0		75.1	0	23.2	1.3	0.4		
PHF	.911	.733	.625	.875	.000	.859	.000	.000	.000	.000	.000	.000	.000	.600	.000	.550	.000	.567	.000	.000	1.00	.417	.500	.625	.000	.844	.893	.393	.000	.776	.892	.000	.780	.875	.250	.872	.943

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 559

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: Palm Avenue
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STPPA126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	Palm Avenue Southbound						SR-126 Eastbound On Ramp Westbound						Santa Maria Street Northwestbound						Palm Avenue Northbound						Santa Maria Street Northeastbound						SR-126 Eastbound Off Ramp Eastbound						
Start Time	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																																				
Peak Hour for Each Approach Begins at:																																				
	04:00 PM						04:00 PM						04:00 PM						04:00 PM						05:00 PM						05:00 PM						
+0 mins.	41	**12**	**4**	**19**	0	76	0	0	0	0	0	0	**1**	**7**	0	14	0	22	0	0	6	0	**1**	7	0	**16**	6	**7**	0	**29**	81	0	17	**2**	**2**	102	
+15 mins.	33	4	2	13	0	52	0	0	0	0	0	0	0	2	0	7	0	9	0	0	**7**	**2**	1	**10**	0	14	6	4	0	24	**116**	0	**41**	1	0	**158**	
+30 mins.	**53**	10	1	15	0	**79**	0	0	0	0	0	0	1	2	0	**21**	0	**24**	0	0	3	0	0	3	0	11	**7**	0	0	18	107	0	36	2	0	145	
+45 mins.	43	4	4	17	0	68	0	0	0	0	0	0	0	4	0	9	0	13	0	0	2	0	1	3	0	13	6	0	0	19	110	0	34	2	0	146	
Total Volume	170	30	11	64	0	275	0	0	0	0	0	0	2	15	0	51	0	68	0	0	18	2	3	23	0	54	25	11	0	90	414	0	128	7	2	551	
% App. Total	61.8	10.9	4	23.3	0		0	0	0	0	0		2.9	22.1	0	75	0		0	0	78.3	8.7	13		0	60	27.8	12.2	0		75.1	0	23.2	1.3	0.4		
PHF	.802	.625	.688	.842	.000	.870	.000	.000	.000	.000	.000	.000	.500	.536	.000	.607	.000	.708	.000	.000	.643	.250	.750	.575	.000	.844	.893	.393	.000	.776	.892	.000	.780	.875	.250	.872	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 560

Location: Santa Paula
N/S: Palm Avenue
E/W: SR-126 EB Ramps / Santa Maria St

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Palm Avenue	East Leg SR-126 EB On Ramp	Southeast Leg Santa Maria Street	South Leg Palm Avenue	Southwest Leg Santa Maria Avenue	West Leg SR-126 EB Off Ramp	TOTAL
7:00 AM	0	2	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	1	3
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	2	0	2	6

	North Leg Palm Avenue	East Leg SR-126 EB On Ramp	Southeast Leg Santa Maria Street	South Leg Palm Avenue	Southwest Leg Santa Maria Avenue	West Leg SR-126 EB Off Ramp	TOTAL
4:00 PM	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	2
5:30 PM	0	0	0	1	0	0	1
5:45 PM	1	0	0	0	0	0	1
TOTAL VOLUMES:	3	0	0	3	0	1	7

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 561

18 - 19

Location: Santa Paula
N/S: Palm Avenue
E/W: SR-126 EB Ramps / Santa Maria St

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Palm Avenue	East Leg SR-126 EB On Ramp	Southeast Leg Santa Maria Street	South Leg Palm Avenue	Southwest Leg Santa Maria Avenue	West Leg SR-126 EB Off Ramp	TOTAL
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	2	0	0	0	0	0	2
TOTAL VOLUMES:	2	0	0	0	0	0	2

	North Leg Palm Avenue	East Leg SR-126 EB On Ramp	Southeast Leg Santa Maria Street	South Leg Palm Avenue	Southwest Leg Santa Maria Avenue	West Leg SR-126 EB Off Ramp	TOTAL
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 562

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Main Street
Weather: Clear

File Name : STP8TMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Main Street Westbound				8th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	17	5	24	2	16	3	21	2	10	2	14	8	20	4	32	91
07:15 AM	7	25	8	40	0	22	2	24	2	14	0	16	11	35	6	52	132
07:30 AM	5	68	16	89	5	38	4	47	7	31	5	43	28	46	9	83	262
07:45 AM	13	52	18	83	13	24	3	40	5	37	3	45	30	82	14	126	294
Total	27	162	47	236	20	100	12	132	16	92	10	118	77	183	33	293	779
08:00 AM	10	27	21	58	8	29	4	41	4	10	6	20	10	56	10	76	195
08:15 AM	6	15	12	33	2	30	4	36	5	13	4	22	9	43	5	57	148
08:30 AM	4	12	9	25	4	28	3	35	4	5	4	13	10	35	12	57	130
08:45 AM	4	23	7	34	2	25	6	33	4	10	6	20	10	38	14	62	149
Total	24	77	49	150	16	112	17	145	17	38	20	75	39	172	41	252	622
Grand Total	51	239	96	386	36	212	29	277	33	130	30	193	116	355	74	545	1401
Apprch %	13.2	61.9	24.9		13	76.5	10.5		17.1	67.4	15.5		21.3	65.1	13.6		
Total %	3.6	17.1	6.9	27.6	2.6	15.1	2.1	19.8	2.4	9.3	2.1	13.8	8.3	25.3	5.3	38.9	

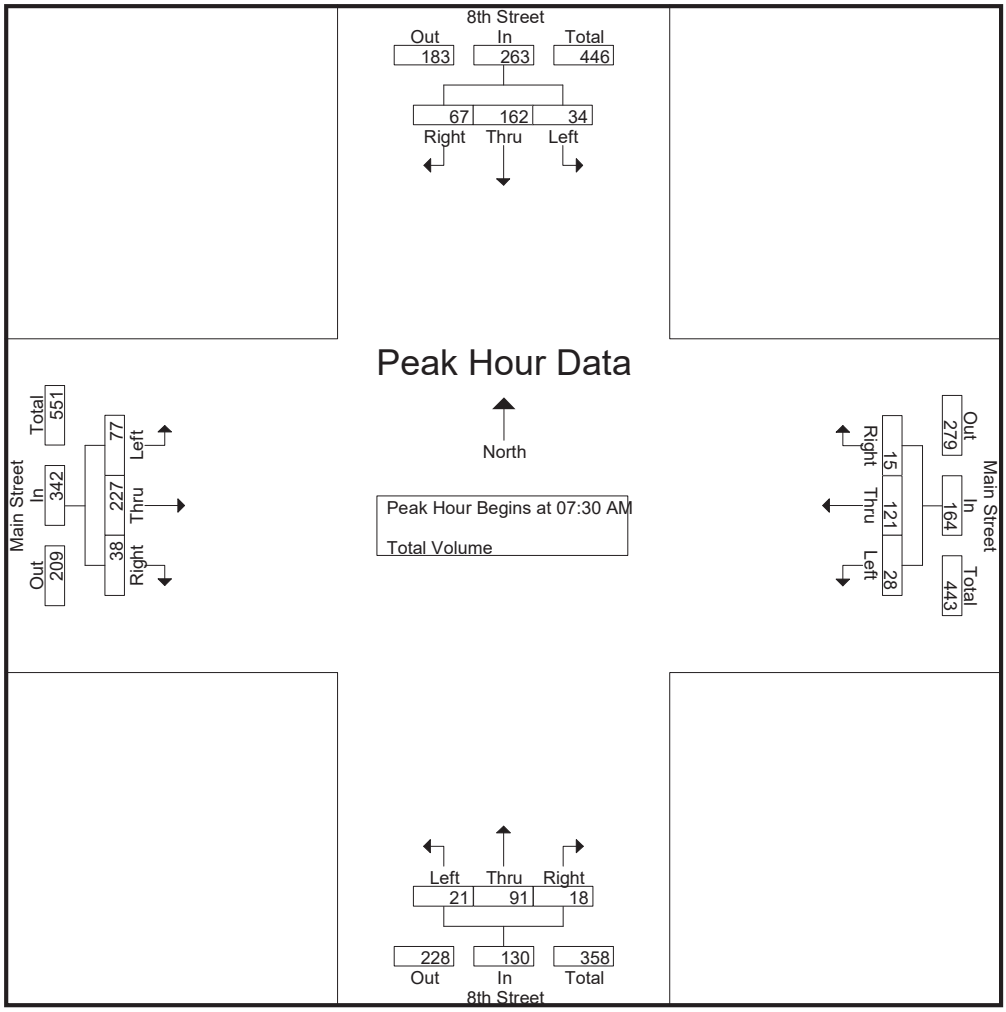
	8th Street Southbound				Main Street Westbound				8th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	**68**	16	**89**	5	**38**	**4**	**47**	**7**	31	5	43	28	46	9	83	262
07:45 AM	**13**	52	18	83	**13**	24	3	40	5	**37**	3	**45**	**30**	**82**	**14**	**126**	**294**
08:00 AM	10	27	**21**	58	8	29	4	41	4	10	**6**	20	10	56	10	76	195
08:15 AM	6	15	12	33	2	30	4	36	5	13	4	22	9	43	5	57	148
Total Volume	34	162	67	263	28	121	15	164	21	91	18	130	77	227	38	342	899
% App. Total	12.9	61.6	25.5		17.1	73.8	9.1		16.2	70	13.8		22.5	66.4	11.1		
PHF	.654	.596	.798	.739	.538	.796	.938	.872	.750	.615	.750	.722	.642	.692	.679	.679	.764

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Main Street
Weather: Clear

File Name : STP8TMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	25	8	40	5	**38**	**4**	**47**	**7**	31	5	43	28	46	9	83
+15 mins.	5	**68**	16	**89**	**13**	24	3	40	5	**37**	3	**45**	**30**	**82**	**14**	**126**
+30 mins.	**13**	52	18	83	8	29	4	41	4	10	**6**	20	10	56	10	76
+45 mins.	10	27	**21**	58	2	30	4	36	5	13	4	22	9	43	5	57
Total Volume	35	172	63	270	28	121	15	164	21	91	18	130	77	227	38	342
% App. Total	13	63.7	23.3		17.1	73.8	9.1		16.2	70	13.8		22.5	66.4	11.1	
PHF	.673	.632	.750	.758	.538	.796	.938	.872	.750	.615	.750	.722	.642	.692	.679	.679

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Main Street
Weather: Clear

File Name : STP8TMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Main Street Westbound				8th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	27	18	48	6	41	5	52	10	18	9	37	15	67	14	96	233
04:15 PM	4	15	11	30	7	50	7	64	12	17	12	41	19	67	18	104	239
04:30 PM	17	23	14	54	9	52	8	69	12	22	12	46	19	67	15	101	270
04:45 PM	6	16	16	38	4	56	9	69	8	23	10	41	15	76	19	110	258
Total	30	81	59	170	26	199	29	254	42	80	43	165	68	277	66	411	1000
05:00 PM	12	25	15	52	5	54	11	70	7	27	14	48	20	72	19	111	281
05:15 PM	13	28	17	58	2	43	12	57	11	38	13	62	22	60	24	106	283
05:30 PM	14	33	12	59	6	49	10	65	11	39	8	58	18	83	17	118	300
05:45 PM	11	28	15	54	11	38	22	71	11	41	9	61	13	62	19	94	280
Total	50	114	59	223	24	184	55	263	40	145	44	229	73	277	79	429	1144
Grand Total	80	195	118	393	50	383	84	517	82	225	87	394	141	554	145	840	2144
Apprch %	20.4	49.6	30		9.7	74.1	16.2		20.8	57.1	22.1		16.8	66	17.3		
Total %	3.7	9.1	5.5	18.3	2.3	17.9	3.9	24.1	3.8	10.5	4.1	18.4	6.6	25.8	6.8	39.2	

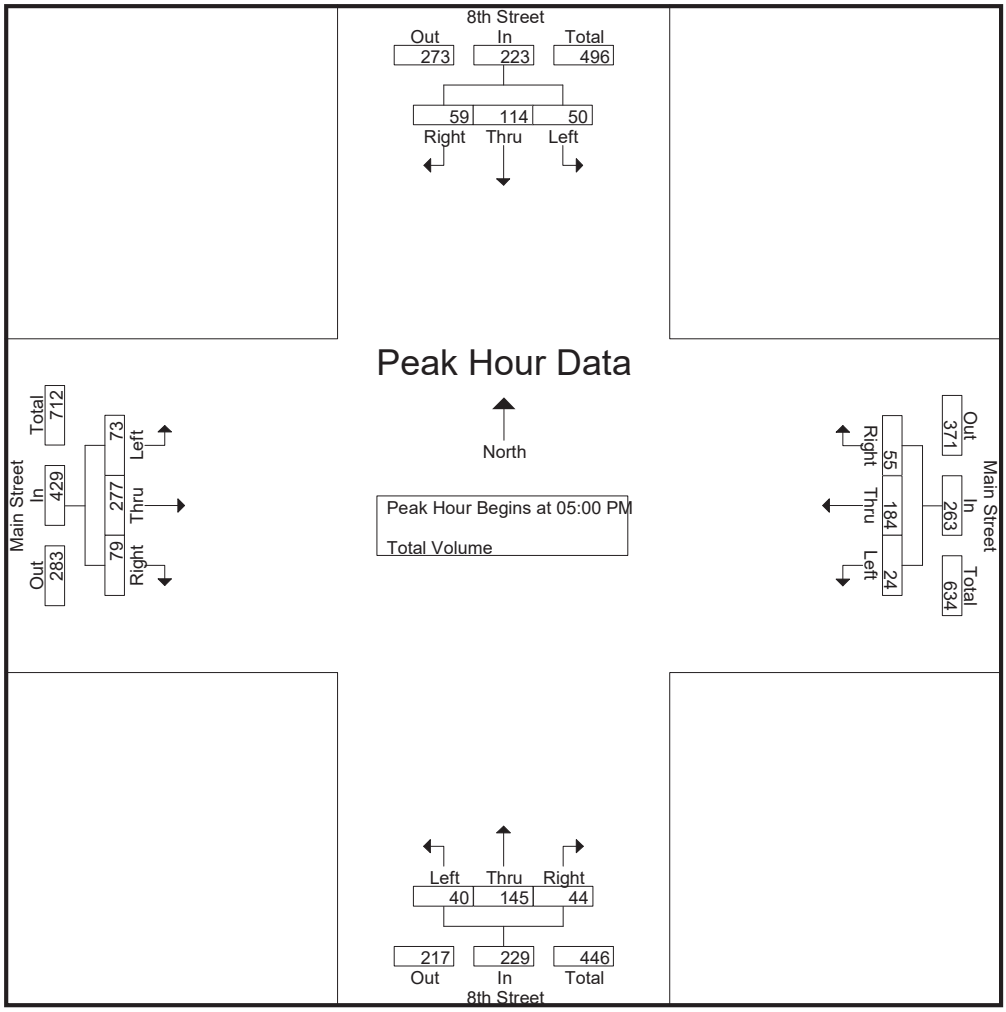
	8th Street Southbound				Main Street Westbound				8th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	25	15	52	5	**54**	11	70	7	27	**14**	48	20	72	19	111	281
05:15 PM	13	28	**17**	58	2	43	12	57	**11**	38	13	**62**	**22**	60	**24**	106	283
05:30 PM	**14**	**33**	12	**59**	6	49	10	65	11	39	8	58	18	**83**	17	**118**	**300**
05:45 PM	11	28	15	54	**11**	38	**22**	**71**	11	**41**	9	61	13	62	19	94	280
Total Volume	50	114	59	223	24	184	55	263	40	145	44	229	73	277	79	429	1144
% App. Total	22.4	51.1	26.5		9.1	70	20.9		17.5	63.3	19.2		17	64.6	18.4		
PHF	.893	.864	.868	.945	.545	.852	.625	.926	.909	.884	.786	.923	.830	.834	.823	.909	.953

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Main Street
Weather: Clear

File Name : STP8TMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	12	25	15	52	7	50	7	64	7	27	**14**	48	15	76	19	110
+15 mins.	13	28	**17**	58	**9**	52	8	69	**11**	38	13	**62**	20	72	19	111
+30 mins.	**14**	**33**	12	**59**	4	**56**	9	69	11	39	8	58	**22**	60	**24**	106
+45 mins.	11	28	15	54	5	54	**11**	**70**	11	**41**	9	61	18	**83**	17	**118**
Total Volume	50	114	59	223	25	212	35	272	40	145	44	229	75	291	79	445
% App. Total	22.4	51.1	26.5		9.2	77.9	12.9		17.5	63.3	19.2		16.9	65.4	17.8	
PHF	.893	.864	.868	.945	.694	.946	.795	.971	.909	.884	.786	.923	.852	.877	.823	.943

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Location: Santa Paula
N/S: 8th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 8th Street	East Leg Main Street	South Leg 8th Street	West Leg Main Street	TOTAL
7:00 AM	1	0	2	2	5
7:15 AM	7	1	8	8	24
7:30 AM	8	1	25	5	39
7:45 AM	7	4	3	1	15
8:00 AM	5	2	4	0	11
8:15 AM	4	1	4	0	9
8:30 AM	6	2	2	3	13
8:45 AM	13	1	3	3	20
TOTAL VOLUMES:	51	12	51	22	136

	North Leg 8th Street	East Leg Main Street	South Leg 8th Street	West Leg Main Street	TOTAL
4:00 PM	5	6	8	3	22
4:15 PM	11	5	7	2	25
4:30 PM	13	3	7	1	24
4:45 PM	14	3	10	10	37
5:00 PM	7	4	14	5	30
5:15 PM	6	0	6	3	15
5:30 PM	5	5	10	0	20
5:45 PM	13	2	9	2	26
TOTAL VOLUMES:	74	28	71	26	199

20

Location: Santa Paula
N/S: 8th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 8th Street	East Leg Main Street	South Leg 8th Street	West Leg Main Street	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

	North Leg 8th Street	East Leg Main Street	South Leg 8th Street	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	1	0	2
4:30 PM	0	0	2	1	3
4:45 PM	0	1	0	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	1	2	6	1	10

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP8THAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Harvard Boulevard Westbound				8th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	4	19	28	2	61	4	67	1	8	1	10	2	48	1	51	156
07:15 AM	7	5	11	23	1	61	4	66	1	9	0	10	2	55	1	58	157
07:30 AM	16	12	50	78	0	131	10	141	9	26	5	40	0	78	14	92	351
07:45 AM	12	10	51	73	1	149	15	165	11	18	6	35	1	113	10	124	397
Total	40	31	131	202	4	402	33	439	22	61	12	95	5	294	26	325	1061
08:00 AM	10	7	23	40	0	88	7	95	2	9	1	12	1	63	3	67	214
08:15 AM	6	3	9	18	1	81	5	87	1	11	2	14	4	53	4	61	180
08:30 AM	6	4	15	25	1	63	6	70	1	5	2	8	4	56	3	63	166
08:45 AM	5	3	13	21	0	61	4	65	1	17	1	19	2	59	6	67	172
Total	27	17	60	104	2	293	22	317	5	42	6	53	11	231	16	258	732
Grand Total	67	48	191	306	6	695	55	756	27	103	18	148	16	525	42	583	1793
Apprch %	21.9	15.7	62.4		0.8	91.9	7.3		18.2	69.6	12.2		2.7	90.1	7.2		
Total %	3.7	2.7	10.7	17.1	0.3	38.8	3.1	42.2	1.5	5.7	1	8.3	0.9	29.3	2.3	32.5	

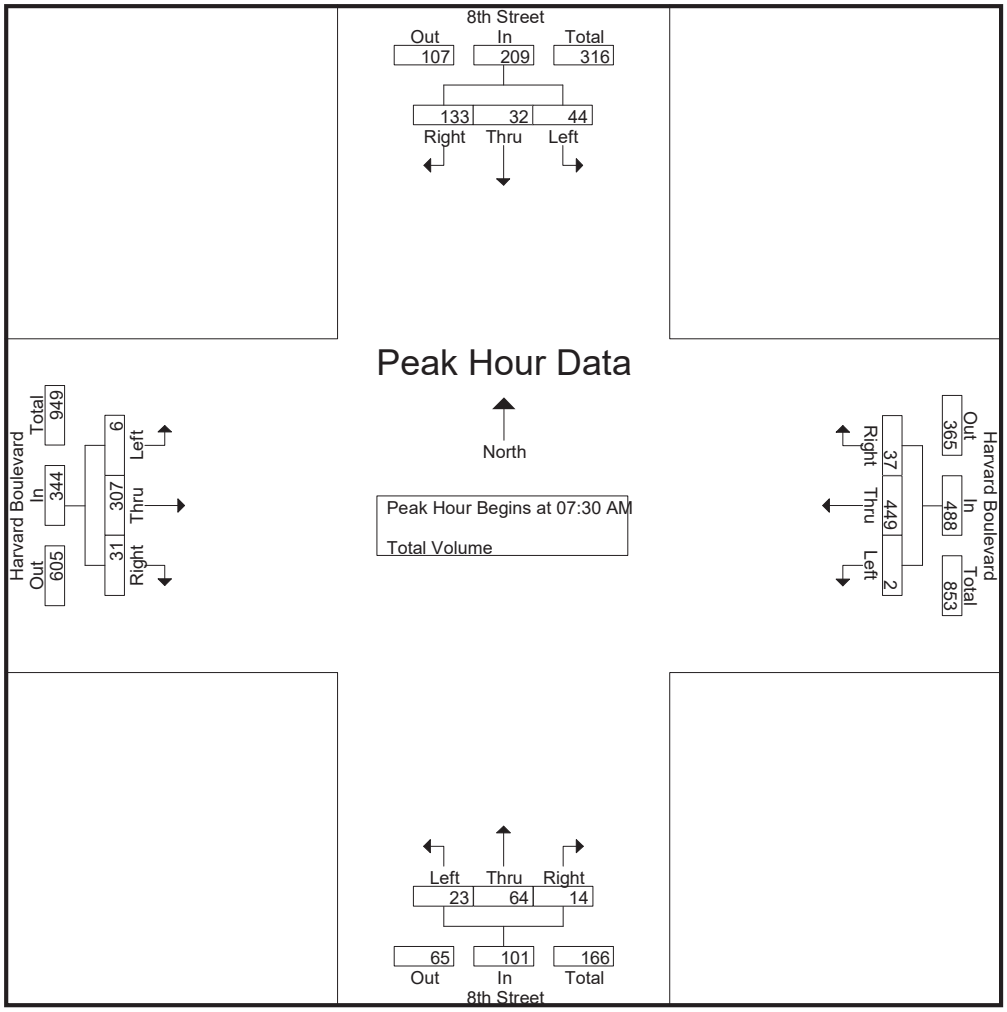
	8th Street Southbound				Harvard Boulevard Westbound				8th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**16**	**12**	50	**78**	0	131	10	141	9	**26**	5	**40**	0	78	**14**	92	351
07:45 AM	12	10	**51**	73	**1**	**149**	**15**	**165**	**11**	18	**6**	35	1	**113**	10	**124**	**397**
08:00 AM	10	7	23	40	0	88	7	95	2	9	1	12	1	63	3	67	214
08:15 AM	6	3	9	18	1	81	5	87	1	11	2	14	**4**	53	4	61	180
Total Volume	44	32	133	209	2	449	37	488	23	64	14	101	6	307	31	344	1142
% App. Total	21.1	15.3	63.6		0.4	92	7.6		22.8	63.4	13.9		1.7	89.2	9		
PHF	.688	.667	.652	.670	.500	.753	.617	.739	.523	.615	.583	.631	.375	.679	.554	.694	.719

21

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP8THAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	5	11	23	0	131	10	141	9	**26**	5	**40**	0	78	**14**	92
+15 mins.	**16**	**12**	50	**78**	**1**	**149**	**15**	**165**	**11**	18	**6**	35	1	**113**	10	**124**
+30 mins.	12	10	**51**	73	0	88	7	95	2	9	1	12	1	63	3	67
+45 mins.	10	7	23	40	1	81	5	87	1	11	2	14	**4**	53	4	61
Total Volume	45	34	135	214	2	449	37	488	23	64	14	101	6	307	31	344
% App. Total	21	15.9	63.1		0.4	92	7.6		22.8	63.4	13.9		1.7	89.2	9	
PHF	.703	.708	.662	.686	.500	.753	.617	.739	.523	.615	.583	.631	.375	.679	.554	.694

21

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP8THAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Harvard Boulevard Westbound				8th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	10	27	41	2	114	13	129	1	20	6	27	0	112	9	121	318
04:15 PM	7	4	22	33	0	113	18	131	4	22	6	32	1	84	4	89	285
04:30 PM	8	11	24	43	0	107	11	118	2	19	1	22	3	92	7	102	285
04:45 PM	11	9	20	40	2	132	11	145	2	31	6	39	0	110	3	113	337
Total	30	34	93	157	4	466	53	523	9	92	19	120	4	398	23	425	1225
05:00 PM	17	5	32	54	0	107	11	118	1	21	4	26	0	88	5	93	291
05:15 PM	14	5	23	42	0	127	15	142	6	40	4	50	1	91	11	103	337
05:30 PM	14	9	32	55	0	127	18	145	2	31	5	38	3	100	3	106	344
05:45 PM	7	5	24	36	0	119	31	150	0	26	7	33	3	102	5	110	329
Total	52	24	111	187	0	480	75	555	9	118	20	147	7	381	24	412	1301
Grand Total	82	58	204	344	4	946	128	1078	18	210	39	267	11	779	47	837	2526
Apprch %	23.8	16.9	59.3		0.4	87.8	11.9		6.7	78.7	14.6		1.3	93.1	5.6		
Total %	3.2	2.3	8.1	13.6	0.2	37.5	5.1	42.7	0.7	8.3	1.5	10.6	0.4	30.8	1.9	33.1	

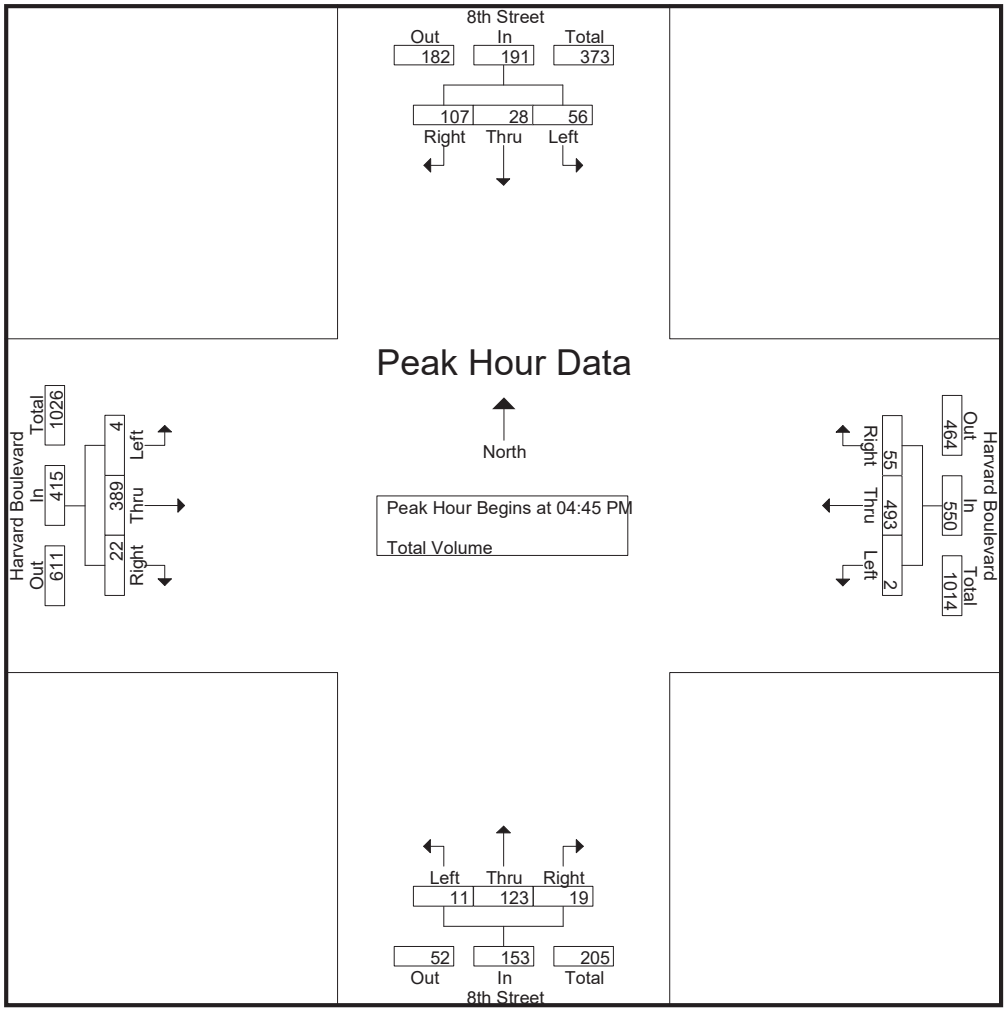
	8th Street Southbound				Harvard Boulevard Westbound				8th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	**9**	20	40	**2**	**132**	11	**145**	2	31	**6**	39	0	**110**	3	**113**	337
05:00 PM	**17**	5	**32**	54	0	107	11	118	1	21	4	26	0	88	5	93	291
05:15 PM	14	5	23	42	0	127	15	142	**6**	**40**	4	**50**	1	91	**11**	103	337
05:30 PM	14	9	32	**55**	0	127	**18**	145	2	31	5	38	**3**	100	3	106	**344**
Total Volume	56	28	107	191	2	493	55	550	11	123	19	153	4	389	22	415	1309
% App. Total	29.3	14.7	56		0.4	89.6	10		7.2	80.4	12.4		1	93.7	5.3		
PHF	.824	.778	.836	.868	.250	.934	.764	.948	.458	.769	.792	.765	.333	.884	.500	.918	.951

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Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP8THAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	11	**9**	20	40	0	107	11	118	2	31	**6**	39	0	**112**	**9**	**121**
+15 mins.	**17**	5	**32**	54	0	**127**	15	142	1	21	4	26	1	84	4	89
+30 mins.	14	5	23	42	0	127	18	145	**6**	**40**	4	**50**	**3**	92	7	102
+45 mins.	14	9	32	**55**	0	119	**31**	**150**	2	31	5	38	0	110	3	113
Total Volume	56	28	107	191	0	480	75	555	11	123	19	153	4	398	23	425
% App. Total	29.3	14.7	56		0	86.5	13.5		7.2	80.4	12.4		0.9	93.6	5.4	
PHF	.824	.778	.836	.868	.000	.945	.605	.925	.458	.769	.792	.765	.333	.888	.639	.878

21

Location: Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 8th Street	East Leg Harvard Boulevard	South Leg 8th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	4	0	0	0	4
7:30 AM	9	0	0	0	9
7:45 AM	2	0	0	0	2
8:00 AM	3	0	0	0	3
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	3	1	0	0	4
TOTAL VOLUMES:	23	1	0	0	24

	North Leg 8th Street	East Leg Harvard Boulevard	South Leg 8th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	2	0	0	1	3
4:15 PM	7	0	0	1	8
4:30 PM	2	0	0	0	2
4:45 PM	2	0	0	0	2
5:00 PM	2	0	0	0	2
5:15 PM	2	1	0	0	3
5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	17	3	0	3	23

21

Location: Santa Paula
N/S: 8th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 8th Street	East Leg Harvard Boulevard	South Leg 8th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg 8th Street	East Leg Harvard Boulevard	South Leg 8th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

22

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Ojai Road/Santa Paula Ojai Road
E/W: Virginia Terrace
Weather: Clear

File Name : STPOJVIAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Ojai Road Southbound				Bank of America Driveway Westbound				Santa Paula Ojai Road Northbound				Virginia Terrace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	122	10	132	0	0	0	0	2	59	0	61	8	0	6	14	207
07:15 AM	0	140	20	160	0	0	0	0	6	87	0	93	9	0	5	14	267
07:30 AM	0	159	60	219	0	0	0	0	6	129	1	136	19	0	4	23	378
07:45 AM	0	175	59	234	0	0	0	0	18	139	0	157	23	0	10	33	424
Total	0	596	149	745	0	0	0	0	32	414	1	447	59	0	25	84	1276
08:00 AM	0	141	12	153	0	0	0	0	2	77	0	79	19	0	7	26	258
08:15 AM	1	130	13	144	0	0	0	0	5	58	0	63	3	0	2	5	212
08:30 AM	0	118	6	124	0	0	1	1	4	67	1	72	4	0	4	8	205
08:45 AM	0	90	6	96	0	0	0	0	4	52	2	58	4	1	5	10	164
Total	1	479	37	517	0	0	1	1	15	254	3	272	30	1	18	49	839
Grand Total	1	1075	186	1262	0	0	1	1	47	668	4	719	89	1	43	133	2115
Apprch %	0.1	85.2	14.7		0	0	100		6.5	92.9	0.6		66.9	0.8	32.3		
Total %	0	50.8	8.8	59.7	0	0	0	0	2.2	31.6	0.2	34	4.2	0	2	6.3	

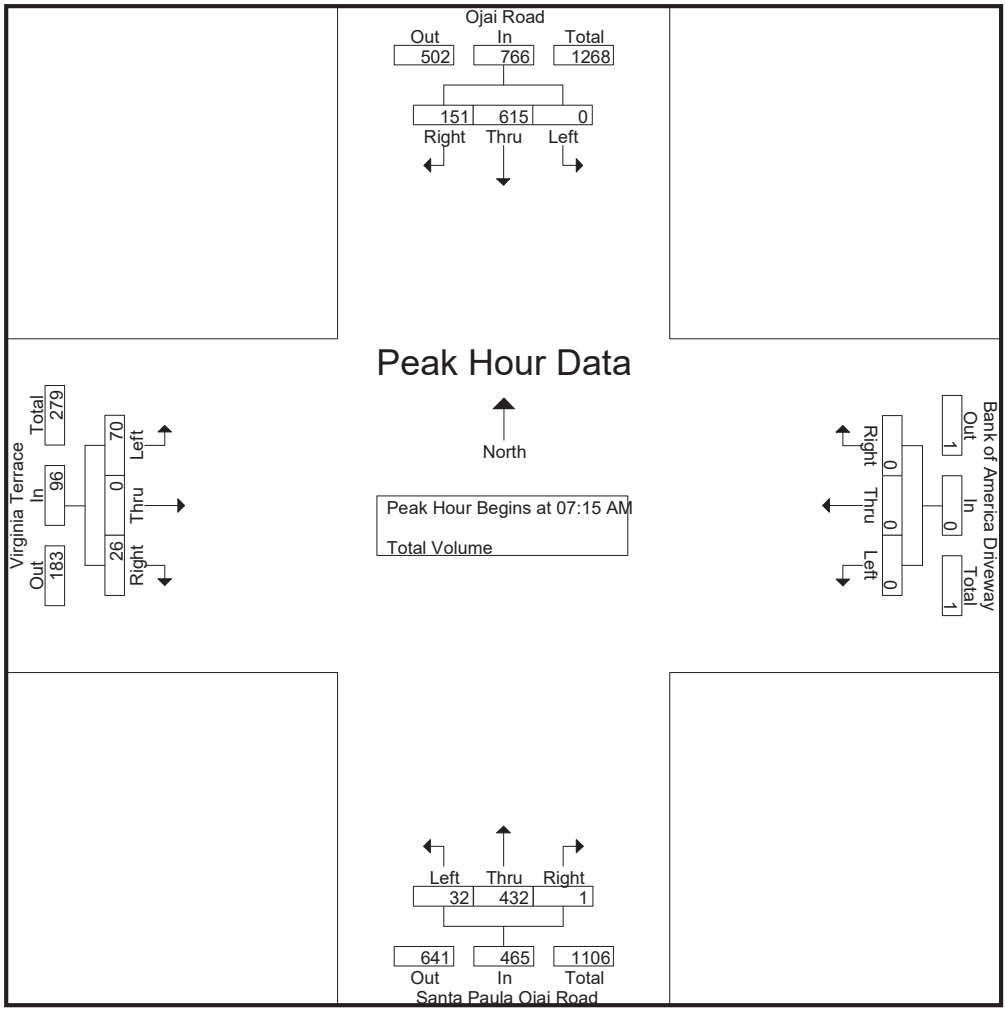
	Ojai Road Southbound				Bank of America Driveway Westbound				Santa Paula Ojai Road Northbound				Virginia Terrace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	140	20	160	0	0	0	0	6	87	0	93	9	0	5	14	267
07:30 AM	0	159	**60**	219	0	0	0	0	6	129	**1**	136	19	0	4	23	378
07:45 AM	0	**175**	59	**234**	0	0	0	0	**18**	**139**	0	**157**	**23**	0	**10**	**33**	**424**
08:00 AM	0	141	12	153	0	0	0	0	2	77	0	79	19	0	7	26	258
Total Volume	0	615	151	766	0	0	0	0	32	432	1	465	70	0	26	96	1327
% App. Total	0	80.3	19.7		0	0	0		6.9	92.9	0.2		72.9	0	27.1		
PHF	.000	.879	.629	.818	.000	.000	.000	.000	.444	.777	.250	.740	.761	.000	.650	.727	.782

22

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Ojai Road/Santa Paula Ojai Road
E/W: Virginia Terrace
Weather: Clear

File Name : STPOJVIAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:15 AM				07:15 AM			
+0 mins.	0	140	20	160	0	0	0	0	6	87	0	93	9	0	5	14
+15 mins.	0	159	**60**	219	0	0	0	0	6	129	**1**	136	19	0	4	23
+30 mins.	0	**175**	59	**234**	0	0	0	0	**18**	**139**	0	**157**	**23**	0	**10**	**33**
+45 mins.	0	141	12	153	0	0	**1**	**1**	2	77	0	79	19	0	7	26
Total Volume	0	615	151	766	0	0	1	1	32	432	1	465	70	0	26	96
% App. Total	0	80.3	19.7		0	0	100		6.9	92.9	0.2		72.9	0	27.1	
PHF	.000	.879	.629	.818	.000	.000	.250	.250	.444	.777	.250	.740	.761	.000	.650	.727

22

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Ojai Road/Santa Paula Ojai Road
E/W: Virginia Terrace
Weather: Clear

File Name : STPOJVIPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Ojai Road Southbound				Bank of America Driveway Westbound				Santa Paula Ojai Road Northbound				Virginia Terrace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	113	6	119	0	0	0	0	7	124	2	133	4	0	5	9	261
04:15 PM	1	91	12	104	0	1	0	1	4	148	3	155	13	0	2	15	275
04:30 PM	0	105	10	115	2	0	0	2	7	116	2	125	15	1	3	19	261
04:45 PM	0	106	9	115	1	0	0	1	8	145	7	160	13	0	3	16	292
Total	1	415	37	453	3	1	0	4	26	533	14	573	45	1	13	59	1089
05:00 PM	2	110	13	125	1	0	0	1	11	165	2	178	12	0	7	19	323
05:15 PM	0	111	10	121	1	1	1	3	9	158	3	170	12	1	8	21	315
05:30 PM	1	104	18	123	0	0	2	2	15	137	5	157	21	3	7	31	313
05:45 PM	0	130	17	147	2	1	0	3	8	131	6	145	13	0	7	20	315
Total	3	455	58	516	4	2	3	9	43	591	16	650	58	4	29	91	1266
Grand Total	4	870	95	969	7	3	3	13	69	1124	30	1223	103	5	42	150	2355
Apprch %	0.4	89.8	9.8		53.8	23.1	23.1		5.6	91.9	2.5		68.7	3.3	28		
Total %	0.2	36.9	4	41.1	0.3	0.1	0.1	0.6	2.9	47.7	1.3	51.9	4.4	0.2	1.8	6.4	

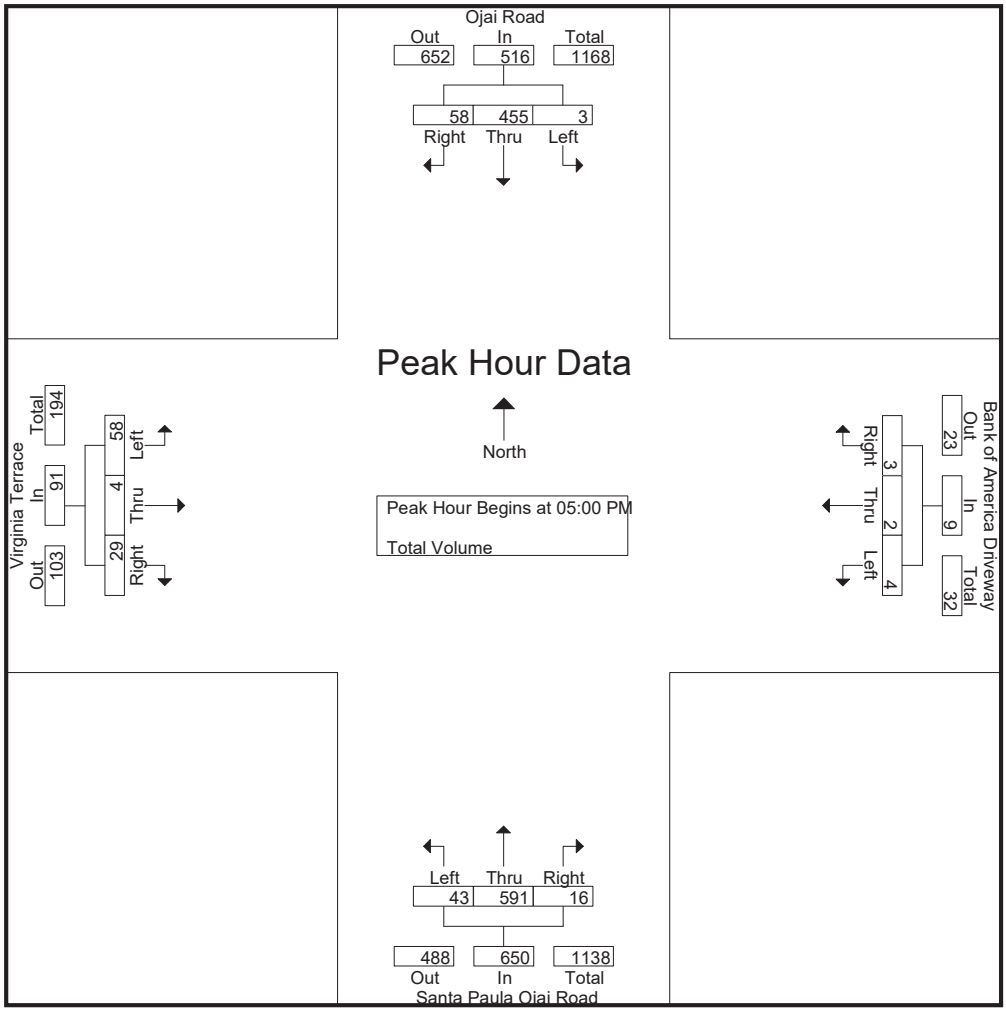
	Ojai Road Southbound				Bank of America Driveway Westbound				Santa Paula Ojai Road Northbound				Virginia Terrace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**2**	110	13	125	1	0	0	1	11	**165**	2	**178**	12	0	7	19	**323**
05:15 PM	0	111	10	121	1	**1**	1	**3**	9	158	3	170	12	1	**8**	21	315
05:30 PM	1	104	**18**	123	0	0	**2**	2	**15**	137	5	157	**21**	**3**	7	**31**	313
05:45 PM	0	**130**	17	**147**	**2**	1	0	3	8	131	**6**	145	13	0	7	20	315
Total Volume	3	455	58	516	4	2	3	9	43	591	16	650	58	4	29	91	1266
% App. Total	0.6	88.2	11.2		44.4	22.2	33.3		6.6	90.9	2.5		63.7	4.4	31.9		
PHF	.375	.875	.806	.878	.500	.500	.375	.750	.717	.895	.667	.913	.690	.333	.906	.734	.980

22

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Ojai Road/Santa Paula Ojai Road
E/W: Virginia Terrace
Weather: Clear

File Name : STPOJVIPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	**2**	110	13	125	1	0	0	1	8	145	**7**	160	12	0	7	19
+15 mins.	0	111	10	121	1	**1**	1	**3**	11	**165**	2	**178**	12	1	**8**	21
+30 mins.	1	104	**18**	123	0	0	**2**	2	9	158	3	170	**21**	**3**	7	**31**
+45 mins.	0	**130**	17	**147**	**2**	1	0	3	**15**	137	5	157	13	0	7	20
Total Volume	3	455	58	516	4	2	3	9	43	605	17	665	58	4	29	91
% App. Total	0.6	88.2	11.2		44.4	22.2	33.3		6.5	91	2.6		63.7	4.4	31.9	
PHF	.375	.875	.806	.878	.500	.500	.375	.750	.717	.917	.607	.934	.690	.333	.906	.734

22

Location: Santa Paula
N/S: Ojai Road
E/W: Virginia Terrace

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Ojai Road	East Leg BoA Driveway	South Leg Santa Paula Ojai Road	West Leg Virginia Terrace	TOTAL
7:00 AM	0	0	4	2	6
7:15 AM	0	0	12	2	14
7:30 AM	0	0	29	0	29
7:45 AM	0	0	17	4	21
8:00 AM	0	0	7	1	8
8:15 AM	0	0	3	0	3
8:30 AM	0	0	2	0	2
8:45 AM	0	0	3	0	3
TOTAL VOLUMES:	0	0	77	9	86

	North Leg Ojai Road	East Leg BoA Driveway	South Leg Ojai Road	West Leg Virginia Terrace	TOTAL
4:00 PM	0	0	5	0	5
4:15 PM	0	0	1	0	1
4:30 PM	0	0	10	0	10
4:45 PM	0	0	6	0	6
5:00 PM	0	0	7	0	7
5:15 PM	0	0	1	1	2
5:30 PM	0	0	6	0	6
5:45 PM	0	0	1	3	4
TOTAL VOLUMES:	0	0	37	4	41

22

Location: Santa Paula
N/S: Ojai Road
E/W: Virginia Terrace

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Ojai Road	East Leg BoA Driveway	South Leg Santa Paula Ojai Road	West Leg Virginia Terrace	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Ojai Road	East Leg BoA Driveway	South Leg Ojai Road	West Leg Virginia Terrace	TOTAL
4:00 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	2	3
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	2	5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	30	1	31	0	120	13	0	133	5	10	0	0	15	1	17	55	0	73	0	12	6	5	23	275
07:15 AM	0	0	41	0	41	0	124	29	0	153	6	13	0	1	20	0	21	81	3	105	1	26	5	12	44	363
07:30 AM	0	0	56	3	59	0	127	38	1	166	6	43	0	1	50	5	29	144	3	181	2	27	20	9	58	514
07:45 AM	0	0	45	2	47	0	133	30	1	164	8	54	1	2	65	3	38	126	5	172	0	37	17	16	70	518
Total	0	0	172	6	178	0	504	110	2	616	25	120	1	4	150	9	105	406	11	531	3	102	48	42	195	1670
08:00 AM	0	0	36	3	39	0	125	19	0	144	5	18	1	1	25	2	31	68	7	108	0	17	16	10	43	359
08:15 AM	0	0	25	0	25	0	111	26	0	137	3	12	1	1	17	4	22	59	7	92	2	7	14	4	27	298
08:30 AM	0	0	24	1	25	0	95	26	0	121	4	16	0	0	20	2	21	53	9	85	5	15	8	10	38	289
08:45 AM	0	0	25	1	26	0	82	17	0	99	8	6	0	1	15	3	17	54	4	78	2	9	5	3	19	237
Total	0	0	110	5	115	0	413	88	0	501	20	52	2	3	77	11	91	234	27	363	9	48	43	27	127	1183
Grand Total	0	0	282	11	293	0	917	198	2	1117	45	172	3	7	227	20	196	640	38	894	12	150	91	69	322	2853
Apprch %	0	0	96.2	3.8		0	82.1	17.7	0.2		19.8	75.8	1.3	3.1		2.2	21.9	71.6	4.3		3.7	46.6	28.3	21.4		
Total %	0	0	9.9	0.4	10.3	0	32.1	6.9	0.1	39.2	1.6	6	0.1	0.2	8	0.7	6.9	22.4	1.3	31.3	0.4	5.3	3.2	2.4	11.3	

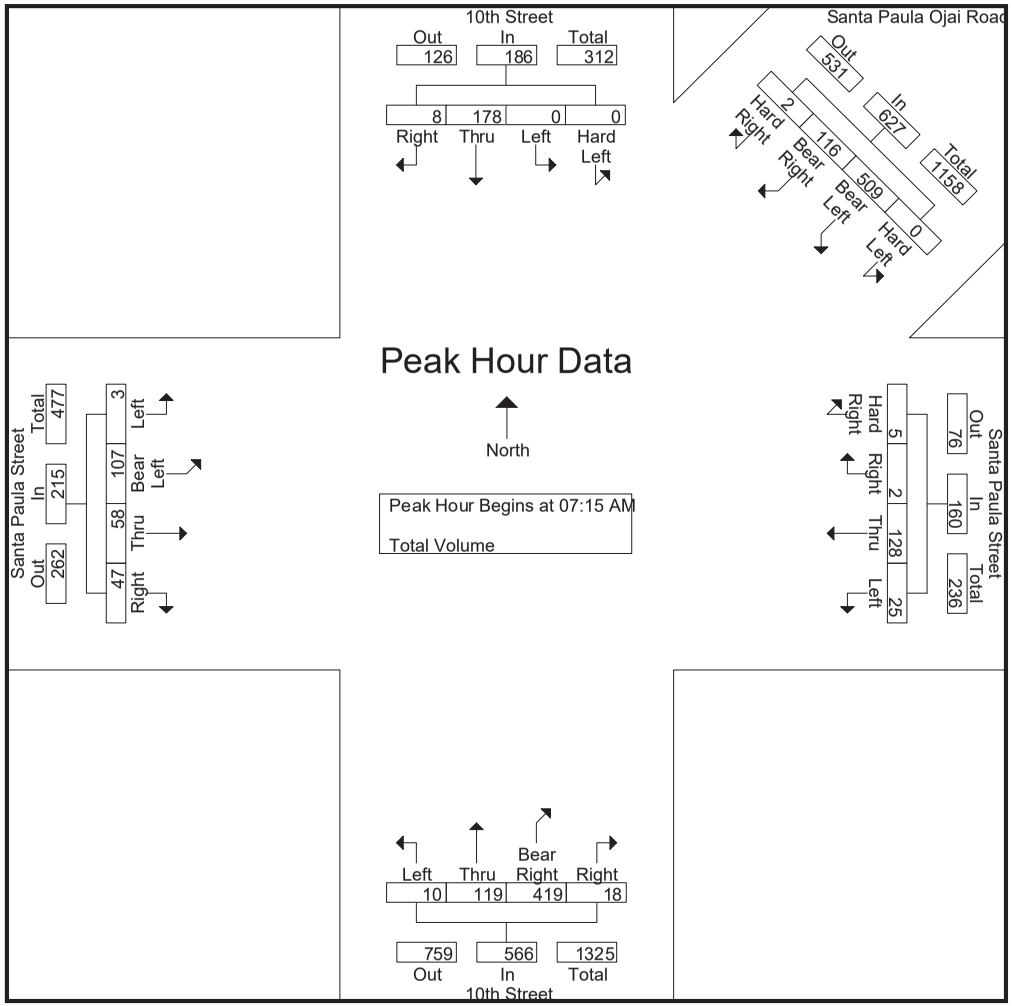
	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	0	41	0	41	0	124	29	0	153	6	13	0	1	20	0	21	81	3	105	1	26	5	12	44	363
07:30 AM	0	0	**56**	**3**	**59**	0	127	**38**	**1**	**166**	6	43	0	1	50	**5**	29	**144**	3	**181**	**2**	27	**20**	9	58	514
07:45 AM	0	0	45	2	47	0	**133**	30	1	164	**8**	**54**	**1**	**2**	**65**	3	**38**	126	5	172	0	**37**	17	**16**	**70**	**518**
08:00 AM	0	0	36	3	39	0	125	19	0	144	5	18	1	1	25	2	31	68	**7**	108	0	17	16	10	43	359
Total Volume	0	0	178	8	186	0	509	116	2	627	25	128	2	5	160	10	119	419	18	566	3	107	58	47	215	1754
% App. Total	0	0	95.7	4.3		0	81.2	18.5	0.3		15.6	80	1.2	3.1		1.8	21	74	3.2		1.4	49.8	27	21.9		
PHF	.000	.000	.795	.667	.788	.000	.957	.763	.500	.944	.781	.593	.500	.625	.615	.500	.783	.727	.643	.782	.375	.723	.725	.734	.768	.847

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 581

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 582

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Each Approach Begins at:																									
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	0	0	41	0	41	0	124	29	0	153	6	13	0	1	20	0	21	81	3	105	1	26	5	12	44	
+15 mins.	0	0	**56**	**3**	**59**	0	127	**38**	**1**	**166**	6	43	0	1	50	**5**	29	**144**	3	**181**	**2**	27	**20**	9	58	
+30 mins.	0	0	45	2	47	0	**133**	30	1	164	**8**	**54**	**1**	**2**	**65**	3	**38**	126	5	172	0	**37**	17	**16**	**70**	
+45 mins.	0	0	36	3	39	0	125	19	0	144	5	18	1	1	25	2	31	68	**7**	108	0	17	16	10	43	
Total Volume	0	0	178	8	186	0	509	116	2	627	25	128	2	5	160	10	119	419	18	566	3	107	58	47	215	
% App. Total	0	0	95.7	4.3		0	81.2	18.5	0.3		15.6	80	1.2	3.1		1.8	21	74	3.2		1.4	49.8	27	21.9		
PHF	.000	.000	.795	.667	.788	.000	.957	.763	.500	.944	.781	.593	.500	.625	.615	.500	.783	.727	.643	.782	.375	.723	.725	.734	.768	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 583

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	19	0	19	0	88	19	0	107	10	25	1	0	36	3	25	119	8	155	1	28	14	11	54	371
04:15 PM	0	0	29	1	30	0	67	21	1	89	2	11	2	1	16	3	25	127	7	162	0	27	22	10	59	356
04:30 PM	0	0	31	2	33	0	80	20	1	101	9	25	0	0	34	3	24	121	7	155	1	36	17	11	65	388
04:45 PM	0	0	16	2	18	0	81	36	0	117	6	24	0	1	31	8	33	136	8	185	1	29	12	2	44	395
Total	0	0	95	5	100	0	316	96	2	414	27	85	3	2	117	17	107	503	30	657	3	120	65	34	222	1510
05:00 PM	0	0	24	1	25	0	91	21	0	112	9	20	1	2	32	3	31	138	10	182	0	47	14	6	67	418
05:15 PM	0	0	17	1	18	0	79	32	0	111	7	21	2	2	32	4	26	135	9	174	1	37	14	5	57	392
05:30 PM	0	0	25	1	26	0	87	32	0	119	6	23	1	1	31	8	24	120	6	158	2	31	11	3	47	381
05:45 PM	0	0	23	0	23	0	89	38	0	127	10	28	0	2	40	9	26	129	7	171	2	28	18	5	53	414
Total	0	0	89	3	92	0	346	123	0	469	32	92	4	7	135	24	107	522	32	685	5	143	57	19	224	1605
Grand Total	0	0	184	8	192	0	662	219	2	883	59	177	7	9	252	41	214	1025	62	1342	8	263	122	53	446	3115
Apprch %	0	0	95.8	4.2		0	75	24.8	0.2		23.4	70.2	2.8	3.6		3.1	15.9	76.4	4.6		1.8	59	27.4	11.9		
Total %	0	0	5.9	0.3	6.2	0	21.3	7	0.1	28.3	1.9	5.7	0.2	0.3	8.1	1.3	6.9	32.9	2	43.1	0.3	8.4	3.9	1.7	14.3	

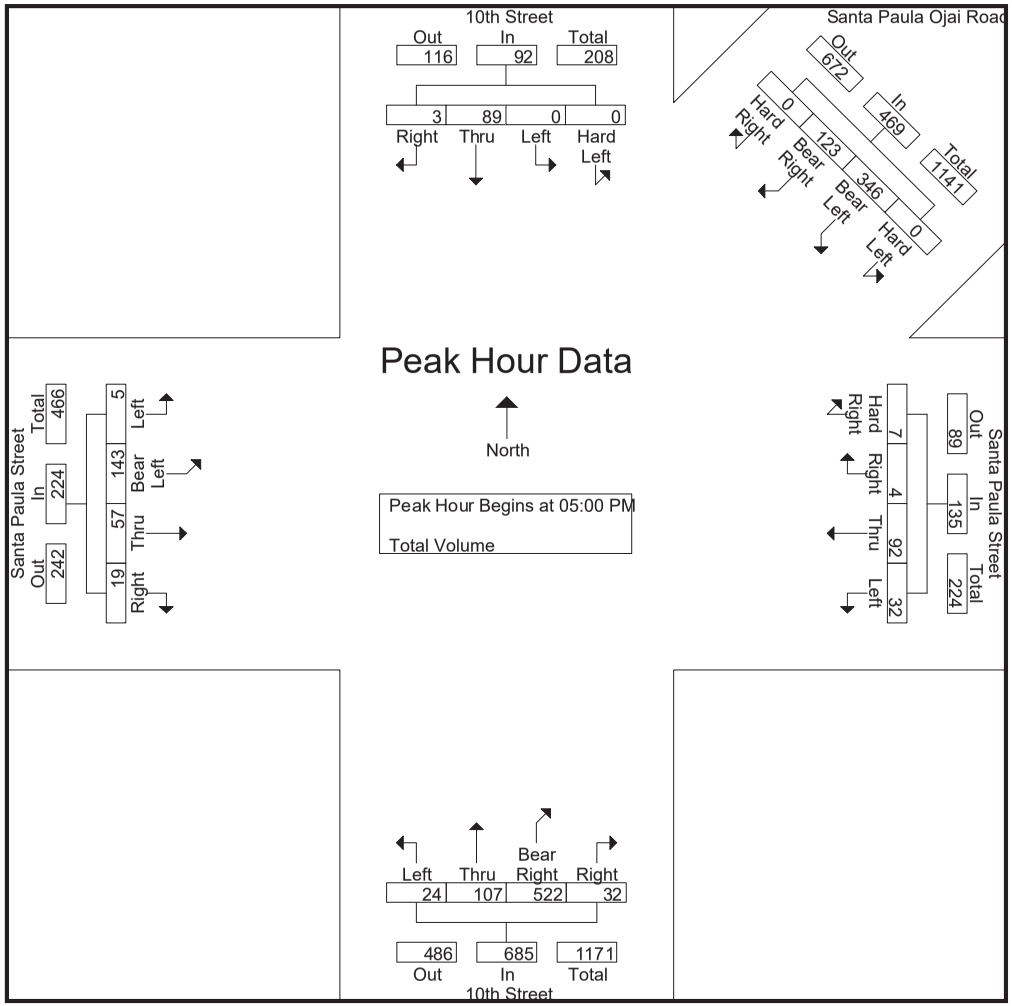
	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	24	**1**	25	0	**91**	21	0	112	9	20	1	**2**	32	3	**31**	**138**	**10**	**182**	0	**47**	14	**6**	**67**	**418**
05:15 PM	0	0	17	1	18	0	79	32	0	111	7	21	**2**	2	32	4	26	135	9	174	1	37	14	5	57	392
05:30 PM	0	0	**25**	1	**26**	0	87	32	0	119	6	23	1	1	31	8	24	120	6	158	**2**	31	11	3	47	381
05:45 PM	0	0	23	0	23	0	89	**38**	0	**127**	**10**	**28**	0	2	**40**	**9**	26	129	7	171	2	28	**18**	5	53	414
Total Volume	0	0	89	3	92	0	346	123	0	469	32	92	4	7	135	24	107	522	32	685	5	143	57	19	224	1605
% App. Total	0	0	96.7	3.3		0	73.8	26.2	0		23.7	68.1	3	5.2		3.5	15.6	76.2	4.7		2.2	63.8	25.4	8.5		
PHF	.000	.000	.890	.750	.885	.000	.951	.809	.000	.923	.800	.821	.500	.875	.844	.667	.863	.946	.800	.941	.625	.761	.792	.792	.836	.960

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 584

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 585

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Paula St / Santa Paula Ojai
Weather: Clear

File Name : SNP10SPPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	10th Street Southbound					Santa Paula Ojai Road Southwestbound					Santa Paula Street Westbound					10th Street Northbound					Santa Paula Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Each Approach Begins at:																									
	04:15 PM					05:00 PM					05:00 PM					04:45 PM					04:15 PM					
+0 mins.	0	0	29	1	30	0	**91**	21	0	112	9	20	1	**2**	32	**8**	**33**	136	8	**185**	0	27	**22**	10	59	
+15 mins.	0	0	**31**	**2**	**33**	0	79	32	0	111	7	21	**2**	2	32	3	31	**138**	**10**	182	**1**	36	17	**11**	65	
+30 mins.	0	0	16	2	18	0	87	32	0	119	6	23	1	1	31	4	26	135	9	174	1	29	12	2	44	
+45 mins.	0	0	24	1	25	0	89	**38**	0	**127**	**10**	**28**	0	2	**40**	8	24	120	6	158	0	**47**	14	6	**67**	
Total Volume	0	0	100	6	106	0	346	123	0	469	32	92	4	7	135	23	114	529	33	699	2	139	65	29	235	
% App. Total	0	0	94.3	5.7		0	73.8	26.2	0		23.7	68.1	3	5.2		3.3	16.3	75.7	4.7		0.9	59.1	27.7	12.3		
PHF	.000	.000	.806	.750	.803	.000	.951	.809	.000	.923	.800	.821	.500	.875	.844	.719	.864	.958	.825	.945	.500	.739	.739	.659	.877	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 586

23

Location: Santa Paula
N/S: 10th Street
E/W: Santa Paula Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	Northeast Leg Santa Paula Ojai Rd	East Leg Santa Paula Street	South Leg 10th Street	West Leg Santa Paula Street	TOTAL
7:00 AM	3	0	6	3	0	12
7:15 AM	14	9	3	3	2	31
7:30 AM	19	3	2	1	1	26
7:45 AM	17	1	2	0	2	22
8:00 AM	7	1	3	1	4	16
8:15 AM	1	1	2	3	1	8
8:30 AM	1	4	1	2	1	9
8:45 AM	6	0	0	2	3	11
TOTAL VOLUMES:	68	19	19	15	14	135

	North Leg 10th Street	Northeast Leg Santa Paula Ojai Rd	East Leg Santa Paula Street	South Leg 10th Street	West Leg Santa Paula Street	TOTAL
4:00 PM	1	0	2	2	1	6
4:15 PM	7	1	1	2	2	13
4:30 PM	7	0	0	4	1	12
4:45 PM	6	0	1	4	3	14
5:00 PM	1	0	1	0	2	4
5:15 PM	3	1	3	1	1	9
5:30 PM	10	3	7	4	0	24
5:45 PM	0	0	1	2	0	3
TOTAL VOLUMES:	35	5	16	19	10	85

23

Location: Santa Paula
N/S: 10th Street
E/W: Santa Paula Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	Northeast Leg Santa Paula Ojai Rd	East Leg Santa Paula Street	South Leg 10th Street	West Leg Santa Paula Street	TOTAL
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	1
8:30 AM	0	0	0	0	2	2
8:45 AM	0	1	0	0	0	1
TOTAL VOLUMES:	0	1	0	1	2	4

	North Leg 10th Street	East Leg Santa Paula Ojai Rd	East Leg Santa Paula Street	South Leg 10th Street	West Leg Santa Paula Street	TOTAL
4:00 PM	1	0	0	0	0	1
4:15 PM	0	1	0	0	0	1
4:30 PM	1	0	0	0	1	2
4:45 PM	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	1
TOTAL VOLUMES:	4	1	0	1	1	7

24

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Barbara Street
Weather: Clear

File Name : SNP10SBAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Santa Barbara Street Westbound				10th Street Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	148	6	158	9	9	5	23	6	55	1	62	6	10	4	20	263
07:15 AM	2	164	5	171	15	13	3	31	5	89	1	95	13	8	4	25	322
07:30 AM	4	188	12	204	16	37	8	61	4	139	0	143	39	20	8	67	475
07:45 AM	9	167	30	206	15	47	13	75	2	148	0	150	30	32	10	72	503
Total	19	667	53	739	55	106	29	190	17	431	2	450	88	70	26	184	1563
08:00 AM	9	161	20	190	6	18	3	27	5	90	1	96	20	31	11	62	375
08:15 AM	1	122	11	134	10	24	4	38	5	84	2	91	7	13	8	28	291
08:30 AM	4	126	11	141	4	7	5	16	5	71	4	80	6	9	5	20	257
08:45 AM	6	108	15	129	3	13	6	22	5	70	3	78	13	5	16	34	263
Total	20	517	57	594	23	62	18	103	20	315	10	345	46	58	40	144	1186
Grand Total	39	1184	110	1333	78	168	47	293	37	746	12	795	134	128	66	328	2749
Apprch %	2.9	88.8	8.3		26.6	57.3	16		4.7	93.8	1.5		40.9	39	20.1		
Total %	1.4	43.1	4	48.5	2.8	6.1	1.7	10.7	1.3	27.1	0.4	28.9	4.9	4.7	2.4	11.9	

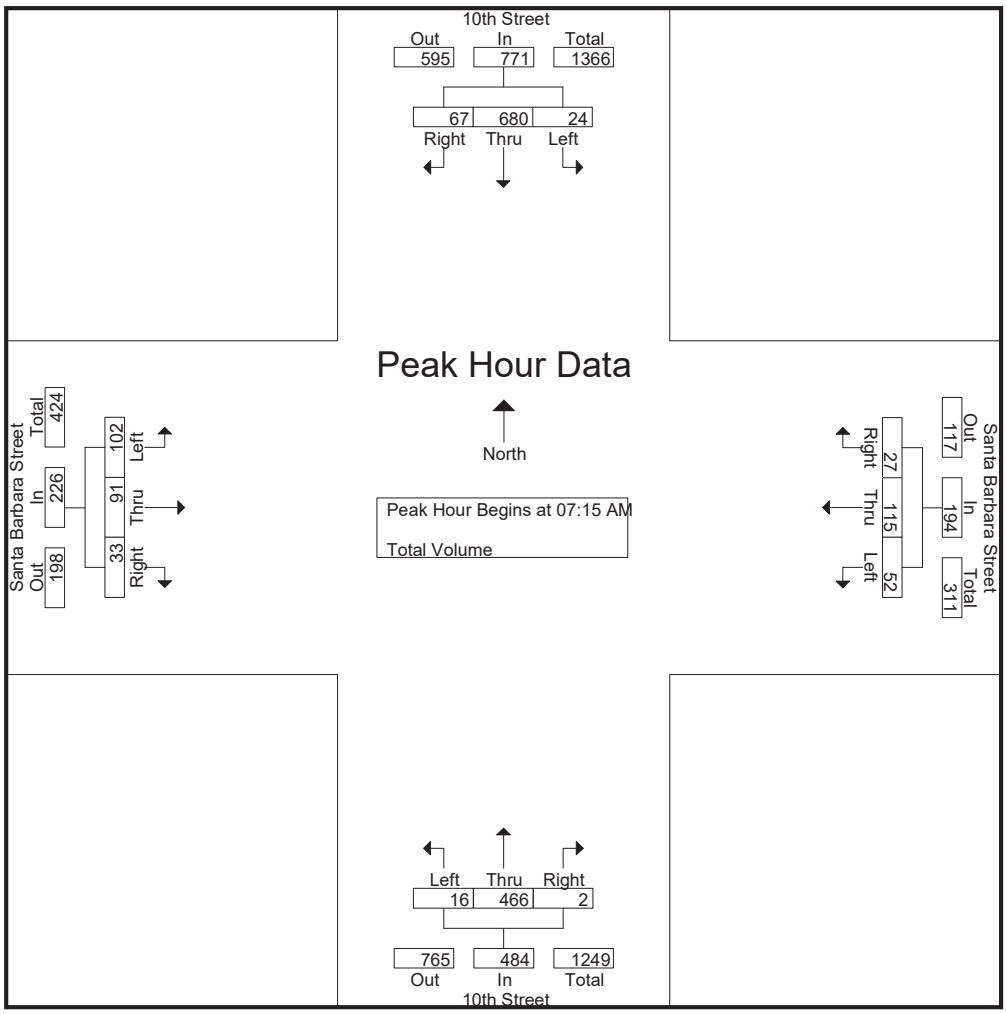
	10th Street Southbound				Santa Barbara Street Westbound				10th Street Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	164	5	171	15	13	3	31	**5**	89	**1**	95	13	8	4	25	322
07:30 AM	4	**188**	12	204	**16**	37	8	61	4	139	0	143	**39**	20	8	67	475
07:45 AM	**9**	167	**30**	**206**	15	**47**	**13**	**75**	2	**148**	0	**150**	30	**32**	10	**72**	**503**
08:00 AM	9	161	20	190	6	18	3	27	5	90	1	96	20	31	**11**	62	375
Total Volume	24	680	67	771	52	115	27	194	16	466	2	484	102	91	33	226	1675
% App. Total	3.1	88.2	8.7		26.8	59.3	13.9		3.3	96.3	0.4		45.1	40.3	14.6		
PHF	.667	.904	.558	.936	.813	.612	.519	.647	.800	.787	.500	.807	.654	.711	.750	.785	.833

24

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Barbara Street
Weather: Clear

File Name : SNP10SBAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	2	164	5	171	**16**	37	8	61	**5**	89	**1**	95	**39**	20	8	67
+15 mins.	4	**188**	12	204	15	**47**	**13**	**75**	4	139	0	143	30	**32**	10	**72**
+30 mins.	**9**	167	**30**	**206**	6	18	3	27	2	**148**	0	**150**	20	31	**11**	62
+45 mins.	9	161	20	190	10	24	4	38	5	90	1	96	7	13	8	28
Total Volume	24	680	67	771	47	126	28	201	16	466	2	484	96	96	37	229
% App. Total	3.1	88.2	8.7		23.4	62.7	13.9		3.3	96.3	0.4		41.9	41.9	16.2	
PHF	.667	.904	.558	.936	.734	.670	.538	.670	.800	.787	.500	.807	.615	.750	.841	.795

24

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Barbara Street
Weather: Clear

File Name : SNP10SBPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Santa Barbara Street Westbound				10th Street Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	106	19	131	4	26	9	39	10	119	4	133	26	12	13	51	354
04:15 PM	4	99	11	114	1	15	10	26	6	127	6	139	35	28	15	78	357
04:30 PM	8	119	13	140	6	27	9	42	9	111	2	122	31	17	11	59	363
04:45 PM	2	88	13	103	9	27	15	51	7	141	4	152	38	19	15	72	378
Total	20	412	56	488	20	95	43	158	32	498	16	546	130	76	54	260	1452
05:00 PM	4	110	17	131	5	21	14	40	14	141	2	157	34	20	14	68	396
05:15 PM	8	97	10	115	4	30	12	46	6	136	6	148	27	18	9	54	363
05:30 PM	3	109	20	132	2	12	14	28	13	124	7	144	29	23	12	64	368
05:45 PM	4	106	13	123	2	32	11	45	11	145	3	159	37	20	8	65	392
Total	19	422	60	501	13	95	51	159	44	546	18	608	127	81	43	251	1519
Grand Total	39	834	116	989	33	190	94	317	76	1044	34	1154	257	157	97	511	2971
Apprch %	3.9	84.3	11.7		10.4	59.9	29.7		6.6	90.5	2.9		50.3	30.7	19		
Total %	1.3	28.1	3.9	33.3	1.1	6.4	3.2	10.7	2.6	35.1	1.1	38.8	8.7	5.3	3.3	17.2	

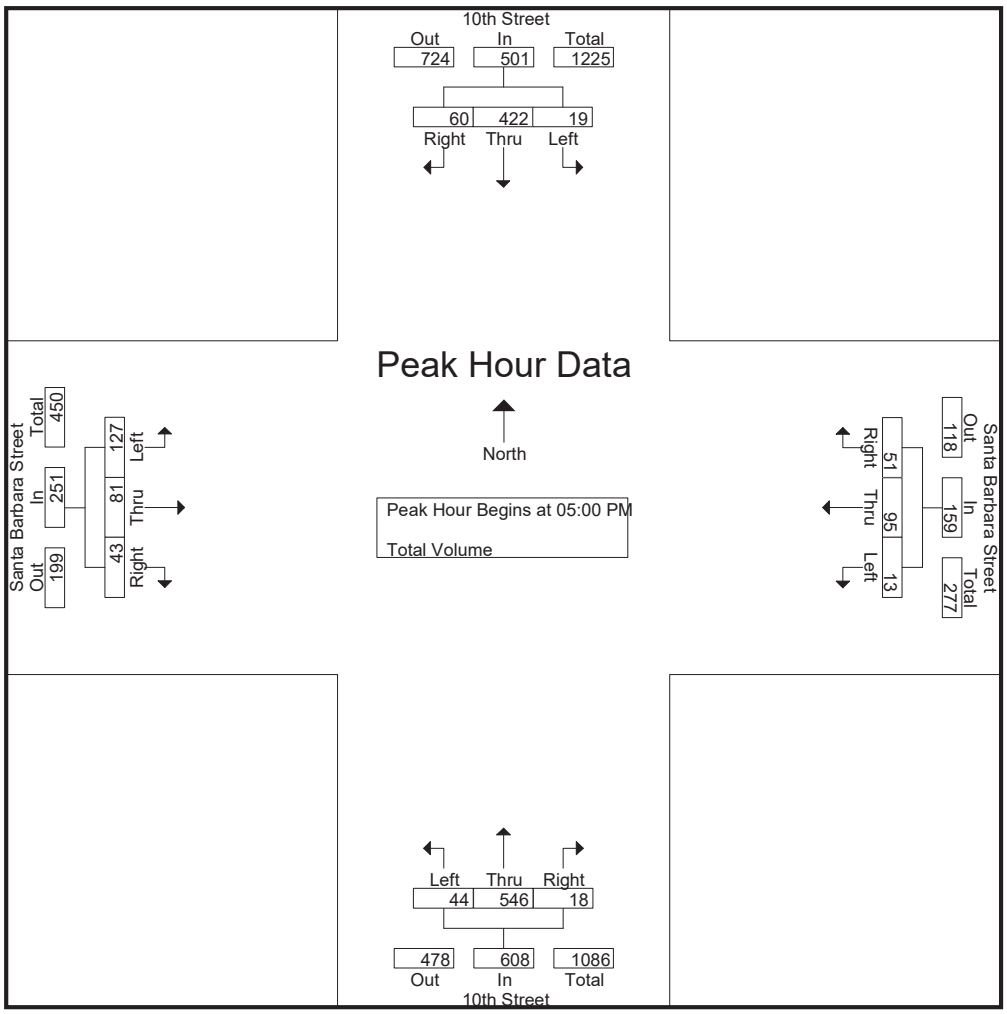
	10th Street Southbound				Santa Barbara Street Westbound				10th Street Northbound				Santa Barbara Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	**110**	17	131	**5**	21	**14**	40	**14**	141	2	157	34	20	**14**	**68**	**396**
05:15 PM	**8**	97	10	115	4	30	12	**46**	6	136	6	148	27	18	9	54	363
05:30 PM	3	109	**20**	**132**	2	12	14	28	13	124	**7**	144	29	**23**	12	64	368
05:45 PM	4	106	13	123	2	**32**	11	45	11	**145**	3	**159**	**37**	20	8	65	392
Total Volume	19	422	60	501	13	95	51	159	44	546	18	608	127	81	43	251	1519
% App. Total	3.8	84.2	12		8.2	59.7	32.1		7.2	89.8	3		50.6	32.3	17.1		
PHF	.594	.959	.750	.949	.650	.742	.911	.864	.786	.941	.643	.956	.858	.880	.768	.923	.959

24

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: Santa Barbara Street
Weather: Clear

File Name : SNP10SBPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	4	**110**	17	131	6	27	9	42	**14**	141	2	157	35	**28**	**15**	**78**
+15 mins.	**8**	97	10	115	**9**	27	**15**	**51**	6	136	6	148	31	17	11	59
+30 mins.	3	109	**20**	**132**	5	21	14	40	13	124	**7**	144	**38**	19	15	72
+45 mins.	4	106	13	123	4	**30**	12	46	11	**145**	3	**159**	34	20	14	68
Total Volume	19	422	60	501	24	105	50	179	44	546	18	608	138	84	55	277
% App. Total	3.8	84.2	12		13.4	58.7	27.9		7.2	89.8	3		49.8	30.3	19.9	
PHF	.594	.959	.750	.949	.667	.875	.833	.877	.786	.941	.643	.956	.908	.750	.917	.888

Location: Santa Paula
N/S: 10th Street
E/W: Santa Barbara St

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg Santa Barbara St	South Leg 10th Street	West Leg Santa Barbara St	TOTAL
7:00 AM	3	0	0	0	3
7:15 AM	2	7	6	2	17
7:30 AM	8	10	8	10	36
7:45 AM	2	2	1	1	6
8:00 AM	1	2	0	1	4
8:15 AM	4	2	4	0	10
8:30 AM	4	4	1	2	11
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	25	27	20	17	89

	North Leg 10th Street	East Leg Santa Barbara St	South Leg 10th Street	West Leg Santa Barbara St	TOTAL
4:00 PM	0	2	1	1	4
4:15 PM	0	0	0	0	0
4:30 PM	1	0	2	0	3
4:45 PM	0	0	0	3	3
5:00 PM	7	1	1	2	11
5:15 PM	8	2	3	7	20
5:30 PM	8	3	1	6	18
5:45 PM	3	0	0	0	3
TOTAL VOLUMES:	27	8	8	19	62

24

Location: Santa Paula
N/S: 10th Street
E/W: Santa Barbara St

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg Santa Barbara St	South Leg 10th Street	West Leg Santa Barbara St	TOTAL
7:00 AM	0	1	1	0	2
7:15 AM	0	0	0	0	0
7:30 AM	1	1	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	2	1	1	6

	North Leg 10th Street	East Leg Santa Barbara St	South Leg 10th Street	West Leg Santa Barbara St	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	1	1	0	1	3
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	3	1	0	3	7

25

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : STP10TMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	156	5	164	8	10	5	23	1	49	7	57	4	10	7	21	265
07:15 AM	2	172	11	185	11	15	6	32	4	77	2	83	16	13	5	34	334
07:30 AM	2	197	11	210	15	21	6	42	6	117	11	134	26	19	7	52	438
07:45 AM	9	175	8	192	13	23	12	48	7	98	10	115	39	39	8	86	441
Total	16	700	35	751	47	69	29	145	18	341	30	389	85	81	27	193	1478
08:00 AM	13	162	11	186	8	21	2	31	7	88	8	103	10	25	7	42	362
08:15 AM	10	114	17	141	7	15	6	28	5	74	14	93	13	22	5	40	302
08:30 AM	3	126	8	137	6	13	5	24	19	67	7	93	8	18	8	34	288
08:45 AM	7	107	5	119	9	11	7	27	11	67	11	89	10	17	14	41	276
Total	33	509	41	583	30	60	20	110	42	296	40	378	41	82	34	157	1228
Grand Total	49	1209	76	1334	77	129	49	255	60	637	70	767	126	163	61	350	2706
Apprch %	3.7	90.6	5.7		30.2	50.6	19.2		7.8	83.1	9.1		36	46.6	17.4		
Total %	1.8	44.7	2.8	49.3	2.8	4.8	1.8	9.4	2.2	23.5	2.6	28.3	4.7	6	2.3	12.9	

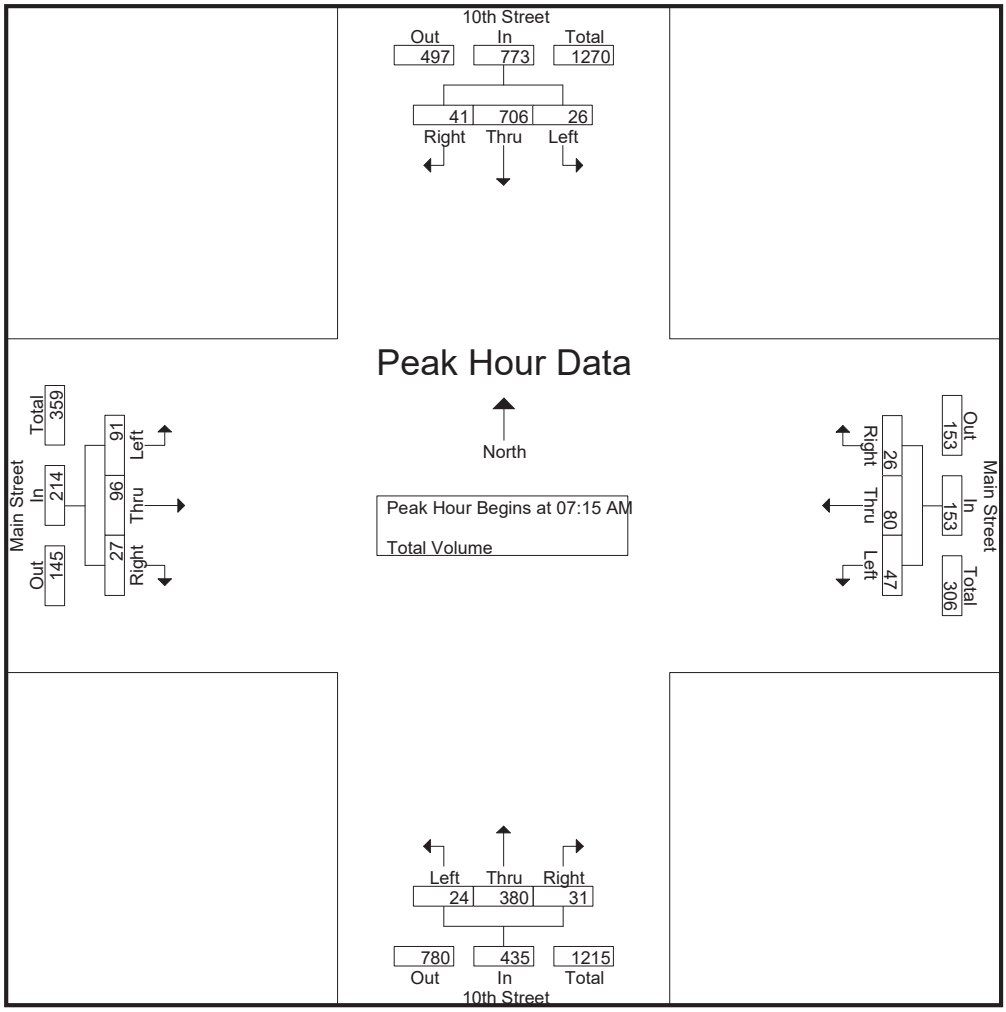
	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	172	**11**	185	11	15	6	32	4	77	2	83	16	13	5	34	334
07:30 AM	2	**197**	11	**210**	**15**	21	6	42	6	**117**	**11**	**134**	26	19	7	52	438
07:45 AM	9	175	8	192	13	**23**	**12**	**48**	**7**	98	10	115	**39**	**39**	**8**	**86**	**441**
08:00 AM	**13**	162	11	186	8	21	2	31	7	88	8	103	10	25	7	42	362
Total Volume	26	706	41	773	47	80	26	153	24	380	31	435	91	96	27	214	1575
% App. Total	3.4	91.3	5.3		30.7	52.3	17		5.5	87.4	7.1		42.5	44.9	12.6		
PHF	.500	.896	.932	.920	.783	.870	.542	.797	.857	.812	.705	.812	.583	.615	.844	.622	.893

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : STP10TMAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	2	172	**11**	185	11	15	6	32	6	**117**	11	**134**	26	19	7	52
+15 mins.	2	**197**	11	**210**	**15**	21	6	42	**7**	98	10	115	**39**	**39**	**8**	**86**
+30 mins.	9	175	8	192	13	**23**	**12**	**48**	7	88	8	103	10	25	7	42
+45 mins.	**13**	162	11	186	8	21	2	31	5	74	**14**	93	13	22	5	40
Total Volume	26	706	41	773	47	80	26	153	25	377	43	445	88	105	27	220
% App. Total	3.4	91.3	5.3		30.7	52.3	17		5.6	84.7	9.7		40	47.7	12.3	
PHF	.500	.896	.932	.920	.783	.870	.542	.797	.893	.806	.768	.830	.564	.673	.844	.640

25

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : STP10TMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	111	15	140	18	31	8	57	6	114	11	131	14	37	14	65	393
04:15 PM	5	83	14	102	14	31	5	50	18	110	11	139	22	26	25	73	364
04:30 PM	5	124	19	148	8	41	6	55	20	96	12	128	24	34	18	76	407
04:45 PM	4	101	13	118	15	39	14	68	19	125	18	162	17	44	14	75	423
Total	28	419	61	508	55	142	33	230	63	445	52	560	77	141	71	289	1587
05:00 PM	6	113	13	132	15	39	8	62	15	125	10	150	23	53	12	88	432
05:15 PM	2	93	15	110	8	30	5	43	14	127	9	150	18	39	14	71	374
05:30 PM	9	98	16	123	12	45	10	67	12	123	13	148	15	37	16	68	406
05:45 PM	9	98	21	128	8	25	8	41	21	124	17	162	24	20	12	56	387
Total	26	402	65	493	43	139	31	213	62	499	49	610	80	149	54	283	1599
Grand Total	54	821	126	1001	98	281	64	443	125	944	101	1170	157	290	125	572	3186
Apprch %	5.4	82	12.6		22.1	63.4	14.4		10.7	80.7	8.6		27.4	50.7	21.9		
Total %	1.7	25.8	4	31.4	3.1	8.8	2	13.9	3.9	29.6	3.2	36.7	4.9	9.1	3.9	18	

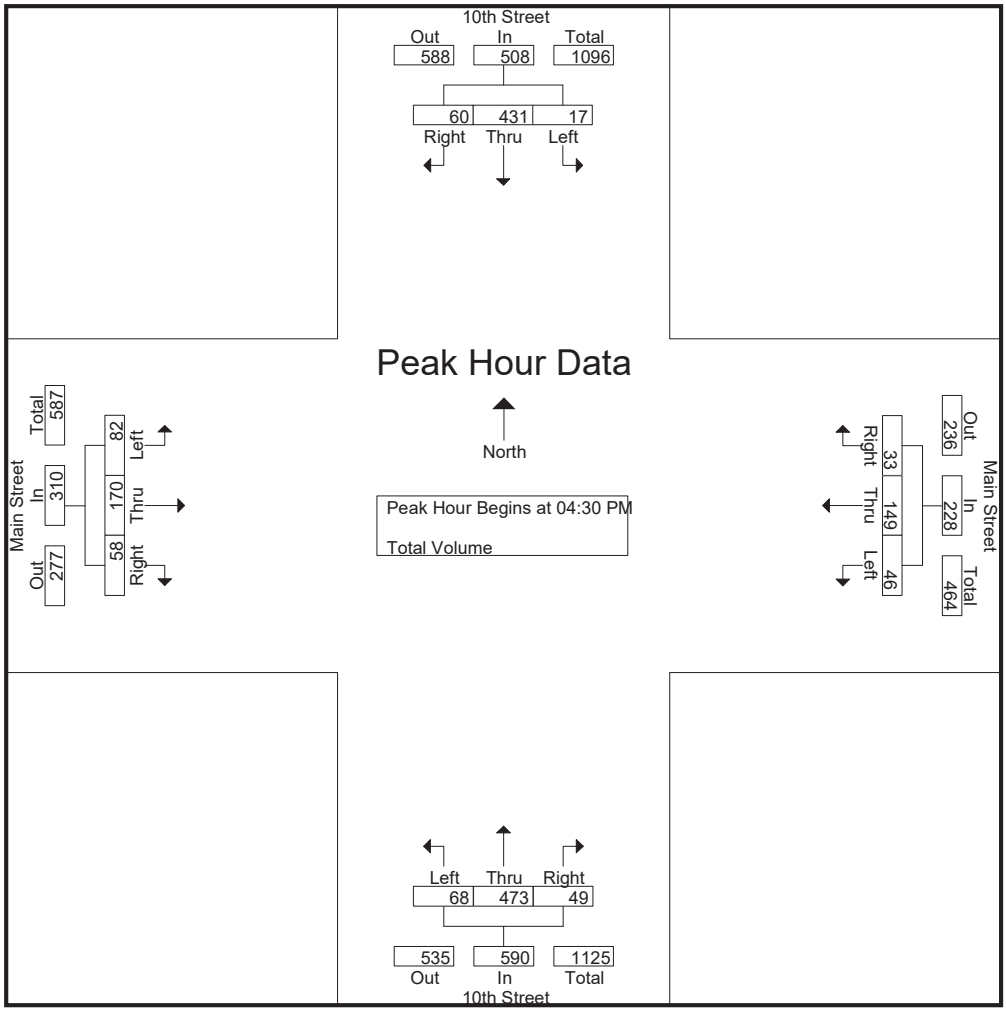
	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	**124**	**19**	**148**	8	**41**	6	55	**20**	96	12	128	**24**	34	**18**	76	407
04:45 PM	4	101	13	118	**15**	39	**14**	**68**	19	125	**18**	**162**	17	44	14	75	423
05:00 PM	**6**	113	13	132	15	39	8	62	15	125	10	150	23	**53**	12	**88**	**432**
05:15 PM	2	93	15	110	8	30	5	43	14	**127**	9	150	18	39	14	71	374
Total Volume	17	431	60	508	46	149	33	228	68	473	49	590	82	170	58	310	1636
% App. Total	3.3	84.8	11.8		20.2	65.4	14.5		11.5	80.2	8.3		26.5	54.8	18.7		
PHF	.708	.869	.789	.858	.767	.909	.589	.838	.850	.931	.681	.910	.854	.802	.806	.881	.947

25

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : STP10TMAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				04:15 PM			
+0 mins.	**14**	111	15	140	**15**	39	**14**	**68**	**19**	125	**18**	**162**	22	26	**25**	73
+15 mins.	5	83	14	102	15	39	8	62	15	125	10	150	**24**	34	18	76
+30 mins.	5	**124**	**19**	**148**	8	30	5	43	14	**127**	9	150	17	44	14	75
+45 mins.	4	101	13	118	12	**45**	10	67	12	123	13	148	23	**53**	12	**88**
Total Volume	28	419	61	508	50	153	37	240	60	500	50	610	86	157	69	312
% App. Total	5.5	82.5	12		20.8	63.8	15.4		9.8	82	8.2		27.6	50.3	22.1	
PHF	.500	.845	.803	.858	.833	.850	.661	.882	.789	.984	.694	.941	.896	.741	.690	.886

25

Location: Santa Paula
N/S: 10th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg Main Street	South Leg 10th Street	West Leg Main Street	TOTAL
7:00 AM	0	2	2	1	5
7:15 AM	5	4	8	1	18
7:30 AM	7	0	3	4	14
7:45 AM	2	2	4	3	11
8:00 AM	4	4	6	2	16
8:15 AM	1	1	5	1	8
8:30 AM	3	2	3	0	8
8:45 AM	3	1	2	1	7
TOTAL VOLUMES:	25	16	33	13	87

	North Leg 10th Street	East Leg Main Street	South Leg 10th Street	West Leg Main Street	TOTAL
4:00 PM	6	2	8	3	19
4:15 PM	8	0	5	2	15
4:30 PM	2	3	3	0	8
4:45 PM	4	3	20	5	32
5:00 PM	1	3	8	3	15
5:15 PM	7	5	1	3	16
5:30 PM	3	3	4	2	12
5:45 PM	2	2	5	4	13
TOTAL VOLUMES:	33	21	54	22	130

25

Location: Santa Paula
N/S: 10th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg Main Street	South Leg 10th Street	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	1	2

	North Leg 10th Street	East Leg Main Street	South Leg 10th Street	West Leg Main Street	TOTAL
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	1	0	1	2
4:45 PM	0	0	1	0	1
5:00 PM	1	3	0	0	4
5:15 PM	0	1	0	1	2
5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	1	8	1	3	13

26

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP10THAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				Harvard Boulevard Westbound				10th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	140	20	167	29	31	6	66	4	50	15	69	12	35	7	54	356
07:15 AM	9	153	13	175	60	36	1	97	7	63	16	86	22	27	12	61	419
07:30 AM	3	169	32	204	43	86	6	135	8	119	29	156	30	53	15	98	593
07:45 AM	7	154	38	199	42	91	1	134	10	90	28	128	45	78	12	135	596
Total	26	616	103	745	174	244	14	432	29	322	88	439	109	193	46	348	1964
08:00 AM	8	125	29	162	40	48	2	90	9	90	23	122	29	35	9	73	447
08:15 AM	5	95	25	125	30	39	7	76	5	85	25	115	22	33	8	63	379
08:30 AM	6	116	26	148	32	32	5	69	10	85	23	118	26	29	6	61	396
08:45 AM	2	103	18	123	27	37	3	67	4	71	18	93	35	26	6	67	350
Total	21	439	98	558	129	156	17	302	28	331	89	448	112	123	29	264	1572
Grand Total	47	1055	201	1303	303	400	31	734	57	653	177	887	221	316	75	612	3536
Apprch %	3.6	81	15.4		41.3	54.5	4.2		6.4	73.6	20		36.1	51.6	12.3		
Total %	1.3	29.8	5.7	36.8	8.6	11.3	0.9	20.8	1.6	18.5	5	25.1	6.2	8.9	2.1	17.3	

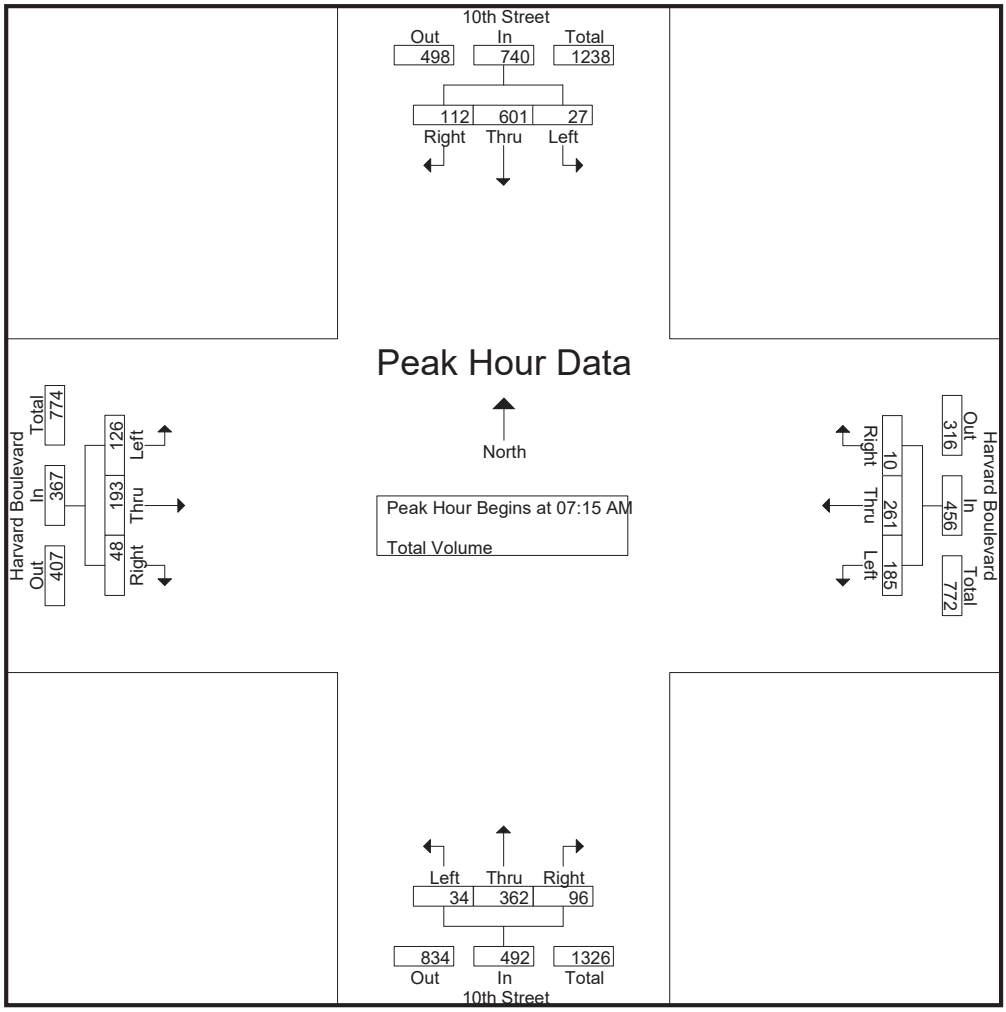
	10th Street Southbound				Harvard Boulevard Westbound				10th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**9**	153	13	175	**60**	36	1	97	7	63	16	86	22	27	12	61	419
07:30 AM	3	**169**	32	**204**	43	86	**6**	**135**	8	**119**	**29**	**156**	30	53	**15**	98	593
07:45 AM	7	154	**38**	199	42	**91**	1	134	**10**	90	28	128	**45**	**78**	12	**135**	**596**
08:00 AM	8	125	29	162	40	48	2	90	9	90	23	122	29	35	9	73	447
Total Volume	27	601	112	740	185	261	10	456	34	362	96	492	126	193	48	367	2055
% App. Total	3.6	81.2	15.1		40.6	57.2	2.2		6.9	73.6	19.5		34.3	52.6	13.1		
PHF	.750	.889	.737	.907	.771	.717	.417	.844	.850	.761	.828	.788	.700	.619	.800	.680	.862

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP10THAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	7	140	20	167	**60**	36	1	97	8	**119**	**29**	**156**	30	53	**15**	98
+15 mins.	**9**	153	13	175	43	86	**6**	**135**	**10**	90	28	128	**45**	**78**	12	**135**
+30 mins.	3	**169**	32	**204**	42	**91**	1	134	9	90	23	122	29	35	9	73
+45 mins.	7	154	**38**	199	40	48	2	90	5	85	25	115	22	33	8	63
Total Volume	26	616	103	745	185	261	10	456	32	384	105	521	126	199	44	369
% App. Total	3.5	82.7	13.8		40.6	57.2	2.2		6.1	73.7	20.2		34.1	53.9	11.9	
PHF	.722	.911	.678	.913	.771	.717	.417	.844	.800	.807	.905	.835	.700	.638	.733	.683

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP10THAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

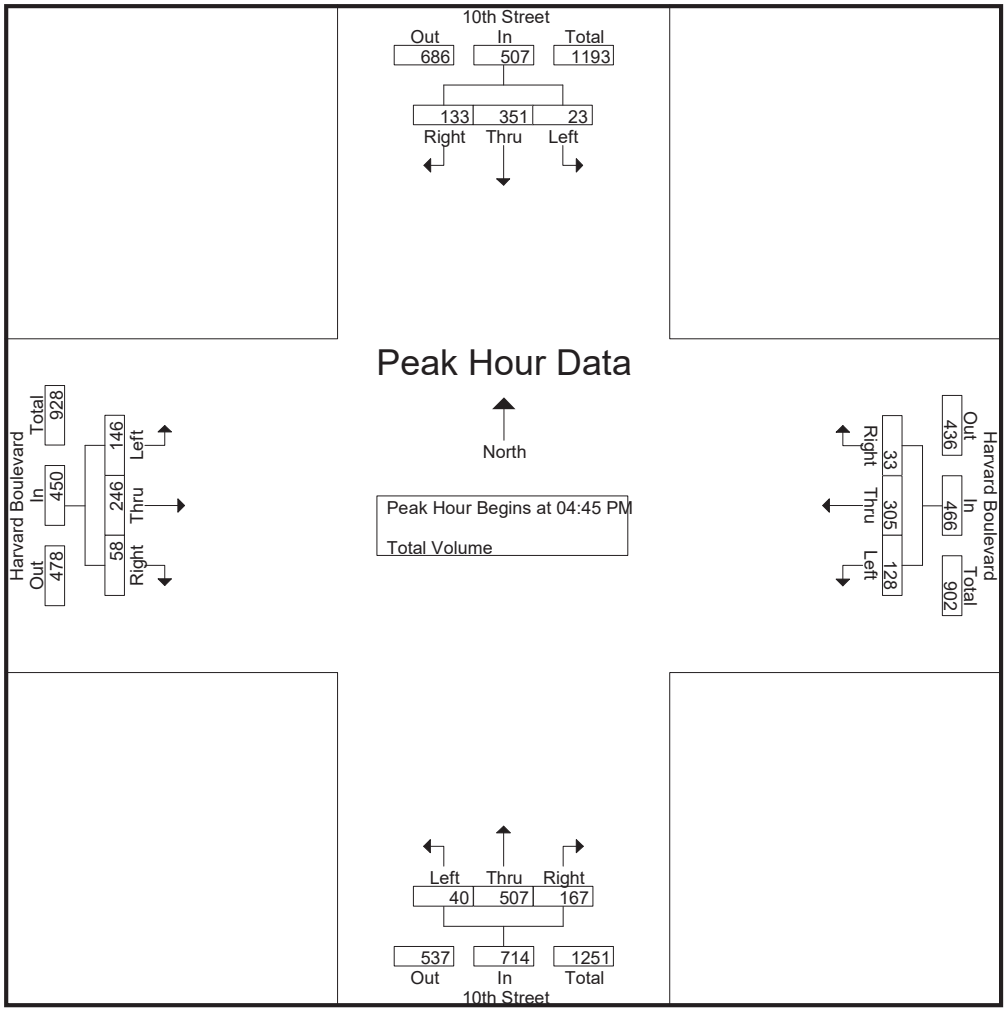
	10th Street Southbound				Harvard Boulevard Westbound				10th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	100	23	127	35	81	9	125	5	103	39	147	39	67	14	120	519
04:15 PM	2	84	24	110	35	90	6	131	8	119	37	164	31	62	15	108	513
04:30 PM	6	106	30	142	40	63	11	114	10	97	30	137	34	56	10	100	493
04:45 PM	5	86	29	120	39	79	9	127	8	135	37	180	36	61	12	109	536
Total	17	376	106	499	149	313	35	497	31	454	143	628	140	246	51	437	2061
05:00 PM	6	100	33	139	34	77	9	120	9	114	39	162	40	65	14	119	540
05:15 PM	6	82	33	121	31	71	7	109	13	127	41	181	40	56	17	113	524
05:30 PM	6	83	38	127	24	78	8	110	10	131	50	191	30	64	15	109	537
05:45 PM	4	70	29	103	38	73	10	121	11	126	32	169	40	79	9	128	521
Total	22	335	133	490	127	299	34	460	43	498	162	703	150	264	55	469	2122
Grand Total	39	711	239	989	276	612	69	957	74	952	305	1331	290	510	106	906	4183
Apprch %	3.9	71.9	24.2		28.8	63.9	7.2		5.6	71.5	22.9		32	56.3	11.7		
Total %	0.9	17	5.7	23.6	6.6	14.6	1.6	22.9	1.8	22.8	7.3	31.8	6.9	12.2	2.5	21.7	

	10th Street Southbound				Harvard Boulevard Westbound				10th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	86	29	120	**39**	**79**	**9**	**127**	8	**135**	37	180	36	61	12	109	536
05:00 PM	**6**	**100**	33	**139**	34	77	9	120	9	114	39	162	**40**	**65**	14	**119**	**540**
05:15 PM	6	82	33	121	31	71	7	109	**13**	127	41	181	40	56	**17**	113	524
05:30 PM	6	83	**38**	127	24	78	8	110	10	131	**50**	**191**	30	64	15	109	537
Total Volume	23	351	133	507	128	305	33	466	40	507	167	714	146	246	58	450	2137
% App. Total	4.5	69.2	26.2		27.5	65.5	7.1		5.6	71	23.4		32.4	54.7	12.9		
PHF	.958	.878	.875	.912	.821	.965	.917	.917	.769	.939	.835	.935	.913	.946	.853	.945	.989

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP10THAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	**6**	**106**	30	**142**	35	81	9	125	8	**135**	37	180	**40**	65	14	119
+15 mins.	5	86	29	120	35	**90**	6	**131**	9	114	39	162	40	56	**17**	113
+30 mins.	6	100	**33**	139	**40**	63	**11**	114	**13**	127	41	181	30	64	15	109
+45 mins.	6	82	33	121	39	79	9	127	10	131	**50**	**191**	40	**79**	9	**128**
Total Volume	23	374	125	522	149	313	35	497	40	507	167	714	150	264	55	469
% App. Total	4.4	71.6	23.9		30	63	7		5.6	71	23.4		32	56.3	11.7	
PHF	.958	.882	.947	.919	.931	.869	.795	.948	.769	.939	.835	.935	.938	.835	.809	.916

Location: Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg Harvard Boulevard	South Leg 10th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	2	0	0	0	2
7:30 AM	3	2	0	0	5
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	9	2	0	0	11

	North Leg 10th Street	East Leg Harvard Boulevard	South Leg 10th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	2	0	0	0	2

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Location: Santa Paula
N/S: 10th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg Harvard Boulevard	South Leg 10th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	2	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	3

	North Leg 10th Street	East Leg Harvard Boulevard	South Leg 10th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

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City of Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STP10T126WAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				SR-126 Westbound Off Ramp Westbound				10th Street Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	25	148	173	1	4	14	19	0	57	0	57	0	0	0	0	249
07:15 AM	0	32	191	223	1	0	22	23	0	68	0	68	0	0	0	0	314
07:30 AM	0	34	194	228	1	0	38	39	0	123	0	123	0	0	0	0	390
07:45 AM	0	41	171	212	0	0	35	35	1	103	0	104	0	0	0	0	351
Total	0	132	704	836	3	4	109	116	1	351	0	352	0	0	0	0	1304
08:00 AM	0	34	140	174	1	1	34	36	0	97	0	97	0	0	0	0	307
08:15 AM	0	35	101	136	0	0	23	23	0	89	0	89	0	0	0	0	248
08:30 AM	0	30	123	153	0	0	32	32	1	85	0	86	0	0	0	0	271
08:45 AM	0	32	103	135	2	0	16	18	2	75	0	77	0	0	0	0	230
Total	0	131	467	598	3	1	105	109	3	346	0	349	0	0	0	0	1056
Grand Total	0	263	1171	1434	6	5	214	225	4	697	0	701	0	0	0	0	2360
Apprch %	0	18.3	81.7		2.7	2.2	95.1		0.6	99.4	0		0	0	0		
Total %	0	11.1	49.6	60.8	0.3	0.2	9.1	9.5	0.2	29.5	0	29.7	0	0	0	0	

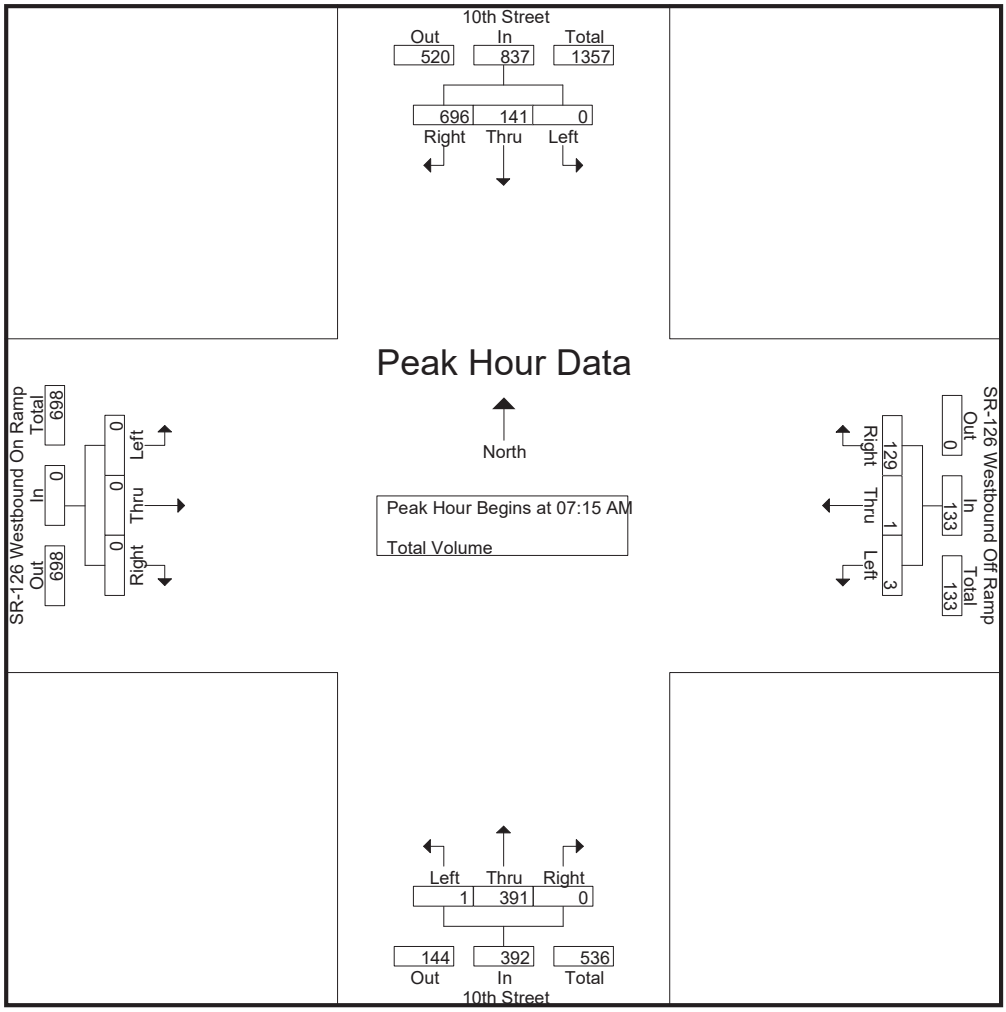
	10th Street Southbound				SR-126 Westbound Off Ramp Westbound				10th Street Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	32	191	223	**1**	0	22	23	0	68	0	68	0	0	0	0	314
07:30 AM	0	34	**194**	**228**	1	0	**38**	**39**	0	**123**	0	**123**	0	0	0	0	**390**
07:45 AM	0	**41**	171	212	0	0	35	35	**1**	103	0	104	0	0	0	0	351
08:00 AM	0	34	140	174	1	**1**	34	36	0	97	0	97	0	0	0	0	307
Total Volume	0	141	696	837	3	1	129	133	1	391	0	392	0	0	0	0	1362
% App. Total	0	16.8	83.2		2.3	0.8	97		0.3	99.7	0		0	0	0		
PHF	.000	.860	.897	.918	.750	.250	.849	.853	.250	.795	.000	.797	.000	.000	.000	.000	.873

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STP10T126WAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	32	191	223	**1**	0	22	23	0	**123**	0	**123**	0	0	0	0
+15 mins.	0	34	**194**	**228**	1	0	**38**	**39**	**1**	103	0	104	0	0	0	0
+30 mins.	0	**41**	171	212	0	0	35	35	0	97	0	97	0	0	0	0
+45 mins.	0	34	140	174	1	**1**	34	36	0	89	0	89	0	0	0	0
Total Volume	0	141	696	837	3	1	129	133	1	412	0	413	0	0	0	0
% App. Total	0	16.8	83.2		2.3	0.8	97		0.2	99.8	0		0	0	0	
PHF	.000	.860	.897	.918	.750	.250	.849	.853	.250	.837	.000	.839	.000	.000	.000	.000

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PO Box 1178
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City of Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STP10T126WPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound				SR-126 Westbound Off Ramp Westbound				10th Street Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	43	103	146	0	0	17	17	0	142	0	142	0	0	0	0	305
04:15 PM	0	34	100	134	0	0	35	35	5	133	0	138	0	0	0	0	307
04:30 PM	0	40	113	153	1	0	18	19	3	122	0	125	0	0	0	0	297
04:45 PM	0	38	101	139	0	0	30	30	3	159	0	162	0	0	0	0	331
Total	0	155	417	572	1	0	100	101	11	556	0	567	0	0	0	0	1240
05:00 PM	0	39	109	148	1	0	23	24	1	144	0	145	0	0	0	0	317
05:15 PM	0	32	96	128	0	1	23	24	2	158	0	160	0	0	0	0	312
05:30 PM	0	36	87	123	1	1	25	27	1	173	0	174	0	0	0	0	324
05:45 PM	0	36	78	114	2	0	28	30	2	143	0	145	0	0	0	0	289
Total	0	143	370	513	4	2	99	105	6	618	0	624	0	0	0	0	1242
Grand Total	0	298	787	1085	5	2	199	206	17	1174	0	1191	0	0	0	0	2482
Apprch %	0	27.5	72.5		2.4	1	96.6		1.4	98.6	0		0	0	0		
Total %	0	12	31.7	43.7	0.2	0.1	8	8.3	0.7	47.3	0	48	0	0	0	0	

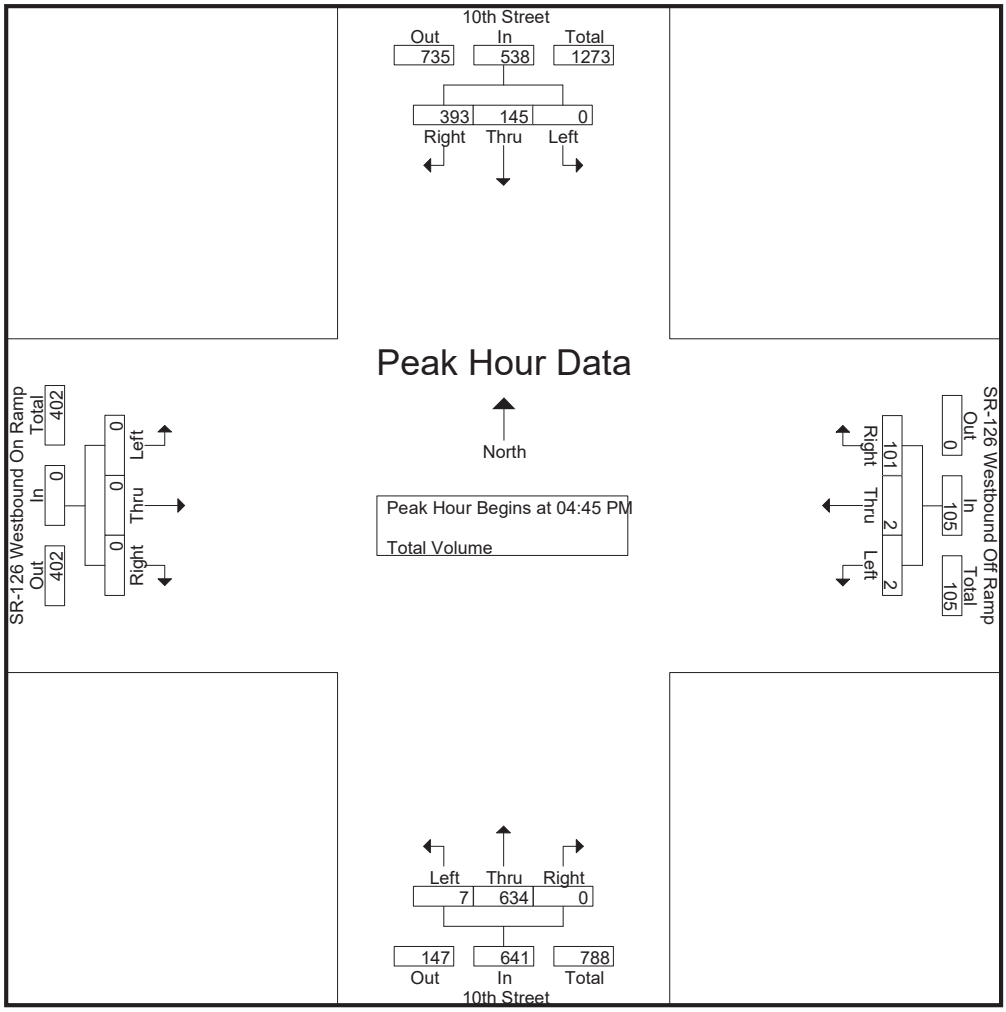
	10th Street Southbound				SR-126 Westbound Off Ramp Westbound				10th Street Northbound				SR-126 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	38	101	139	0	0	**30**	**30**	**3**	159	0	162	0	0	0	0	**331**
05:00 PM	0	**39**	**109**	**148**	**1**	0	23	24	1	144	0	145	0	0	0	0	317
05:15 PM	0	32	96	128	0	**1**	23	24	2	158	0	160	0	0	0	0	312
05:30 PM	0	36	87	123	1	1	25	27	1	**173**	0	**174**	0	0	0	0	324
Total Volume	0	145	393	538	2	2	101	105	7	634	0	641	0	0	0	0	1284
% App. Total	0	27	73		1.9	1.9	96.2		1.1	98.9	0		0	0	0		
PHF	.000	.929	.901	.909	.500	.500	.842	.875	.583	.916	.000	.921	.000	.000	.000	.000	.970

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City of Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps
Weather: Clear

File Name : STP10T126WPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	0	34	100	134	0	0	**35**	**35**	**3**	159	0	162	0	0	0	0
+15 mins.	0	**40**	**113**	**153**	**1**	0	18	19	1	144	0	145	0	0	0	0
+30 mins.	0	38	101	139	0	0	30	30	2	158	0	160	0	0	0	0
+45 mins.	0	39	109	148	1	0	23	24	1	**173**	0	**174**	0	0	0	0
Total Volume	0	151	423	574	2	0	106	108	7	634	0	641	0	0	0	0
% App. Total	0	26.3	73.7		1.9	0	98.1		1.1	98.9	0		0	0	0	
PHF	.000	.944	.936	.938	.500	.000	.757	.771	.583	.916	.000	.921	.000	.000	.000	.000

27

Location: Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg SR-126 Westbound Ramps	South Leg 10th Street	West Leg SR-126 Westbound Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	2	0	0	2
7:45 AM	0	3	0	0	3
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	6	0	0	6

	North Leg 10th Street	East Leg SR-126 Westbound Ramps	South Leg 10th Street	West Leg SR-126 Westbound Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

27

Location: Santa Paula
N/S: 10th Street
E/W: SR-126 Westbound Ramps

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg SR-126 Westbound Ramps	South Leg 10th Street	West Leg SR-126 Westbound Ramps	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg 10th Street	East Leg SR-126 Westbound Ramps	South Leg 10th Street	West Leg SR-126 Westbound Ramps	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

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City of Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
07:00 AM	25	2	1	0	28	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	55	1	0	0	56	85
07:15 AM	29	2	0	0	31	0	0	0	0	0	0	0	1	2	3	0	1	0	0	1	72	1	3	0	76	111
07:30 AM	37	2	1	0	40	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	119	0	1	0	120	162
07:45 AM	38	2	2	0	42	0	0	0	0	0	0	0	1	1	2	0	1	1	0	2	97	1	1	1	100	146
Total	129	8	4	0	141	0	0	0	0	0	0	0	3	4	7	0	3	1	0	4	343	3	5	1	352	504
08:00 AM	25	2	3	0	30	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	77	0	0	0	77	112
08:15 AM	31	2	2	0	35	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	104	0	0	0	104	141
08:30 AM	27	2	0	0	29	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	91	0	0	0	91	123
08:45 AM	30	1	4	0	35	0	0	0	0	0	1	0	1	0	2	0	3	1	1	5	82	1	0	0	83	125
Total	113	7	9	0	129	0	0	0	0	0	1	0	4	0	5	0	10	1	1	12	354	1	0	0	355	501
Grand Total	242	15	13	0	270	0	0	0	0	0	1	0	7	4	12	0	13	2	1	16	697	4	5	1	707	1005
Apprch %	89.6	5.6	4.8	0		0	0	0	0		8.3	0	58.3	33.3		0	81.2	12.5	6.2		98.6	0.6	0.7	0.1		
Total %	24.1	1.5	1.3	0	26.9	0	0	0	0	0	0.1	0	0.7	0.4	1.2	0	1.3	0.2	0.1	1.6	69.4	0.4	0.5	0.1	70.3	

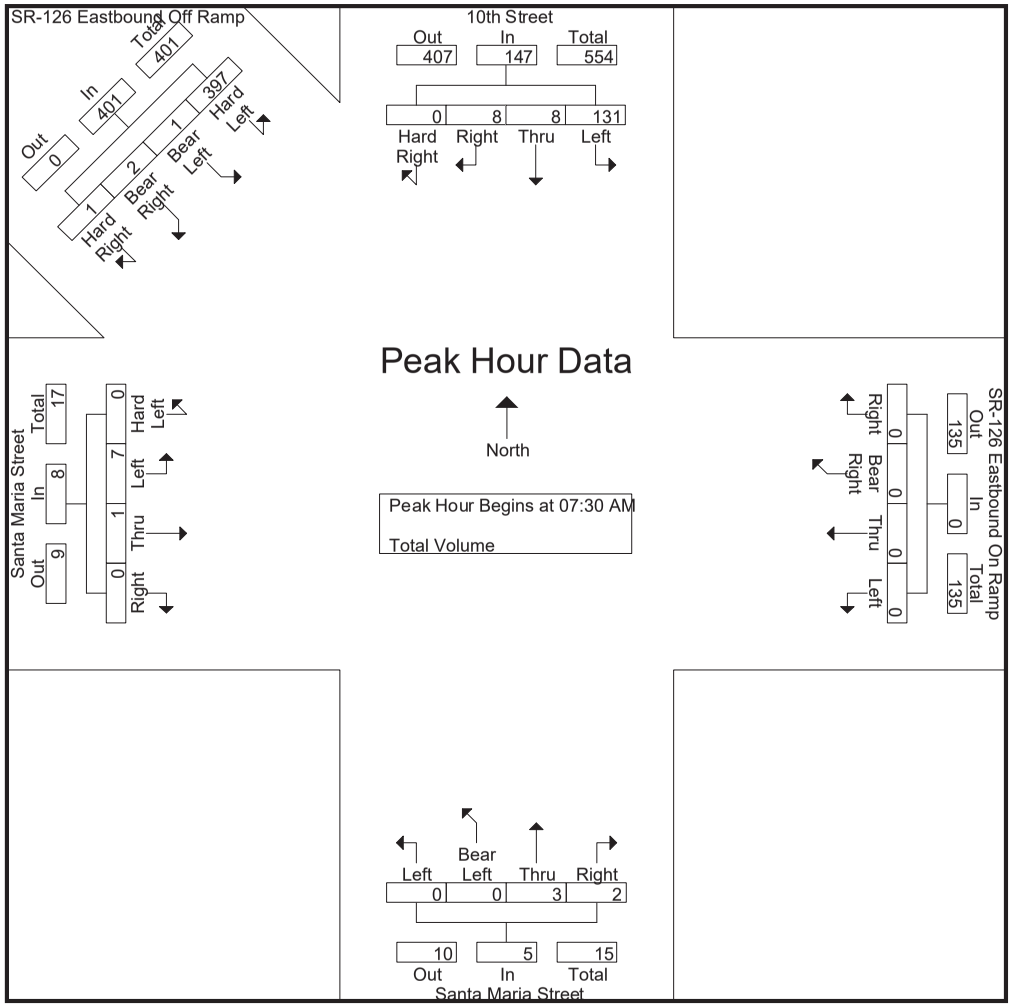
	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	37	**2**	1	0	40	0	0	0	0	0	0	0	0	**1**	1	0	1	0	0	1	**119**	0	**1**	0	**120**	**162**
07:45 AM	**38**	2	2	0	**42**	0	0	0	0	0	0	0	**1**	1	**2**	0	1	**1**	0	2	97	**1**	1	**1**	100	146
08:00 AM	25	2	**3**	0	30	0	0	0	0	0	0	0	1	0	1	0	**4**	0	0	**4**	77	0	0	0	77	112
08:15 AM	31	2	2	0	35	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	104	0	0	0	104	141
Total Volume	131	8	8	0	147	0	0	0	0	0	0	0	3	2	5	0	7	1	0	8	397	1	2	1	401	561
% App. Total	89.1	5.4	5.4	0		0	0	0	0		0	0	60	40		0	87.5	12.5	0		99	0.2	0.5	0.2		
PHF	.862	1.00	.667	.000	.875	.000	.000	.000	.000	.000	.000	.000	.750	.500	.625	.000	.438	.250	.000	.500	.834	.250	.500	.250	.835	.866

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 613

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951-268-6268

City of Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 614

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Each Approach Begins at:																									
	07:30 AM					07:00 AM					07:00 AM					08:00 AM					07:30 AM					
+0 mins.	37	**2**	1	0	40	0	0	0	0	0	0	0	**1**	0	1	0	**4**	0	0	4	**119**	0	**1**	0	**120**	
+15 mins.	**38**	2	2	0	**42**	0	0	0	0	0	0	0	1	**2**	**3**	0	1	0	0	1	97	**1**	1	**1**	100	
+30 mins.	25	2	**3**	0	30	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	77	0	0	0	77	
+45 mins.	31	2	2	0	35	0	0	0	0	0	0	0	1	1	2	0	3	**1**	**1**	**5**	104	0	0	0	104	
Total Volume	131	8	8	0	147	0	0	0	0	0	0	0	3	4	7	0	10	1	1	12	397	1	2	1	401	
% App. Total	89.1	5.4	5.4	0		0	0	0	0		0	0	42.9	57.1		0	83.3	8.3	8.3		99	0.2	0.5	0.2		
PHF	.862	1.000	.667	.000	.875	.000	.000	.000	.000	.000	.000	.000	.750	.500	.583	.000	.625	.250	.250	.600	.834	.250	.500	.250	.835	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 615

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
04:00 PM	40	1	2	0	43	0	0	0	0	0	0	0	0	1	1	0	4	1	1	6	128	0	0	0	128	178
04:15 PM	33	1	0	0	34	0	0	0	0	0	1	0	1	1	3	0	4	2	0	6	141	0	1	0	142	185
04:30 PM	38	1	3	0	42	0	0	0	0	0	0	0	3	2	5	0	2	3	0	5	126	2	1	0	129	181
04:45 PM	33	3	0	0	36	0	0	0	0	0	0	0	3	1	4	0	4	3	1	8	150	4	4	0	158	206
Total	144	6	5	0	155	0	0	0	0	0	1	0	7	5	13	0	14	9	2	25	545	6	6	0	557	750
05:00 PM	34	3	2	0	39	0	0	0	0	0	0	0	5	1	6	0	6	0	0	6	145	0	1	1	147	198
05:15 PM	32	0	3	0	35	0	0	0	0	0	0	0	3	1	4	0	6	0	0	6	162	0	2	0	164	209
05:30 PM	33	3	1	0	37	0	0	0	0	0	0	0	5	0	5	0	8	0	0	8	158	0	4	0	162	212
05:45 PM	36	2	4	0	42	0	0	0	0	0	0	0	3	0	3	0	1	1	0	2	148	1	2	0	151	198
Total	135	8	10	0	153	0	0	0	0	0	0	0	16	2	18	0	21	1	0	22	613	1	9	1	624	817
Grand Total	279	14	15	0	308	0	0	0	0	0	1	0	23	7	31	0	35	10	2	47	1158	7	15	1	1181	1567
Apprch %	90.6	4.5	4.9	0		0	0	0	0		3.2	0	74.2	22.6		0	74.5	21.3	4.3		98.1	0.6	1.3	0.1		
Total %	17.8	0.9	1	0	19.7	0	0	0	0	0	0.1	0	1.5	0.4	2	0	2.2	0.6	0.1	3	73.9	0.4	1	0.1	75.4	

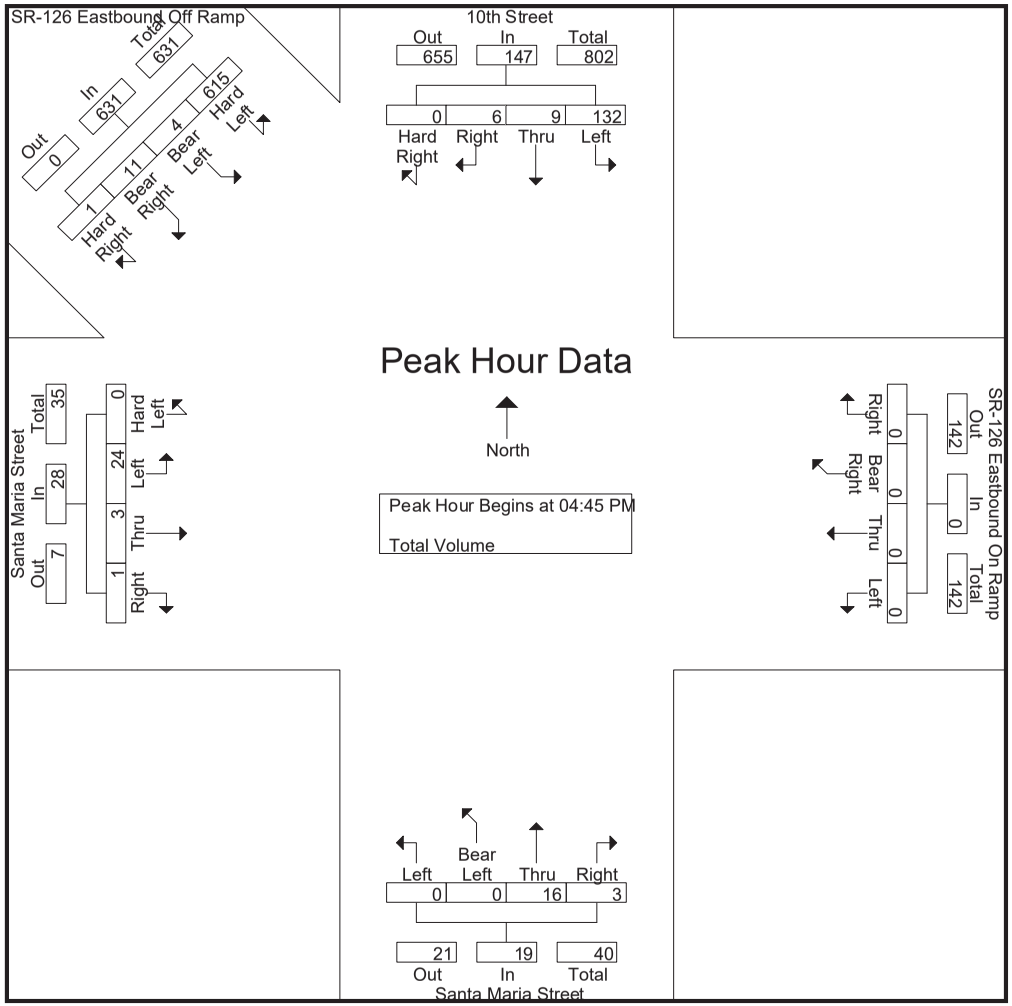
	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	33	**3**	0	0	36	0	0	0	0	0	0	0	3	**1**	4	0	4	**3**	**1**	**8**	150	**4**	**4**	0	158	206
05:00 PM	**34**	3	2	0	**39**	0	0	0	0	0	0	0	**5**	1	**6**	0	6	0	0	6	145	0	1	**1**	147	198
05:15 PM	32	0	**3**	0	35	0	0	0	0	0	0	0	3	1	4	0	6	0	0	6	**162**	0	2	0	**164**	209
05:30 PM	33	3	1	0	37	0	0	0	0	0	0	0	5	0	5	0	**8**	0	0	8	158	0	4	0	162	**212**
Total Volume	132	9	6	0	147	0	0	0	0	0	0	0	16	3	19	0	24	3	1	28	615	4	11	1	631	825
% App. Total	89.8	6.1	4.1	0		0	0	0	0		0	0	84.2	15.8		0	85.7	10.7	3.6		97.5	0.6	1.7	0.2		
PHF	.971	.750	.500	.000	.942	.000	.000	.000	.000	.000	.000	.000	.800	.750	.792	.000	.750	.250	.250	.875	.949	.250	.688	.250	.962	.973

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 616

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 617

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

City of Santa Paula
N/S: 10th Street
E/W: SR-126 Eastbound Ramps
Weather: Clear

File Name : STP10T126EPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 3

	10th Street Southbound					SR-126 Eastbound On Ramp Westbound					Santa Maria Street Northbound					Santa Maria Street Eastbound					SR-126 Eastbound Off Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Each Approach Begins at:																									
	04:00 PM					04:00 PM					04:30 PM					04:45 PM					04:45 PM					
+0 mins.	**40**	1	2	0	**43**	0	0	0	0	0	0	0	3	**2**	5	0	4	**3**	**1**	**8**	150	**4**	**4**	0	158	
+15 mins.	33	1	0	0	34	0	0	0	0	0	0	0	3	1	4	0	6	0	0	6	145	0	1	**1**	147	
+30 mins.	38	1	**3**	0	42	0	0	0	0	0	0	0	**5**	1	**6**	0	6	0	0	6	**162**	0	2	0	**164**	
+45 mins.	33	**3**	0	0	36	0	0	0	0	0	0	0	3	1	4	0	**8**	0	0	8	158	0	4	0	162	
Total Volume	144	6	5	0	155	0	0	0	0	0	0	0	14	5	19	0	24	3	1	28	615	4	11	1	631	
% App. Total	92.9	3.9	3.2	0		0	0	0	0		0	0	73.7	26.3		0	85.7	10.7	3.6		97.5	0.6	1.7	0.2		
PHF	.900	.500	.417	.000	.901	.000	.000	.000	.000	.000	.000	.000	.700	.625	.792	.000	.750	.250	.250	.875	.949	.250	.688	.250	.962	

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 618

Location: Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 10th Street	East Leg SR-126 EB On Ramp	South Leg Santa Maria Street	West Leg Santa Maria Street	Northwest Leg SR-126 EB Off Ramp	TOTAL
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	2	0	0	2	2	6
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	2	2	6

	North Leg 10th Street	East Leg SR-126 EB On Ramp	South Leg Santa Maria Street	West Leg Santa Maria Street	Northwest Leg SR-126 EB Off Ramp	TOTAL
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	1	0	0	1	1	3
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	1	1	3

Location: Santa Paula
N/S: 10th Street / Santa Maria Street
E/W: SR-126 Eastbound Ramps

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 10th Street	East Leg SR-126 EB On Ramp	South Leg Santa Maria Street	West Leg Santa Maria Street	Northwest Leg SR-126 EB Off Ramp	TOTAL
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	2	2	4
8:00 AM	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	2	2	5

	North Leg 10th Street	East Leg SR-126 EB On Ramp	South Leg Santa Maria Street	West Leg Santa Maria Street	Northwest Leg SR-126 EB Off Ramp	TOTAL
4:00 PM	0	0	0	0	0	0
4:15 PM	0	1	1	0	0	2
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	0	2

30

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Main Street
Weather: Clear

File Name : STP12MAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	12th Street Southbound				Main Street Westbound				12th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	29	7	45	3	13	18	34	1	11	2	14	5	11	5	21	114
07:15 AM	11	42	14	67	5	15	17	37	3	10	2	15	3	7	4	14	133
07:30 AM	17	68	21	106	3	16	26	45	4	24	2	30	7	12	6	25	206
07:45 AM	26	61	18	105	4	18	26	48	8	30	4	42	18	21	5	44	239
Total	63	200	60	323	15	62	87	164	16	75	10	101	33	51	20	104	692
08:00 AM	18	52	10	80	2	14	13	29	5	22	3	30	9	22	6	37	176
08:15 AM	17	31	8	56	2	16	7	25	6	20	2	28	9	13	4	26	135
08:30 AM	10	25	7	42	2	16	17	35	3	8	2	13	6	9	5	20	110
08:45 AM	12	21	6	39	3	21	12	36	2	9	6	17	4	17	7	28	120
Total	57	129	31	217	9	67	49	125	16	59	13	88	28	61	22	111	541
Grand Total	120	329	91	540	24	129	136	289	32	134	23	189	61	112	42	215	1233
Apprch %	22.2	60.9	16.9		8.3	44.6	47.1		16.9	70.9	12.2		28.4	52.1	19.5		
Total %	9.7	26.7	7.4	43.8	1.9	10.5	11	23.4	2.6	10.9	1.9	15.3	4.9	9.1	3.4	17.4	

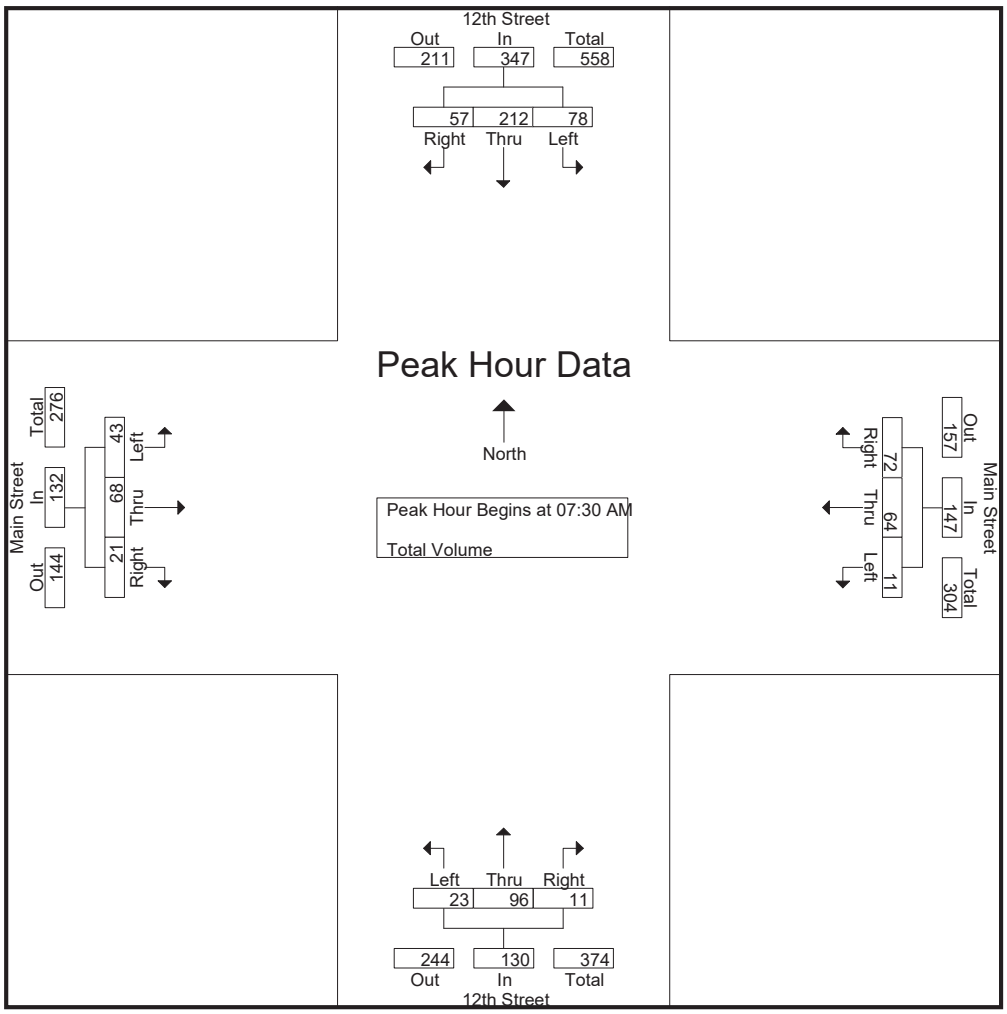
	12th Street Southbound				Main Street Westbound				12th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	**68**	**21**	**106**	3	16	**26**	45	4	24	2	30	7	12	**6**	25	206
07:45 AM	**26**	61	18	105	**4**	**18**	26	**48**	**8**	**30**	**4**	**42**	**18**	21	5	**44**	**239**
08:00 AM	18	52	10	80	2	14	13	29	5	22	3	30	9	**22**	6	37	176
08:15 AM	17	31	8	56	2	16	7	25	6	20	2	28	9	13	4	26	135
Total Volume	78	212	57	347	11	64	72	147	23	96	11	130	43	68	21	132	756
% App. Total	22.5	61.1	16.4		7.5	43.5	49		17.7	73.8	8.5		32.6	51.5	15.9		
PHF	.750	.779	.679	.818	.688	.889	.692	.766	.719	.800	.688	.774	.597	.773	.875	.750	.791

30

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Main Street
Weather: Clear

File Name : STP12MAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	11	42	14	67	3	13	18	34	4	24	2	30	7	12	**6**	25
+15 mins.	17	**68**	**21**	**106**	**5**	15	17	37	**8**	**30**	**4**	**42**	**18**	21	5	**44**
+30 mins.	**26**	61	18	105	3	16	**26**	45	5	22	3	30	9	**22**	6	37
+45 mins.	18	52	10	80	4	**18**	26	**48**	6	20	2	28	9	13	4	26
Total Volume	72	223	63	358	15	62	87	164	23	96	11	130	43	68	21	132
% App. Total	20.1	62.3	17.6		9.1	37.8	53		17.7	73.8	8.5		32.6	51.5	15.9	
PHF	.692	.820	.750	.844	.750	.861	.837	.854	.719	.800	.688	.774	.597	.773	.875	.750

30

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Main Street
Weather: Clear

File Name : STP12MAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	12th Street Southbound				Main Street Westbound				12th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	32	7	59	4	41	18	63	6	47	5	58	12	24	10	46	226
04:15 PM	17	33	11	61	2	35	22	59	6	42	5	53	11	19	3	33	206
04:30 PM	21	30	17	68	5	38	38	81	8	56	3	67	17	16	4	37	253
04:45 PM	13	36	12	61	5	42	30	77	14	36	4	54	21	26	6	53	245
Total	71	131	47	249	16	156	108	280	34	181	17	232	61	85	23	169	930
05:00 PM	16	33	9	58	8	39	40	87	11	54	5	70	26	28	10	64	279
05:15 PM	15	39	5	59	5	27	31	63	4	44	4	52	15	16	3	34	208
05:30 PM	15	33	27	75	3	27	29	59	8	60	5	73	15	14	5	34	241
05:45 PM	22	35	6	63	5	24	34	63	6	61	3	70	10	20	4	34	230
Total	68	140	47	255	21	117	134	272	29	219	17	265	66	78	22	166	958
Grand Total	139	271	94	504	37	273	242	552	63	400	34	497	127	163	45	335	1888
Apprch %	27.6	53.8	18.7		6.7	49.5	43.8		12.7	80.5	6.8		37.9	48.7	13.4		
Total %	7.4	14.4	5	26.7	2	14.5	12.8	29.2	3.3	21.2	1.8	26.3	6.7	8.6	2.4	17.7	

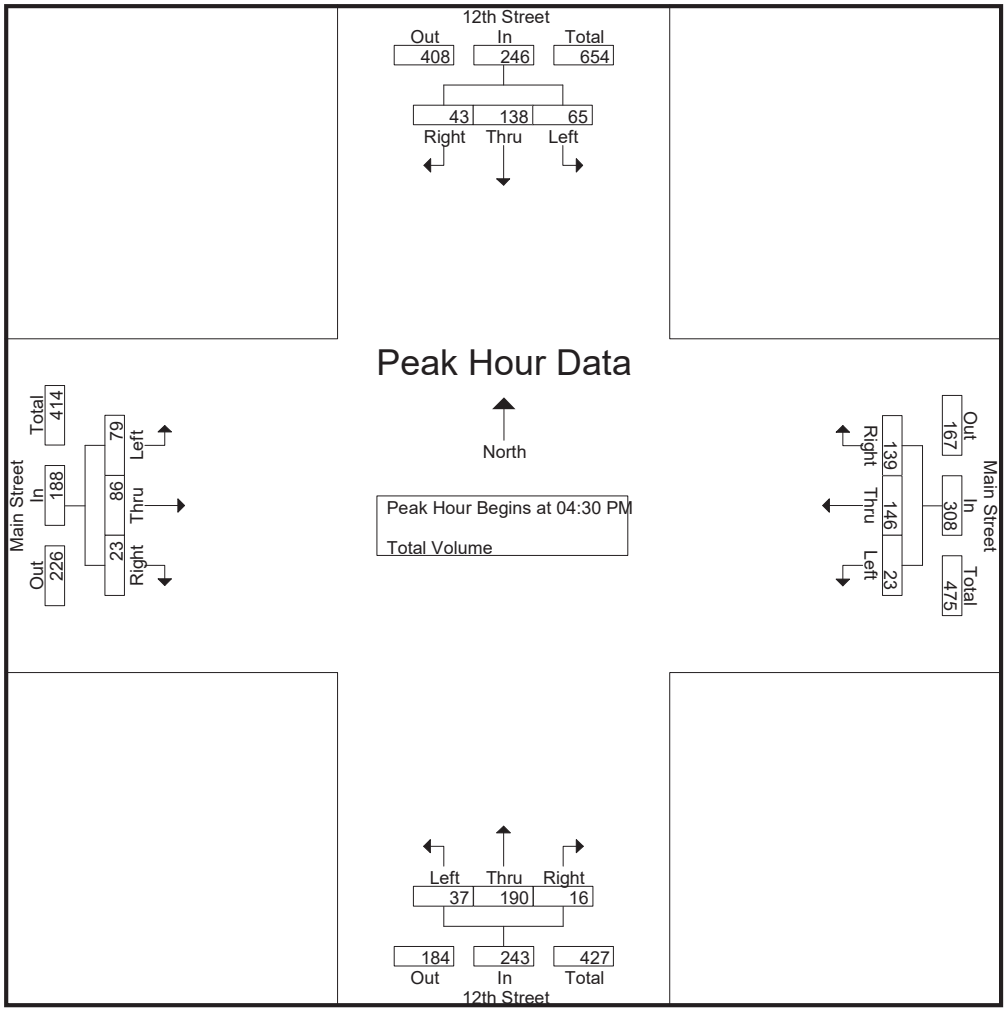
	12th Street Southbound				Main Street Westbound				12th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**21**	30	**17**	**68**	5	38	38	81	8	**56**	3	67	17	16	4	37	253
04:45 PM	13	36	12	61	5	**42**	30	77	**14**	36	4	54	21	26	6	53	245
05:00 PM	16	33	9	58	**8**	39	**40**	**87**	11	54	**5**	**70**	**26**	**28**	**10**	**64**	**279**
05:15 PM	15	**39**	5	59	5	27	31	63	4	44	4	52	15	16	3	34	208
Total Volume	65	138	43	246	23	146	139	308	37	190	16	243	79	86	23	188	985
% App. Total	26.4	56.1	17.5		7.5	47.4	45.1		15.2	78.2	6.6		42	45.7	12.2		
PHF	.774	.885	.632	.904	.719	.869	.869	.885	.661	.848	.800	.868	.760	.768	.575	.734	.883

30

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Main Street
Weather: Clear

File Name : STP12MAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:30 PM			
+0 mins.	16	33	9	58	5	38	38	81	**11**	54	**5**	70	17	16	4	37
+15 mins.	15	**39**	5	59	5	**42**	30	77	4	44	4	52	21	26	6	53
+30 mins.	15	33	**27**	**75**	**8**	39	**40**	**87**	8	60	5	**73**	**26**	**28**	**10**	**64**
+45 mins.	**22**	35	6	63	5	27	31	63	6	**61**	3	70	15	16	3	34
Total Volume	68	140	47	255	23	146	139	308	29	219	17	265	79	86	23	188
% App. Total	26.7	54.9	18.4		7.5	47.4	45.1		10.9	82.6	6.4		42	45.7	12.2	
PHF	.773	.897	.435	.850	.719	.869	.869	.885	.659	.898	.850	.908	.760	.768	.575	.734

30

Location: Santa Paula
N/S: 12th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 12th Street	East Leg Main Street	South Leg 12th Street	West Leg Main Street	TOTAL
7:00 AM	0	0	2	0	2
7:15 AM	0	2	3	0	5
7:30 AM	2	0	0	2	4
7:45 AM	4	3	0	3	10
8:00 AM	3	0	0	0	3
8:15 AM	1	1	2	3	7
8:30 AM	1	0	3	2	6
8:45 AM	4	0	0	0	4
TOTAL VOLUMES:	15	6	10	10	41

	North Leg 12th Street	East Leg Main Street	South Leg 12th Street	West Leg Main Street	TOTAL
4:00 PM	1	0	2	0	3
4:15 PM	1	3	0	0	4
4:30 PM	0	4	0	0	4
4:45 PM	4	3	2	2	11
5:00 PM	2	0	1	0	3
5:15 PM	1	1	0	0	2
5:30 PM	4	0	1	0	5
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	14	12	6	2	34

30

Location: Santa Paula
N/S: 12th Street
E/W: Main Street

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 12th Street	East Leg Main Street	South Leg 12th Street	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg 12th Street	East Leg Main Street	South Leg 12th Street	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	2	0	3

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP12HAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	12th Street Southbound				Harvard Boulevard Westbound				12th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	20	22	42	2	10	0	12	24	2	11	37	11	12	34	57	148
07:15 AM	0	19	36	55	2	15	2	19	31	5	3	39	8	13	26	47	160
07:30 AM	1	19	69	89	2	29	1	32	21	11	2	34	22	14	28	64	219
07:45 AM	1	18	61	80	8	20	1	29	24	9	4	37	25	26	24	75	221
Total	2	76	188	266	14	74	4	92	100	27	20	147	66	65	112	243	748
08:00 AM	2	15	42	59	8	22	2	32	22	4	10	36	15	17	35	67	194
08:15 AM	1	12	23	36	6	18	1	25	12	7	4	23	12	20	26	58	142
08:30 AM	0	9	28	37	5	14	0	19	16	5	11	32	9	20	22	51	139
08:45 AM	2	8	17	27	7	22	1	30	21	2	9	32	12	9	17	38	127
Total	5	44	110	159	26	76	4	106	71	18	34	123	48	66	100	214	602
Grand Total	7	120	298	425	40	150	8	198	171	45	54	270	114	131	212	457	1350
Apprch %	1.6	28.2	70.1		20.2	75.8	4		63.3	16.7	20		24.9	28.7	46.4		
Total %	0.5	8.9	22.1	31.5	3	11.1	0.6	14.7	12.7	3.3	4	20	8.4	9.7	15.7	33.9	

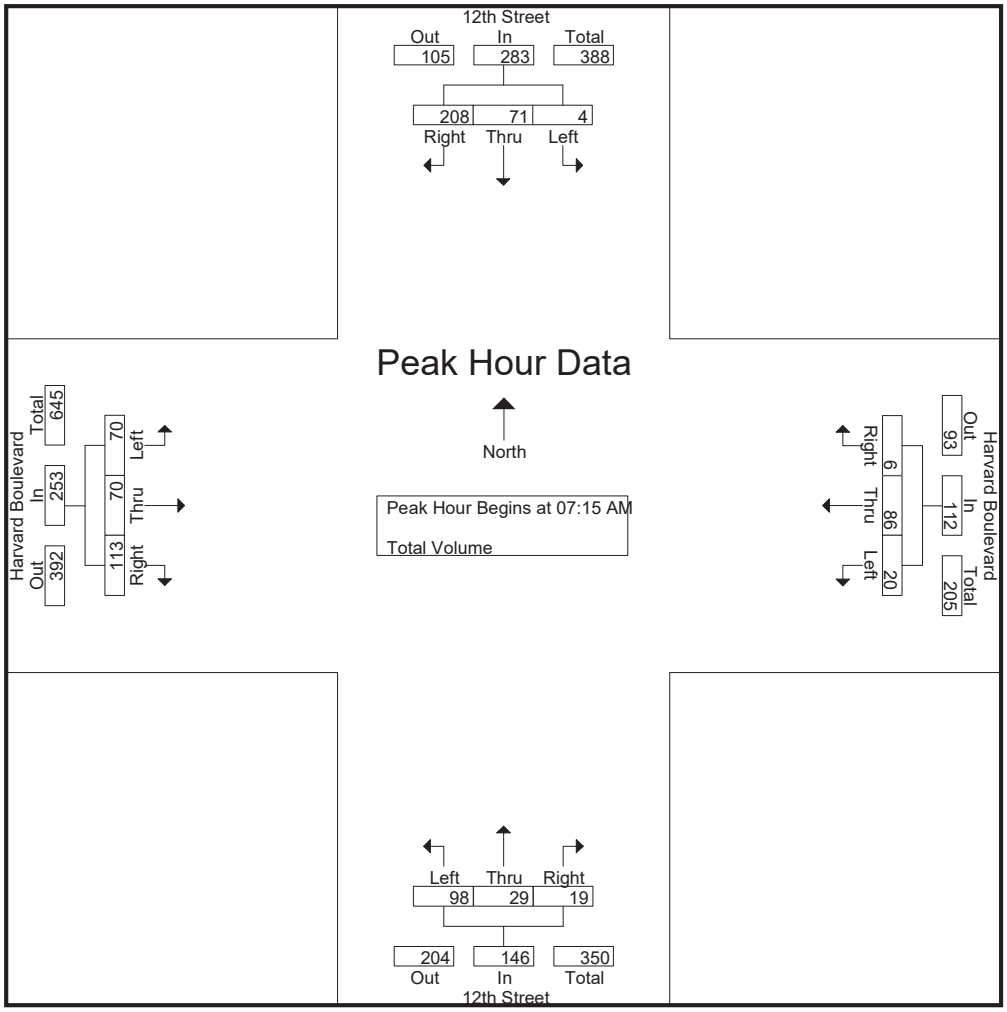
	12th Street Southbound				Harvard Boulevard Westbound				12th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**19**	36	55	2	15	**2**	19	**31**	5	3	**39**	8	13	26	47	160
07:30 AM	1	19	**69**	**89**	2	**29**	1	**32**	21	**11**	2	34	22	14	28	64	219
07:45 AM	1	18	61	80	**8**	20	1	29	24	9	4	37	**25**	**26**	24	**75**	**221**
08:00 AM	**2**	15	42	59	8	22	2	32	22	4	**10**	36	15	17	**35**	67	194
Total Volume	4	71	208	283	20	86	6	112	98	29	19	146	70	70	113	253	794
% App. Total	1.4	25.1	73.5		17.9	76.8	5.4		67.1	19.9	13		27.7	27.7	44.7		
PHF	.500	.934	.754	.795	.625	.741	.750	.875	.790	.659	.475	.936	.700	.673	.807	.843	.898

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Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP12HAAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	0	**19**	36	55	2	**29**	1	**32**	24	2	**11**	37	22	14	28	64
+15 mins.	1	19	**69**	**89**	**8**	20	1	29	**31**	5	3	**39**	**25**	**26**	24	**75**
+30 mins.	1	18	61	80	8	22	**2**	32	21	**11**	2	34	15	17	**35**	67
+45 mins.	**2**	15	42	59	6	18	1	25	24	9	4	37	12	20	26	58
Total Volume	4	71	208	283	24	89	5	118	100	27	20	147	74	77	113	264
% App. Total	1.4	25.1	73.5		20.3	75.4	4.2		68	18.4	13.6		28	29.2	42.8	
PHF	.500	.934	.754	.795	.750	.767	.625	.922	.806	.614	.455	.942	.740	.740	.807	.880

31

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP12HAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

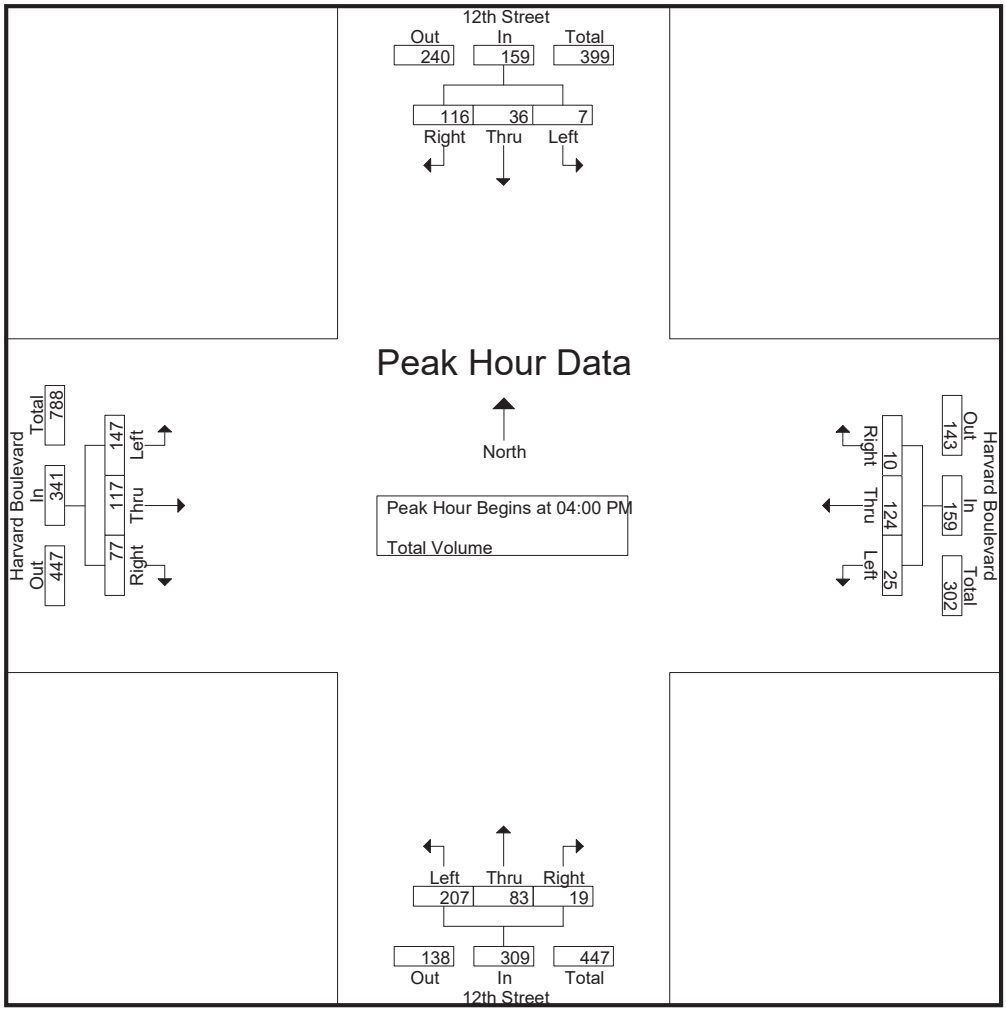
	12th Street Southbound				Harvard Boulevard Westbound				12th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	9	34	45	8	39	5	52	55	22	8	85	38	38	17	93	275
04:15 PM	2	4	26	32	6	32	2	40	44	15	3	62	35	29	17	81	215
04:30 PM	0	16	25	41	5	21	2	28	54	20	6	80	34	27	18	79	228
04:45 PM	3	7	31	41	6	32	1	39	54	26	2	82	40	23	25	88	250
Total	7	36	116	159	25	124	10	159	207	83	19	309	147	117	77	341	968
05:00 PM	3	15	30	48	2	34	1	37	37	19	3	59	40	28	28	96	240
05:15 PM	3	8	36	47	3	25	1	29	40	17	3	60	35	27	16	78	214
05:30 PM	4	5	30	39	4	38	3	45	39	24	10	73	39	43	23	105	262
05:45 PM	0	11	27	38	3	31	1	35	46	19	4	69	37	31	14	82	224
Total	10	39	123	172	12	128	6	146	162	79	20	261	151	129	81	361	940
Grand Total	17	75	239	331	37	252	16	305	369	162	39	570	298	246	158	702	1908
Apprch %	5.1	22.7	72.2		12.1	82.6	5.2		64.7	28.4	6.8		42.5	35	22.5		
Total %	0.9	3.9	12.5	17.3	1.9	13.2	0.8	16	19.3	8.5	2	29.9	15.6	12.9	8.3	36.8	

	12th Street Southbound				Harvard Boulevard Westbound				12th Street Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	9	**34**	**45**	**8**	**39**	**5**	**52**	**55**	22	**8**	**85**	38	**38**	17	**93**	**275**
04:15 PM	2	4	26	32	6	32	2	40	44	15	3	62	35	29	17	81	215
04:30 PM	0	**16**	25	41	5	21	2	28	54	20	6	80	34	27	18	79	228
04:45 PM	**3**	7	31	41	6	32	1	39	54	**26**	2	82	**40**	23	**25**	88	250
Total Volume	7	36	116	159	25	124	10	159	207	83	19	309	147	117	77	341	968
% App. Total	4.4	22.6	73		15.7	78	6.3		67	26.9	6.1		43.1	34.3	22.6		
PHF	.583	.563	.853	.883	.781	.795	.500	.764	.941	.798	.594	.909	.919	.770	.770	.917	.880

Counts Unlimited
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City of Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard
Weather: Clear

File Name : STP12HAPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	**16**	25	41	**8**	**39**	**5**	**52**	**55**	22	**8**	**85**	**40**	23	25	88
+15 mins.	**3**	7	31	41	6	32	2	40	44	15	3	62	40	28	**28**	96
+30 mins.	3	15	30	**48**	5	21	2	28	54	20	6	80	35	27	16	78
+45 mins.	3	8	**36**	47	6	32	1	39	54	**26**	2	82	39	**43**	23	**105**
Total Volume	9	46	122	177	25	124	10	159	207	83	19	309	154	121	92	367
% App. Total	5.1	26	68.9		15.7	78	6.3		67	26.9	6.1		42	33	25.1	
PHF	.750	.719	.847	.922	.781	.795	.500	.764	.941	.798	.594	.909	.963	.703	.821	.874

31

Location: Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg 12th Street	East Leg Harvard Boulevard	South Leg 12th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	3	4
7:30 AM	0	0	0	1	1
7:45 AM	3	0	0	4	7
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	5	1	0	10	16

	North Leg 12th Street	East Leg Harvard Boulevard	South Leg 12th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	1	1	1	1	4
4:15 PM	0	0	0	3	3
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	2	2
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	3	4
TOTAL VOLUMES:	4	1	1	9	15

31

Location: Santa Paula
N/S: 12th Street
E/W: Harvard Boulevard

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg 12th Street	East Leg Harvard Boulevard	South Leg 12th Street	West Leg Harvard Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg 12th Street	East Leg Harvard Boulevard	South Leg 12th Street	West Leg Harvard Boulevard	TOTAL
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	2

32

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Main Street
E/W: Harvard Boulevard / Telegraph Road
Weather: Clear

File Name : STPHATEAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

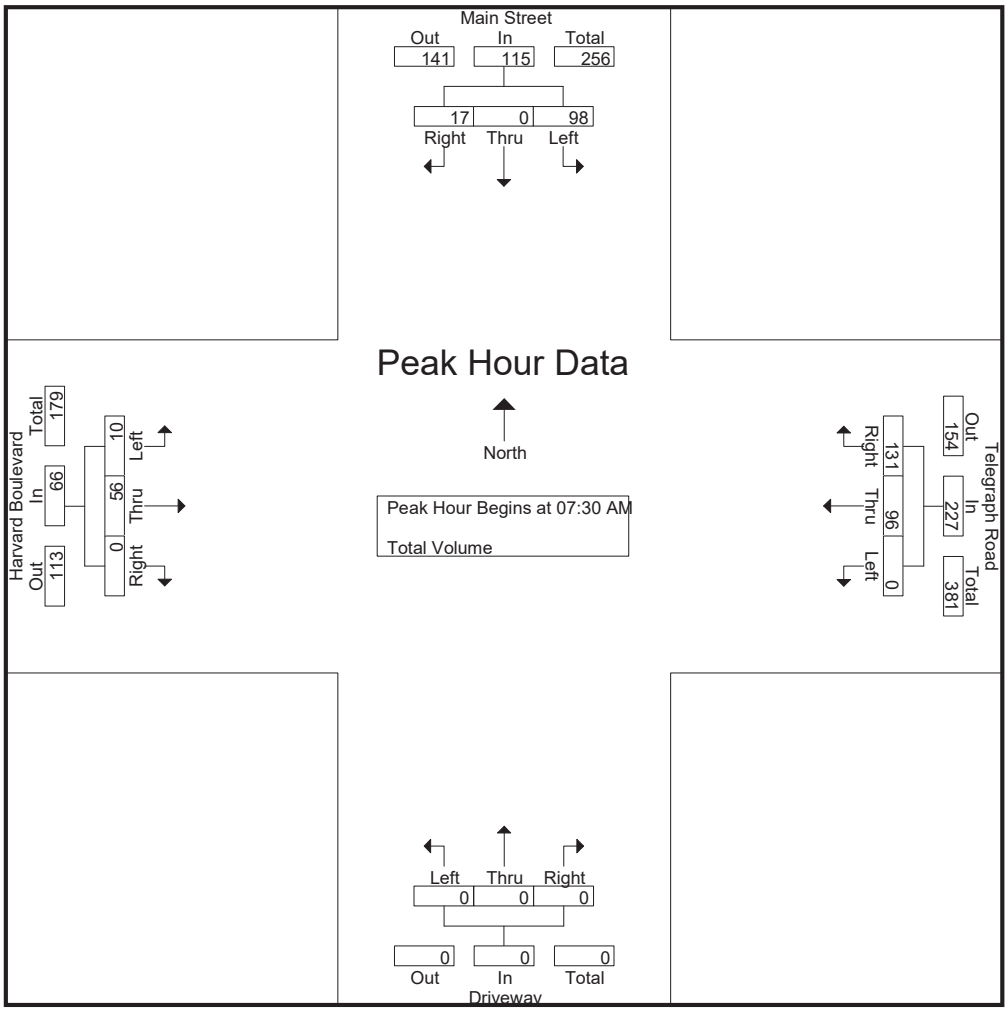
	Main Street Southbound				Telegraph Road Westbound				Driveway Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	0	0	17	0	9	23	32	0	0	0	0	0	21	0	21	70
07:15 AM	14	0	5	19	0	11	26	37	0	0	0	0	3	15	0	18	74
07:30 AM	26	0	2	28	0	28	33	61	0	0	0	0	3	9	0	12	101
07:45 AM	29	0	5	34	0	27	47	74	0	0	0	0	4	16	0	20	128
Total	86	0	12	98	0	75	129	204	0	0	0	0	10	61	0	71	373
08:00 AM	20	0	9	29	0	19	27	46	0	0	0	0	2	18	0	20	95
08:15 AM	23	0	1	24	0	22	24	46	0	0	0	0	1	13	0	14	84
08:30 AM	11	0	0	11	0	9	27	36	1	0	0	1	2	23	1	26	74
08:45 AM	17	0	0	17	0	19	27	46	0	0	0	0	2	14	0	16	79
Total	71	0	10	81	0	69	105	174	1	0	0	1	7	68	1	76	332
Grand Total	157	0	22	179	0	144	234	378	1	0	0	1	17	129	1	147	705
Apprch %	87.7	0	12.3		0	38.1	61.9		100	0	0		11.6	87.8	0.7		
Total %	22.3	0	3.1	25.4	0	20.4	33.2	53.6	0.1	0	0	0.1	2.4	18.3	0.1	20.9	

	Main Street Southbound				Telegraph Road Westbound				Driveway Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	26	0	2	28	0	**28**	33	61	0	0	0	0	3	9	0	12	101
07:45 AM	**29**	0	5	**34**	0	27	**47**	**74**	0	0	0	0	**4**	16	0	**20**	**128**
08:00 AM	20	0	**9**	29	0	19	27	46	0	0	0	0	2	**18**	0	20	95
08:15 AM	23	0	1	24	0	22	24	46	0	0	0	0	1	13	0	14	84
Total Volume	98	0	17	115	0	96	131	227	0	0	0	0	10	56	0	66	408
% App. Total	85.2	0	14.8		0	42.3	57.7		0	0	0		15.2	84.8	0		
PHF	.845	.000	.472	.846	.000	.857	.697	.767	.000	.000	.000	.000	.625	.778	.000	.825	.797

Counts Unlimited
PO Box 1178
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City of Santa Paula
N/S: Main Street
E/W: Harvard Boulevard / Telegraph Road
Weather: Clear

File Name : STPHATEAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	26	0	2	28	0	**28**	33	61	0	0	0	0	**4**	16	0	20
+15 mins.	**29**	0	5	**34**	0	27	**47**	**74**	0	0	0	0	2	18	0	20
+30 mins.	20	0	**9**	29	0	19	27	46	0	0	0	0	1	13	0	14
+45 mins.	23	0	1	24	0	22	24	46	**1**	0	0	**1**	2	**23**	**1**	**26**
Total Volume	98	0	17	115	0	96	131	227	1	0	0	1	9	70	1	80
% App. Total	85.2	0	14.8		0	42.3	57.7		100	0	0		11.2	87.5	1.2	
PHF	.845	.000	.472	.846	.000	.857	.697	.767	.250	.000	.000	.250	.563	.761	.250	.769

32

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City of Santa Paula
N/S: Main Street
E/W: Harvard Boulevard / Telegraph Road
Weather: Clear

File Name : STPHATEPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

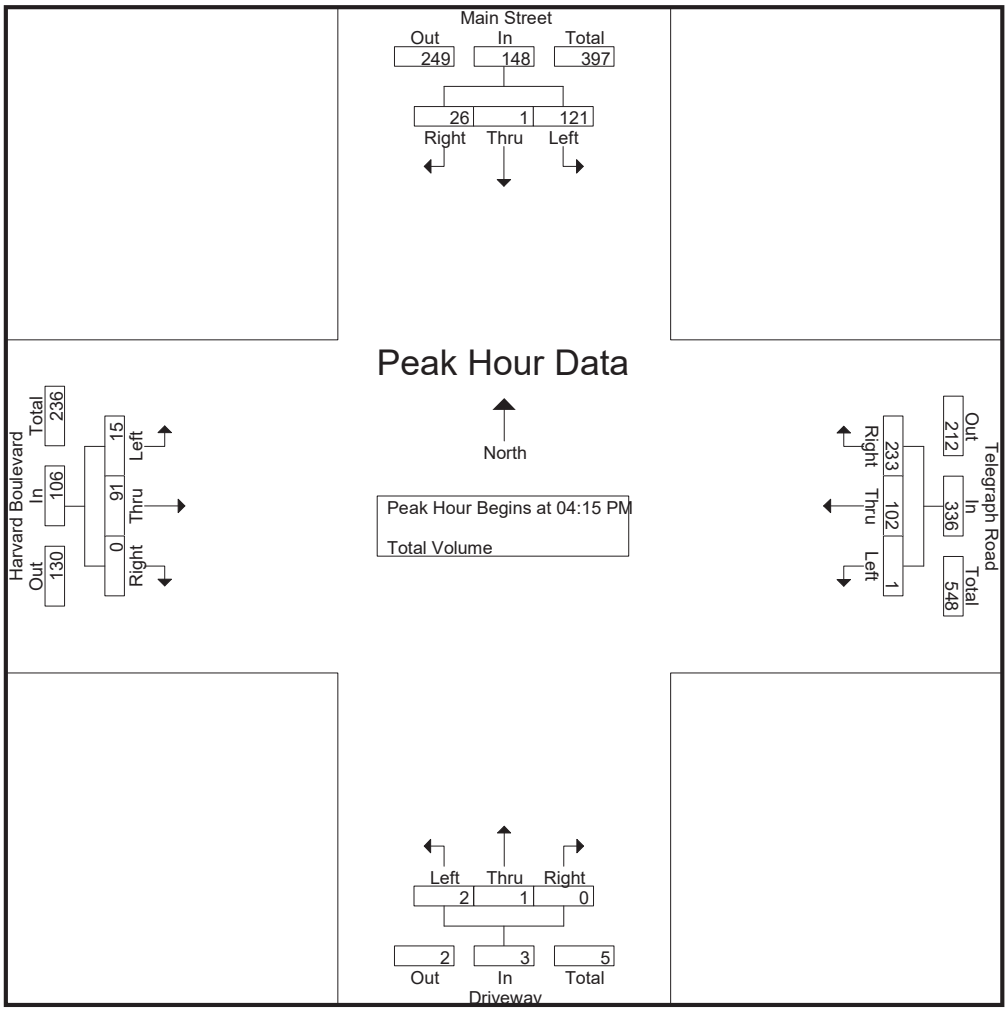
	Main Street Southbound				Telegraph Road Westbound				Driveway Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	0	4	30	0	20	37	57	0	0	0	0	3	25	0	28	115
04:15 PM	28	1	7	36	0	26	45	71	1	0	0	1	4	22	0	26	134
04:30 PM	25	0	5	30	1	27	69	97	0	1	0	1	2	27	0	29	157
04:45 PM	28	0	8	36	0	29	57	86	1	0	0	1	5	20	0	25	148
Total	107	1	24	132	1	102	208	311	2	1	0	3	14	94	0	108	554
05:00 PM	40	0	6	46	0	20	62	82	0	0	0	0	4	22	0	26	154
05:15 PM	25	0	3	28	1	22	51	74	0	0	1	1	2	10	0	12	115
05:30 PM	26	0	3	29	0	17	49	66	0	0	0	0	5	17	1	23	118
05:45 PM	27	0	3	30	0	24	47	71	0	0	0	0	3	16	1	20	121
Total	118	0	15	133	1	83	209	293	0	0	1	1	14	65	2	81	508
Grand Total	225	1	39	265	2	185	417	604	2	1	1	4	28	159	2	189	1062
Apprch %	84.9	0.4	14.7		0.3	30.6	69		50	25	25		14.8	84.1	1.1		
Total %	21.2	0.1	3.7	25	0.2	17.4	39.3	56.9	0.2	0.1	0.1	0.4	2.6	15	0.2	17.8	

	Main Street Southbound				Telegraph Road Westbound				Driveway Northbound				Harvard Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	28	**1**	7	36	0	26	45	71	**1**	0	0	**1**	4	22	0	26	134
04:30 PM	25	0	5	30	**1**	27	**69**	**97**	0	**1**	0	1	2	**27**	0	**29**	**157**
04:45 PM	28	0	**8**	36	0	**29**	57	86	1	0	0	1	**5**	20	0	25	148
05:00 PM	**40**	0	6	**46**	0	20	62	82	0	0	0	0	4	22	0	26	154
Total Volume	121	1	26	148	1	102	233	336	2	1	0	3	15	91	0	106	593
% App. Total	81.8	0.7	17.6		0.3	30.4	69.3		66.7	33.3	0		14.2	85.8	0		
PHF	.756	.250	.813	.804	.250	.879	.844	.866	.500	.250	.000	.750	.750	.843	.000	.914	.944

Counts Unlimited
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(951) 268-6268

City of Santa Paula
N/S: Main Street
E/W: Harvard Boulevard / Telegraph Road
Weather: Clear

File Name : STPHATEPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	28	**1**	7	36	**1**	27	**69**	**97**	0	0	0	0	3	25	0	28
+15 mins.	25	0	5	30	0	**29**	57	86	**1**	0	0	**1**	4	22	0	26
+30 mins.	28	0	**8**	36	0	20	62	82	0	**1**	0	1	2	**27**	0	**29**
+45 mins.	**40**	0	6	**46**	1	22	51	74	1	0	0	1	**5**	20	0	25
Total Volume	121	1	26	148	2	98	239	339	2	1	0	3	14	94	0	108
% App. Total	81.8	0.7	17.6		0.6	28.9	70.5		66.7	33.3	0		13	87	0	
PHF	.756	.250	.813	.804	.500	.845	.866	.874	.500	.250	.000	.750	.700	.870	.000	.931

Location: Santa Paula
N/S: Main Street
E/W: Harvard Blvd / Telegraph Rd

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Main Street	East Leg Telegraph Road	South Leg Main Street	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	1	0	0	2
7:30 AM	0	0	2	0	2
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	1	1	4	0	6

	North Leg Main Street	East Leg Telegraph Road	South Leg Main Street	West Leg Main Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	1	1	3
4:30 PM	3	3	1	0	7
4:45 PM	0	1	0	1	2
5:00 PM	0	0	1	0	1
5:15 PM	0	1	0	0	1
5:30 PM	2	2	0	0	4
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	8	7	3	2	20

32

Location: Santa Paula
N/S: Main Street
E/W: Harvard Blvd / Telegraph Rd

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Main Street	East Leg Telegraph Road	South Leg Main Street	West Leg Main Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	1	2
TOTAL VOLUMES:	0	0	1	1	2

	North Leg Main Street	East Leg Telegraph Road	South Leg Main Street	West Leg Main Street	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	1	0	1	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	2	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	1	2
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	1	0	7	1	9

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road
Weather: Clear

File Name : STPHLTEAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

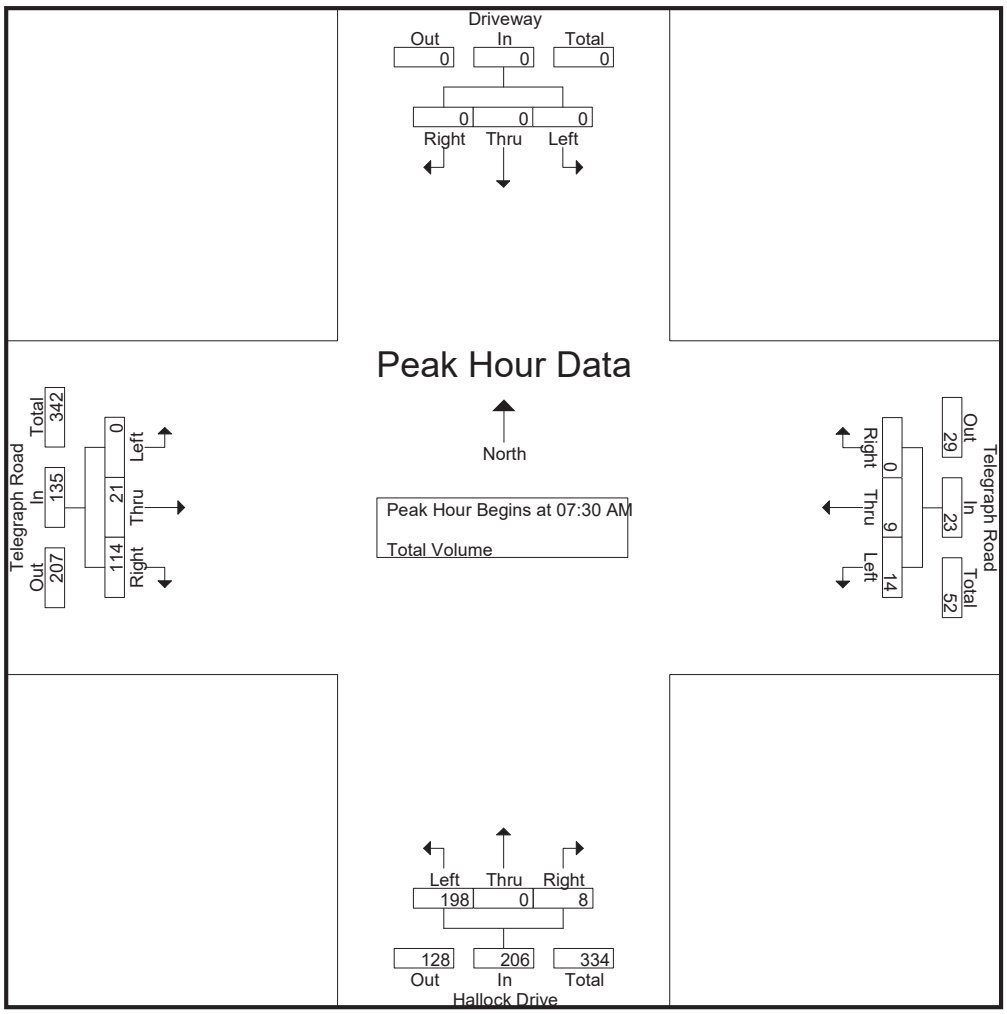
	Driveway Southbound				Telegraph Road Westbound				Hallock Drive Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	5	3	0	8	25	0	1	26	0	10	35	45	79
07:15 AM	0	0	0	0	8	5	0	13	26	0	4	30	0	9	18	27	70
07:30 AM	0	0	0	0	3	1	0	4	44	0	0	44	0	6	29	35	83
07:45 AM	0	0	0	0	3	4	0	7	65	0	1	66	0	5	34	39	112
Total	0	0	0	0	19	13	0	32	160	0	6	166	0	30	116	146	344
08:00 AM	0	0	0	0	3	2	0	5	41	0	5	46	0	5	28	33	84
08:15 AM	0	0	0	0	5	2	0	7	48	0	2	50	0	5	23	28	85
08:30 AM	0	0	0	0	7	2	0	9	32	0	3	35	0	5	26	31	75
08:45 AM	0	0	0	0	6	5	0	11	36	0	5	41	0	2	27	29	81
Total	0	0	0	0	21	11	0	32	157	0	15	172	0	17	104	121	325
Grand Total	0	0	0	0	40	24	0	64	317	0	21	338	0	47	220	267	669
Apprch %	0	0	0		62.5	37.5	0		93.8	0	6.2		0	17.6	82.4		
Total %	0	0	0	0	6	3.6	0	9.6	47.4	0	3.1	50.5	0	7	32.9	39.9	

	Driveway Southbound				Telegraph Road Westbound				Hallock Drive Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	3	1	0	4	44	0	0	44	0	**6**	29	35	83
07:45 AM	0	0	0	0	3	**4**	0	**7**	**65**	0	1	**66**	0	5	**34**	**39**	**112**
08:00 AM	0	0	0	0	3	2	0	5	41	0	**5**	46	0	5	28	33	84
08:15 AM	0	0	0	0	**5**	2	0	7	48	0	2	50	0	5	23	28	85
Total Volume	0	0	0	0	14	9	0	23	198	0	8	206	0	21	114	135	364
% App. Total	0	0	0		60.9	39.1	0		96.1	0	3.9		0	15.6	84.4		
PHF	.000	.000	.000	.000	.700	.563	.000	.821	.762	.000	.400	.780	.000	.875	.838	.865	.813

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road
Weather: Clear

File Name : STPHLTEAM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	0	0	0	5	3	0	8	44	0	0	44	0	**10**	**35**	**45**
+15 mins.	0	0	0	0	**8**	**5**	0	**13**	**65**	0	1	**66**	0	9	18	27
+30 mins.	0	0	0	0	3	1	0	4	41	0	**5**	46	0	6	29	35
+45 mins.	0	0	0	0	3	4	0	7	48	0	2	50	0	5	34	39
Total Volume	0	0	0	0	19	13	0	32	198	0	8	206	0	30	116	146
% App. Total	0	0	0		59.4	40.6	0		96.1	0	3.9		0	20.5	79.5	
PHF	.000	.000	.000	.000	.594	.650	.000	.615	.762	.000	.400	.780	.000	.750	.829	.811

33

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PO Box 1178
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City of Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road
Weather: Clear

File Name : STPHLTEPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Driveway Southbound				Telegraph Road Westbound				Hallock Drive Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	7	5	0	12	58	0	2	60	0	5	46	51	123
04:15 PM	0	0	0	0	10	5	0	15	56	0	1	57	0	9	42	51	123
04:30 PM	0	0	0	0	5	8	0	13	82	0	2	84	0	1	41	42	139
04:45 PM	0	0	0	0	8	4	0	12	76	0	2	78	0	7	36	43	133
Total	0	0	0	0	30	22	0	52	272	0	7	279	0	22	165	187	518
05:00 PM	0	0	0	0	8	7	0	15	62	0	4	66	0	2	47	49	130
05:15 PM	0	0	0	0	8	6	0	14	59	0	1	60	0	2	29	31	105
05:30 PM	0	0	0	0	7	1	0	8	62	0	0	62	0	1	29	30	100
05:45 PM	0	0	0	0	4	5	0	9	55	0	0	55	0	9	27	36	100
Total	0	0	0	0	27	19	0	46	238	0	5	243	0	14	132	146	435
Grand Total	0	0	0	0	57	41	0	98	510	0	12	522	0	36	297	333	953
Apprch %	0	0	0		58.2	41.8	0		97.7	0	2.3		0	10.8	89.2		
Total %	0	0	0	0	6	4.3	0	10.3	53.5	0	1.3	54.8	0	3.8	31.2	34.9	

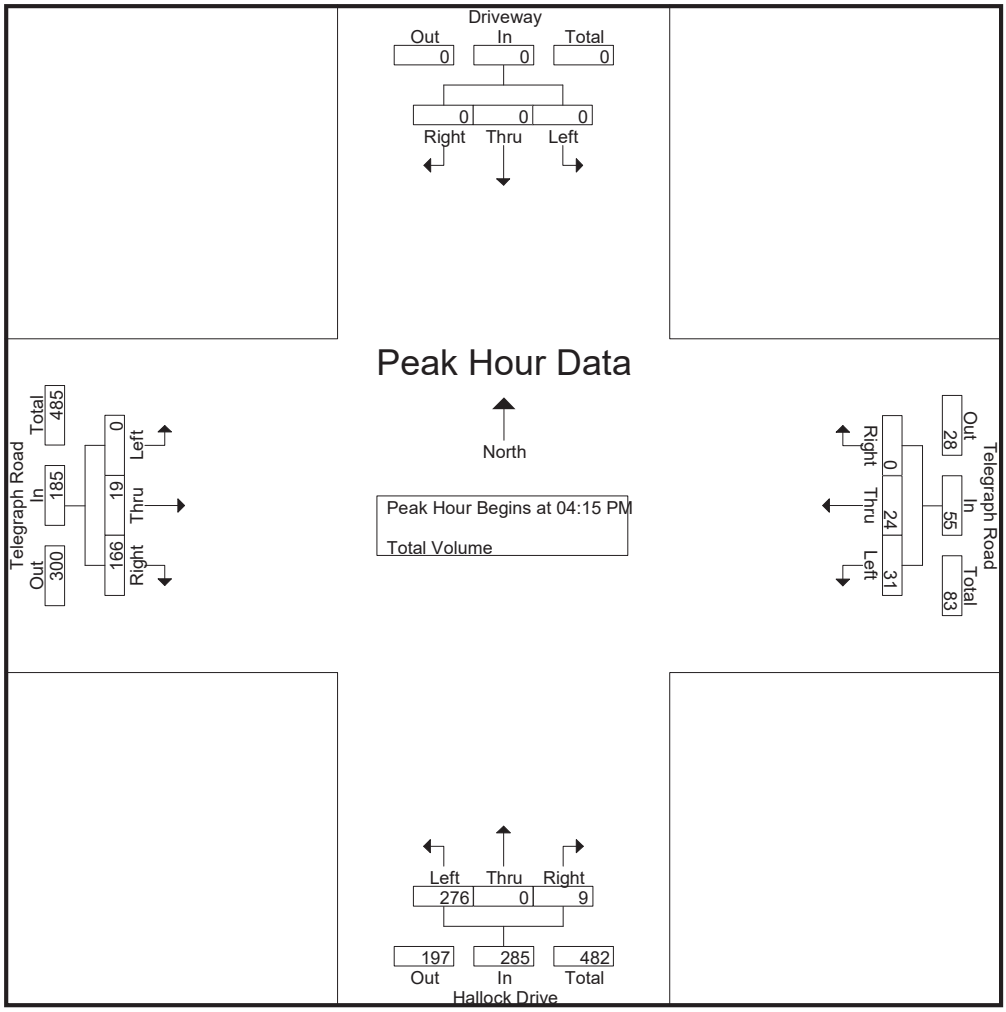
	Driveway Southbound				Telegraph Road Westbound				Hallock Drive Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	**10**	5	0	**15**	56	0	1	57	0	**9**	42	**51**	123
04:30 PM	0	0	0	0	5	**8**	0	13	**82**	0	2	**84**	0	1	41	42	**139**
04:45 PM	0	0	0	0	8	4	0	12	76	0	2	78	0	7	36	43	133
05:00 PM	0	0	0	0	8	7	0	15	62	0	**4**	66	0	2	**47**	49	130
Total Volume	0	0	0	0	31	24	0	55	276	0	9	285	0	19	166	185	525
% App. Total	0	0	0		56.4	43.6	0		96.8	0	3.2		0	10.3	89.7		
PHF	.000	.000	.000	.000	.775	.750	.000	.917	.841	.000	.563	.848	.000	.528	.883	.907	.944

33

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PO Box 1178
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(951) 268-6268

City of Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road
Weather: Clear

File Name : STPHLTEPM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	0	0	0	0	**10**	5	0	**15**	**82**	0	2	**84**	0	5	**46**	**51**
+15 mins.	0	0	0	0	5	**8**	0	13	76	0	2	78	0	**9**	42	51
+30 mins.	0	0	0	0	8	4	0	12	62	0	**4**	66	0	1	41	42
+45 mins.	0	0	0	0	8	7	0	15	59	0	1	60	0	7	36	43
Total Volume	0	0	0	0	31	24	0	55	279	0	9	288	0	22	165	187
% App. Total	0	0	0		56.4	43.6	0		96.9	0	3.1		0	11.8	88.2	
PHF	.000	.000	.000	.000	.775	.750	.000	.917	.851	.000	.563	.857	.000	.611	.897	.917

33

Location: Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Driveway	East Leg Telegraph Road	South Leg Hallock Drive	West Leg Telegraph Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Driveway	East Leg Telegraph Road	South Leg Hallock Drive	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	3	1	0	0	4
5:15 PM	0	0	0	0	0
5:30 PM	1	1	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	2	0	0	6

33

Location: Santa Paula
N/S: Hallock Drive
E/W: Telegraph Road

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Driveway	East Leg Telegraph Road	South Leg Hallock Drive	West Leg Telegraph Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Driveway	East Leg Telegraph Road	South Leg Hallock Drive	West Leg Telegraph Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Hallock Drive
E/W: SR-126
Weather: Clear

File Name : STPHL126AM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Hallock Drive Southbound				SR-126 Westbound				Hallock Drive Northbound				SR-126 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	33	2	15	50	5	264	21	290	1	1	6	8	4	178	18	200	548
07:15 AM	15	2	20	37	5	370	23	398	11	2	2	15	4	203	28	235	685
07:30 AM	19	5	15	39	3	397	41	441	11	3	3	17	4	209	22	235	732
07:45 AM	29	11	9	49	12	351	49	412	4	2	5	11	10	193	40	243	715
Total	96	20	59	175	25	1382	134	1541	27	8	16	51	22	783	108	913	2680
08:00 AM	28	2	8	38	10	260	28	298	7	4	4	15	17	195	24	236	587
08:15 AM	16	1	18	35	5	289	29	323	9	1	2	12	16	197	11	224	594
08:30 AM	19	5	20	44	5	305	29	339	9	4	7	20	4	155	18	177	580
08:45 AM	21	6	16	43	5	258	26	289	8	5	4	17	13	180	11	204	553
Total	84	14	62	160	25	1112	112	1249	33	14	17	64	50	727	64	841	2314
Grand Total	180	34	121	335	50	2494	246	2790	60	22	33	115	72	1510	172	1754	4994
Apprch %	53.7	10.1	36.1		1.8	89.4	8.8		52.2	19.1	28.7		4.1	86.1	9.8		
Total %	3.6	0.7	2.4	6.7	1	49.9	4.9	55.9	1.2	0.4	0.7	2.3	1.4	30.2	3.4	35.1	

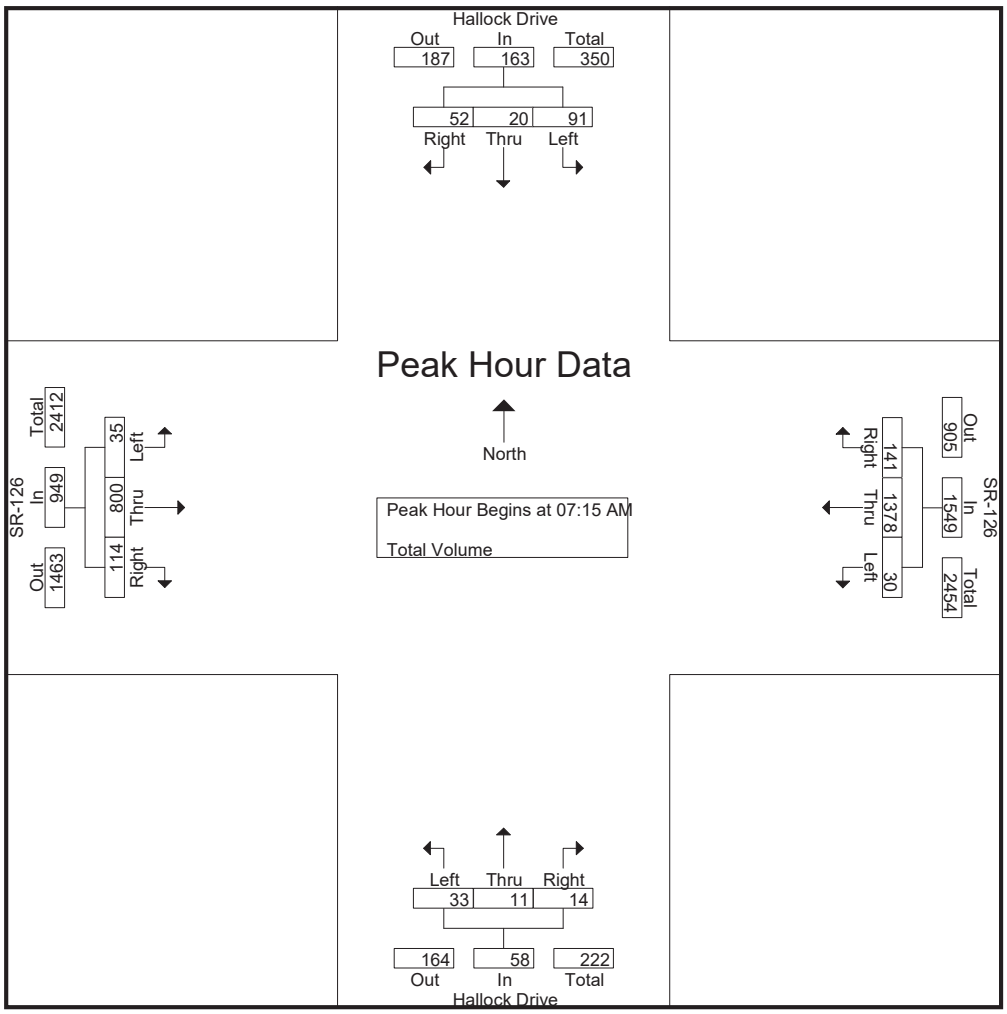
	Hallock Drive Southbound				SR-126 Westbound				Hallock Drive Northbound				SR-126 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	2	**20**	37	5	370	23	398	**11**	2	2	15	4	203	28	235	685
07:30 AM	19	5	15	39	3	**397**	41	**441**	11	3	3	**17**	4	**209**	22	235	**732**
07:45 AM	**29**	**11**	9	**49**	**12**	351	**49**	412	4	2	**5**	11	10	193	**40**	**243**	715
08:00 AM	28	2	8	38	10	260	28	298	7	**4**	4	15	**17**	195	24	236	587
Total Volume	91	20	52	163	30	1378	141	1549	33	11	14	58	35	800	114	949	2719
% App. Total	55.8	12.3	31.9		1.9	89	9.1		56.9	19	24.1		3.7	84.3	12		
PHF	.784	.455	.650	.832	.625	.868	.719	.878	.750	.688	.700	.853	.515	.957	.713	.976	.929

34

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Hallock Drive
E/W: SR-126
Weather: Clear

File Name : STPHL126AM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	**33**	2	15	**50**	5	370	23	398	7	4	4	15	4	203	28	235
+15 mins.	15	2	**20**	37	3	**397**	41	**441**	**9**	1	2	12	4	**209**	22	235
+30 mins.	19	5	15	39	**12**	351	**49**	412	9	4	**7**	**20**	10	193	**40**	**243**
+45 mins.	29	**11**	9	49	10	260	28	298	8	**5**	4	17	**17**	195	24	236
Total Volume	96	20	59	175	30	1378	141	1549	33	14	17	64	35	800	114	949
% App. Total	54.9	11.4	33.7		1.9	89	9.1		51.6	21.9	26.6		3.7	84.3	12	
PHF	.727	.455	.738	.875	.625	.868	.719	.878	.917	.700	.607	.800	.515	.957	.713	.976

34

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Hallock Drive
E/W: SR-126
Weather: Clear

File Name : STPHL126PM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 1

Groups Printed- Total Volume

	Hallock Drive Southbound				SR-126 Westbound				Hallock Drive Northbound				SR-126 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	2	15	63	2	221	38	261	28	10	14	52	16	346	22	384	760
04:15 PM	32	4	23	59	4	241	38	283	10	6	18	34	12	347	16	375	751
04:30 PM	33	3	20	56	5	256	56	317	46	15	25	86	19	324	17	360	819
04:45 PM	35	2	20	57	3	265	56	324	24	8	20	52	20	329	15	364	797
Total	146	11	78	235	14	983	188	1185	108	39	77	224	67	1346	70	1483	3127
05:00 PM	41	3	16	60	1	227	42	270	26	15	14	55	15	338	14	367	752
05:15 PM	30	2	15	47	0	234	50	284	12	4	11	27	11	374	11	396	754
05:30 PM	25	0	17	42	0	221	40	261	15	7	7	29	23	399	7	429	761
05:45 PM	24	1	6	31	2	238	39	279	7	4	6	17	11	334	8	353	680
Total	120	6	54	180	3	920	171	1094	60	30	38	128	60	1445	40	1545	2947
Grand Total	266	17	132	415	17	1903	359	2279	168	69	115	352	127	2791	110	3028	6074
Apprch %	64.1	4.1	31.8		0.7	83.5	15.8		47.7	19.6	32.7		4.2	92.2	3.6		
Total %	4.4	0.3	2.2	6.8	0.3	31.3	5.9	37.5	2.8	1.1	1.9	5.8	2.1	45.9	1.8	49.9	

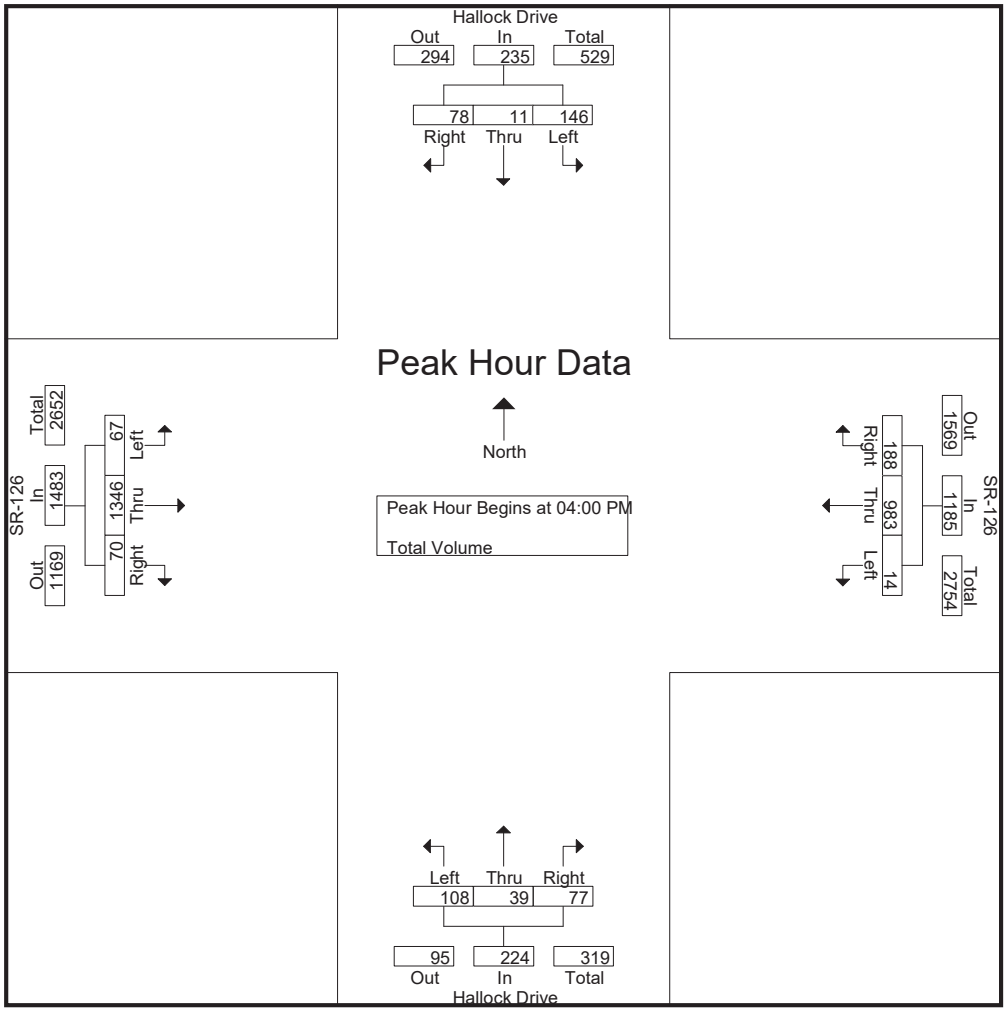
	Hallock Drive Southbound				SR-126 Westbound				Hallock Drive Northbound				SR-126 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**46**	2	15	**63**	2	221	38	261	28	10	14	52	16	346	**22**	**384**	760
04:15 PM	32	**4**	**23**	59	4	241	38	283	10	6	18	34	12	**347**	16	375	751
04:30 PM	33	3	20	56	**5**	256	**56**	317	**46**	**15**	**25**	**86**	19	324	17	360	**819**
04:45 PM	35	2	20	57	3	**265**	56	**324**	24	8	20	52	**20**	329	15	364	797
Total Volume	146	11	78	235	14	983	188	1185	108	39	77	224	67	1346	70	1483	3127
% App. Total	62.1	4.7	33.2		1.2	83	15.9		48.2	17.4	34.4		4.5	90.8	4.7		
PHF	.793	.688	.848	.933	.700	.927	.839	.914	.587	.650	.770	.651	.838	.970	.795	.965	.955

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Santa Paula
N/S: Hallock Drive
E/W: SR-126
Weather: Clear

File Name : STPHL126PM
Site Code : 99916055
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:45 PM			
+0 mins.	**46**	2	15	**63**	**5**	256	**56**	317	10	6	18	34	20	329	**15**	364
+15 mins.	32	**4**	**23**	59	3	**265**	56	**324**	**46**	**15**	**25**	**86**	15	338	14	367
+30 mins.	33	3	20	56	1	227	42	270	24	8	20	52	11	374	11	396
+45 mins.	35	2	20	57	0	234	50	284	26	15	14	55	**23**	**399**	7	**429**
Total Volume	146	11	78	235	9	982	204	1195	106	44	77	227	69	1440	47	1556
% App. Total	62.1	4.7	33.2		0.8	82.2	17.1		46.7	19.4	33.9		4.4	92.5	3	
PHF	.793	.688	.848	.933	.450	.926	.911	.922	.576	.733	.770	.660	.750	.902	.783	.907

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Location: Santa Paula
N/S: Hallock Drive
E/W: SR-126

Date: 2/2/2016
Day: Tuesday

PEDESTRIANS

	North Leg Hallock Drive	East Leg #VALUE!	South Leg Hallock Drive	West Leg SR-126	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Hallock Drive	East Leg #VALUE!	South Leg Hallock Drive	West Leg SR-126	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

34

Location: Santa Paula
N/S: Hallock Drive
E/W: SR-126

Date: 2/2/2016
Day: Tuesday

BICYCLES

	North Leg Hallock Drive	East Leg #VALUE!	South Leg Hallock Drive	West Leg SR-126	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Hallock Drive	East Leg #VALUE!	South Leg Hallock Drive	West Leg SR-126	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Appendix D

Existing Peak Hour Intersection LOS Worksheets

Existing AM
1: Briggs Road & Telegraph Road

6/23/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	70	45	95	202	58	56	41	42	28	66	16
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	7	85	55	120	256	73	84	61	63	35	84	20
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.82	0.82	0.82	0.79	0.79	0.79	0.67	0.67	0.67	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	456	382	247	608	504	144	271	139	109	201	275	56
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1047	1058	684	1244	1395	398	489	616	480	258	1216	248
Grp Volume(v), veh/h	7	0	140	120	0	329	208	0	0	139	0	0
Grp Sat Flow(s),veh/h/ln	1047	0	1742	1244	0	1793	1586	0	0	1721	0	0
Q Serve(g_s), s	0.2	0.0	1.8	2.3	0.0	4.5	1.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	1.8	4.1	0.0	4.5	3.5	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.22	0.40		0.30	0.25		0.14
Lane Grp Cap(c), veh/h	456	0	629	608	0	647	519	0	0	532	0	0
V/C Ratio(X)	0.02	0.00	0.22	0.20	0.00	0.51	0.40	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	975	0	1493	1225	0	1536	1375	0	0	1455	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	0.0	7.0	8.4	0.0	7.9	10.7	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.2	0.0	0.9	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.8	0.0	2.4	1.6	0.0	0.0	1.0	0.0	0.0
LnGrp Delay(d),s/veh	9.7	0.0	7.2	8.6	0.0	8.8	11.2	0.0	0.0	10.5	0.0	0.0
LnGrp LOS	A		A	A		A	B			B		
Approach Vol, veh/h		147			449			208			139	
Approach Delay, s/veh		7.4			8.7			11.2			10.5	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		18.4		13.1		18.4		13.1
Change Period (Y+Rc), s		7.0		6.0		7.0		6.0
Max Green Setting (Gmax), s		27.0		25.0		27.0		25.0
Max Q Clear Time (g_c+I1), s		6.7		4.0		6.5		5.5
Green Ext Time (p_c), s		4.7		2.1		4.7		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Existing AM
2: Briggs Road & SR-126 WB Ramps

6/23/2016

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	26	79	70	29	115	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	83	83	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	114	84	35	151	97

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	502	102	0	0	119	0
Stage 1	102	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	529	953	-	-	1469	-
Stage 1	922	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	471	953	-	-	1469	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	4.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	760	1469	-
HCM Lane V/C Ratio	-	-	0.2	0.103	-
HCM Control Delay (s)	-	-	10.9	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.3	-

Existing AM
3: Briggs Road & SR-126 EB Ramps

6/23/2016

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	64	50	19	37	43	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	67	67	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	71	28	55	58	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	207	95	132	0	-	0
Stage 1	95	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	781	962	1453	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	765	962	1453	-	-	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	2.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1453	-	840	-	-
HCM Lane V/C Ratio	0.02	-	0.194	-	-
HCM Control Delay (s)	7.5	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Existing AM
4: Peck Road & Foothill Road

6/23/2016

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	2	63	24	19	143	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	79	79	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	97	30	24	170	18

Major/Minor	Major1		Minor2		Major2	
Conflicting Flow All	0	0	52	449	100	-
Stage 1	-	-	0	349	-	-
Stage 2	-	-	52	100	-	-
Critical Hdwy	-	-	6.42	6.52	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	2.218	-
Pot Cap-1 Maneuver	-	-	957	505	1493	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	970	812	-	-
Platoon blocked, %	-	-				-
Mov Cap-1 Maneuver	-	-	848	0	1493	-
Mov Cap-2 Maneuver	-	-	848	0	-	-
Stage 1	-	-	-	0	-	-
Stage 2	-	-	970	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.5	7
HCM LOS		A	

Minor Lane/Major Mvmt	NBL	NBR	EBT	EBR	WBLn1
Capacity (veh/h)	1493	-	-	-	848
HCM Lane V/C Ratio	0.114	-	-	-	0.064
HCM Control Delay (s)	7.7	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2

Existing AM
5: Peck Road & Santa Paula Street

6/23/2016

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	108	107	108	0	3	32	8	0	61	50	15
Peak Hour Factor	0.92	0.78	0.78	0.78	0.92	0.72	0.72	0.72	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	138	137	138	0	4	44	11	0	68	56	17
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.9	9	10
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	48%	33%	9%	0%	7%
Vol Thru, %	40%	33%	91%	0%	36%
Vol Right, %	12%	33%	0%	100%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	323	35	8	135
LT Vol	61	108	3	0	9
Through Vol	50	107	32	0	48
RT Vol	15	108	0	8	78
Lane Flow Rate	140	414	49	11	193
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.214	0.554	0.081	0.016	0.271
Departure Headway (Hd)	5.494	4.921	5.973	5.219	5.063
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	657	737	601	687	712
Service Time	3.503	2.921	3.695	2.941	3.073
HCM Lane V/C Ratio	0.213	0.562	0.082	0.016	0.271
HCM Control Delay	10	13.9	9.2	8	9.9
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.8	3.4	0.3	0	1.1

Existing AM
5: Peck Road & Santa Paula Street

6/23/2016

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	9	48	78
Peak Hour Factor	0.92	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	69	111
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.9
HCM LOS	A

Lane

Existing AM
6: Peck Road & Santa Barbara Street

6/23/2016

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	43	6	124	36	2	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	53	53	69	69	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	11	180	52	2	202

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	414	206	0	0	232	0
Stage 1	206	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	595	835	-	-	1336	-
Stage 1	829	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	593	835	-	-	1336	-
Mov Cap-2 Maneuver	593	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	825	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	1336	-
HCM Lane V/C Ratio	-	-	0.15	0.002	-
HCM Control Delay (s)	-	-	11.9	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Existing AM
7: Peck Road & West Main Street

6/23/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	215	74	186	126	43	253
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	265	91	266	180	53	312
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.81	0.81	0.70	0.70	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	486	433	858	729	515	858
Arrive On Green	0.27	0.27	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1774	1583	1863	1583	940	1863
Grp Volume(v), veh/h	265	91	266	180	53	312
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	940	1863
Q Serve(g_s), s	5.5	1.9	3.9	3.0	1.6	4.7
Cycle Q Clear(g_c), s	5.5	1.9	3.9	3.0	5.5	4.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	486	433	858	729	515	858
V/C Ratio(X)	0.55	0.21	0.31	0.25	0.10	0.36
Avail Cap(c_a), veh/h	1108	989	1357	1153	767	1357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	12.1	7.3	7.1	9.1	7.6
Incr Delay (d2), s/veh	0.4	0.1	0.2	0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.8	2.0	1.3	0.4	2.4
LnGrp Delay(d),s/veh	13.8	12.2	7.5	7.2	9.1	7.8
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	356		446			365
Approach Delay, s/veh	13.4		7.4			8.0
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.8		25.4				25.4
Change Period (Y+Rc), s		6.0		5.5				5.5
Max Green Setting (Gmax), s		27.0		31.5				31.5
Max Q Clear Time (g_c+I1), s		7.5		5.9				7.5
Green Ext Time (p_c), s		0.5		3.7				3.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Existing AM
8: Peck Road & Telegraph Road/Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	136	80	189	183	96	42	127	149	65	300	103
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	113	172	101	228	220	116	58	174	204	76	353	121
Adj No. of Lanes	1	2	0	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.79	0.79	0.79	0.83	0.83	0.83	0.73	0.73	0.73	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	399	223	274	491	417	253	677	576	429	483	165
Arrive On Green	0.08	0.18	0.18	0.15	0.26	0.26	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1774	2192	1225	1774	1863	1583	916	1863	1583	1001	1327	455
Grp Volume(v), veh/h	113	137	136	228	220	116	58	174	204	76	0	474
Grp Sat Flow(s),veh/h/ln	1774	1770	1647	1774	1863	1583	916	1863	1583	1001	0	1782
Q Serve(g_s), s	3.4	3.8	4.0	6.9	5.4	3.2	3.2	3.6	5.2	3.2	0.0	12.7
Cycle Q Clear(g_c), s	3.4	3.8	4.0	6.9	5.4	3.2	15.9	3.6	5.2	6.8	0.0	12.7
Prop In Lane	1.00		0.74	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	145	322	299	274	491	417	253	677	576	429	0	648
V/C Ratio(X)	0.78	0.43	0.45	0.83	0.45	0.28	0.23	0.26	0.35	0.18	0.00	0.73
Avail Cap(c_a), veh/h	290	708	659	274	745	633	303	779	662	502	0	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	20.0	20.1	22.6	16.9	16.1	22.1	12.3	12.8	14.7	0.0	15.2
Incr Delay (d2), s/veh	3.4	0.3	0.4	18.6	0.5	0.3	0.2	0.1	0.1	0.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	1.8	4.8	2.8	1.4	0.8	1.9	2.3	0.9	0.0	6.6
LnGrp Delay(d),s/veh	28.1	20.3	20.5	41.2	17.4	16.4	22.2	12.4	12.9	14.8	0.0	17.7
LnGrp LOS	C	C	C	D	B	B	C	B	B	B		B
Approach Vol, veh/h		386			564			436			550	
Approach Delay, s/veh		22.6			26.8			13.9			17.3	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	19.5		26.0	14.0	15.0		26.0
Change Period (Y+Rc), s	5.0	5.0		6.0	5.5	5.0		* 6
Max Green Setting (Gmax), s	9.3	22.0		23.0	8.5	22.0		* 24
Max Q Clear Time (g_c+I1), s	5.4	7.4		17.9	8.9	6.0		14.7
Green Ext Time (p_c), s	0.0	2.2		2.0	0.0	2.2		3.0

Intersection Summary		
HCM 2010 Ctrl Delay		20.4
HCM 2010 LOS		C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing AM
9: Faulkner Road & SR-126 WB Ramps

6/23/2016

Intersection	
Intersection Delay, s/veh	21.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	20	11	0	425	23	26	0	17	11	114	0	11	7	0
Peak Hour Factor	0.92	0.78	0.76	0.78	0.92	0.88	0.88	0.88	0.92	0.77	0.77	0.77	0.92	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	14	0	483	26	30	0	22	14	148	0	15	9	0
Number of Lanes	0	0	2	0	0	0	1	1	0	1	2	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	9.2	26.8	10.3	9.7
HCM LOS	A	D	B	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	95%	0%	100%	0%	0%
Vol Thru, %	0%	100%	3%	100%	38%	5%	0%	0%	100%	100%
Vol Right, %	0%	0%	97%	0%	62%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	7	118	13	18	448	26	11	4	4
LT Vol	17	0	0	0	0	425	0	11	0	0
Through Vol	0	7	4	13	7	23	0	0	4	4
RT Vol	0	0	114	0	11	0	26	0	0	0
Lane Flow Rate	22	10	153	18	23	509	30	15	5	5
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.043	0.017	0.246	0.031	0.038	0.804	0.037	0.03	0.009	0.007
Departure Headway (Hd)	7.003	6.495	5.806	6.458	6.019	5.79	4.617	7.391	6.881	5.114
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	514	554	622	557	597	631	780	487	523	703
Service Time	4.706	4.198	3.509	4.169	3.731	3.49	2.317	5.1	4.59	2.823
HCM Lane V/C Ratio	0.043	0.018	0.246	0.032	0.039	0.807	0.038	0.031	0.01	0.007
HCM Control Delay	10	9.3	10.4	9.4	9	27.9	7.5	10.3	9.7	7.9
HCM Lane LOS	A	A	B	A	A	D	A	B	A	A
HCM 95th-tile Q	0.1	0.1	1	0.1	0.1	8.1	0.1	0.1	0	0

Existing AM
10: Peck Road & SR-126 EB Ramps/Acacia Way

6/23/2016

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	183	17	15	0	8	4	90	0	10	13	4	0	38	50	106
Peak Hour Factor	0.92	0.85	0.85	0.85	0.92	0.62	0.62	0.62	0.92	0.61	0.61	0.61	0.92	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	215	20	18	0	13	6	145	0	16	21	7	0	46	61	129
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11.6	8.8	8.8	10
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	37%	96%	0%	80%	0%	20%
Vol Thru, %	48%	4%	36%	20%	2%	26%
Vol Right, %	15%	0%	64%	0%	98%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	192	24	10	92	194
LT Vol	10	183	0	8	0	38
Through Vol	13	9	9	2	2	50
RT Vol	4	0	15	0	90	106
Lane Flow Rate	44	225	28	16	148	237
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.065	0.367	0.038	0.027	0.199	0.314
Departure Headway (Hd)	5.317	5.857	4.924	5.92	4.823	4.774
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	666	611	720	600	736	748
Service Time	3.412	3.639	2.705	3.707	2.61	2.837
HCM Lane V/C Ratio	0.066	0.368	0.039	0.027	0.201	0.317
HCM Control Delay	8.8	12	7.9	8.9	8.8	10
HCM Lane LOS	A	B	A	A	A	A
HCM 95th-tile Q	0.2	1.7	0.1	0.1	0.7	1.3

Existing AM
11: Steckel Drive & Main Street

6/23/2016

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	16	187	46	0	111	168	16	0	45	52	88	0	39	62	45
Peak Hour Factor	0.92	0.77	0.77	0.77	0.92	0.72	0.72	0.72	0.92	0.58	0.58	0.58	0.92	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	243	60	0	154	233	22	0	78	90	152	0	56	89	64
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	13.2	16.3	13.2	15.8
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	46%	0%	15%	0%	57%	0%	27%
Vol Thru, %	54%	0%	85%	67%	43%	84%	42%
Vol Right, %	0%	100%	0%	33%	0%	16%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	88	110	140	195	100	146
LT Vol	45	0	16	0	111	0	39
Through Vol	52	0	94	94	84	84	62
RT Vol	0	88	0	46	0	16	45
Lane Flow Rate	167	152	142	181	271	139	209
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.35	0.278	0.286	0.349	0.548	0.265	0.426
Departure Headway (Hd)	7.541	6.587	7.246	6.934	7.278	6.871	7.36
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	477	545	496	518	496	522	488
Service Time	5.288	4.334	4.994	4.682	5.022	4.616	5.412
HCM Lane V/C Ratio	0.35	0.279	0.286	0.349	0.546	0.266	0.428
HCM Control Delay	14.3	11.9	12.9	13.4	18.5	12.1	15.8
HCM Lane LOS	B	B	B	B	C	B	C
HCM 95th-tile Q	1.6	1.1	1.2	1.6	3.3	1.1	2.1

Existing AM
12: Steckel Drive & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	314	9	31	330	196	33	39	62	115	23	57
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	72	419	12	47	500	297	52	62	98	162	32	80
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.75	0.75	0.75	0.66	0.66	0.66	0.63	0.63	0.63	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	408	1752	50	585	1068	632	178	173	209	355	78	121
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	679	3514	100	953	2141	1268	257	638	769	797	286	447
Grp Volume(v), veh/h	72	211	220	47	413	384	212	0	0	274	0	0
Grp Sat Flow(s),veh/h/ln	679	1770	1845	953	1770	1639	1664	0	0	1529	0	0
Q Serve(g_s), s	3.2	2.8	2.8	1.2	6.3	6.3	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	9.6	2.8	2.8	4.0	6.3	6.3	4.2	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.77	0.25		0.46	0.59		0.29
Lane Grp Cap(c), veh/h	408	882	920	585	882	817	560	0	0	554	0	0
V/C Ratio(X)	0.18	0.24	0.24	0.08	0.47	0.47	0.38	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	489	1091	1138	697	1091	1011	1457	0	0	1340	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	5.9	5.9	7.0	6.8	6.8	12.5	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.1	0.6	0.6	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.4	1.5	0.3	3.1	2.9	2.1	0.0	0.0	2.8	0.0	0.0
LnGrp Delay(d),s/veh	10.2	6.1	6.1	7.1	7.3	7.4	12.9	0.0	0.0	13.7	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B			B		
Approach Vol, veh/h		503			844			212			274	
Approach Delay, s/veh		6.7			7.3			12.9			13.7	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.6		15.7		25.6		15.7
Change Period (Y+Rc), s		5.0		4.5		5.0		4.5
Max Green Setting (Gmax), s		25.5		35.0		25.5		35.0
Max Q Clear Time (g_c+I1), s		11.6		6.2		8.3		7.9
Green Ext Time (p_c), s		9.1		3.4		10.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		8.8
HCM 2010 LOS		A

Existing AM
13: Palm Avenue & Santa Paula Street

6/23/2016

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	2	234	82	0	87	261	14	0	52	23	91	0	17	65	6
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.87	0.87	0.87	0.92	0.72	0.72	0.72	0.92	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	292	102	0	100	300	16	0	72	32	126	0	26	100	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.7	21	13.8	12.4
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	1%	24%	19%
Vol Thru, %	14%	74%	72%	74%
Vol Right, %	55%	26%	4%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	318	362	88
LT Vol	52	2	87	17
Through Vol	23	234	261	65
RT Vol	91	82	14	6
Lane Flow Rate	231	398	416	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.409	0.641	0.686	0.26
Departure Headway (Hd)	6.382	5.809	5.936	6.917
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	563	620	607	517
Service Time	4.436	3.857	3.984	4.98
HCM Lane V/C Ratio	0.41	0.642	0.685	0.261
HCM Control Delay	13.8	18.7	21	12.4
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	2	4.6	5.3	1

Existing AM
14: Palm Avenue & Santa Barbara Street

6/23/2016

Intersection	
Intersection Delay, s/veh	25.9
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	9	101	68	0	120	85	28	0	39	135	63	0	49	182	6
Peak Hour Factor	0.92	0.69	0.69	0.69	0.92	0.59	0.59	0.59	0.92	0.65	0.65	0.65	0.92	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	146	99	0	203	144	47	0	60	208	97	0	62	230	8
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.9	32.4	26.9	22.3
HCM LOS	C	D	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	5%	52%	21%
Vol Thru, %	57%	57%	36%	77%
Vol Right, %	27%	38%	12%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	237	178	233	237
LT Vol	39	9	120	49
Through Vol	135	101	85	182
RT Vol	63	68	28	6
Lane Flow Rate	365	258	395	300
Geometry Grp	1	1	1	1
Degree of Util (X)	0.723	0.537	0.789	0.623
Departure Headway (Hd)	7.243	7.496	7.189	7.582
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	503	485	502	480
Service Time	5.243	5.496	5.288	5.582
HCM Lane V/C Ratio	0.726	0.532	0.787	0.625
HCM Control Delay	26.9	18.9	32.4	22.3
HCM Lane LOS	D	C	D	C
HCM 95th-tile Q	5.8	3.1	7.2	4.2

Existing AM
15: Palm Avenue & East Main Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	257	92	123	158	14	56	196	0	24	317	31
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	51	347	124	184	236	21	84	293	0	27	360	35
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.74	0.74	0.74	0.67	0.67	0.67	0.67	0.67	0.67	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	571	856	728	464	775	69	399	565	0	99	483	45
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.30	0.30	0.00	0.30	0.30	0.30
Sat Flow, veh/h	1118	1863	1583	919	1686	150	985	1863	0	56	1591	149
Grp Volume(v), veh/h	51	347	124	184	0	257	84	293	0	422	0	0
Grp Sat Flow(s),veh/h/ln	1118	1863	1583	919	0	1836	985	1863	0	1796	0	0
Q Serve(g_s), s	1.4	5.7	2.1	7.7	0.0	4.1	0.0	6.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	5.5	5.7	2.1	13.5	0.0	4.1	4.3	6.0	0.0	9.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.00	0.06		0.08
Lane Grp Cap(c), veh/h	571	856	728	464	0	844	399	565	0	628	0	0
V/C Ratio(X)	0.09	0.41	0.17	0.40	0.00	0.30	0.21	0.52	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	682	1042	886	595	0	1106	693	1122	0	1152	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	8.3	7.4	12.8	0.0	7.9	12.8	13.4	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.2	0.6	0.0	0.2	0.1	0.3	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	1.0	2.0	0.0	2.1	0.9	3.1	0.0	4.9	0.0	0.0
LnGrp Delay(d),s/veh	9.8	9.0	7.6	13.4	0.0	8.1	12.8	13.6	0.0	15.1	0.0	0.0
LnGrp LOS	A	A	A	B		A	B	B		B		
Approach Vol, veh/h		522			441			377			422	
Approach Delay, s/veh		8.7			10.3			13.5			15.1	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.4		19.1		27.4		19.1
Change Period (Y+Rc), s		6.0		5.0		* 6		5.0
Max Green Setting (Gmax), s		26.0		28.0		* 28		28.0
Max Q Clear Time (g_c+I1), s		7.7		8.0		15.5		11.8
Green Ext Time (p_c), s		7.4		2.4		6.0		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing AM
16: Palm Avenue & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	108	326	131	196	417	75	103	222	87	54	378	135
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	135	408	164	297	632	114	123	264	104	58	406	145
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.80	0.80	0.80	0.66	0.66	0.66	0.84	0.84	0.84	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	1142	454	407	1383	249	204	490	193	337	504	180
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	712	2475	984	837	2997	540	853	1273	501	1010	1312	468
Grp Volume(v), veh/h	135	290	282	297	373	373	123	0	368	58	0	551
Grp Sat Flow(s),veh/h/ln	712	1770	1689	837	1770	1767	853	0	1774	1010	0	1780
Q Serve(g_s), s	10.4	6.9	7.0	23.0	9.3	9.4	7.1	0.0	10.5	3.1	0.0	17.9
Cycle Q Clear(g_c), s	19.8	6.9	7.0	30.0	9.3	9.4	25.0	0.0	10.5	13.5	0.0	17.9
Prop In Lane	1.00		0.58	1.00		0.31	1.00		0.28	1.00		0.26
Lane Grp Cap(c), veh/h	337	817	780	407	817	816	204	0	682	337	0	685
V/C Ratio(X)	0.40	0.36	0.36	0.73	0.46	0.46	0.60	0.00	0.54	0.17	0.00	0.80
Avail Cap(c_a), veh/h	337	817	780	407	817	816	204	0	682	337	0	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	11.3	11.3	21.0	11.9	11.9	29.8	0.0	15.5	20.8	0.0	17.8
Incr Delay (d2), s/veh	0.3	0.1	0.1	5.7	0.1	0.1	3.6	0.0	0.5	0.1	0.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.3	3.2	5.9	4.6	4.6	2.4	0.0	5.2	0.9	0.0	10.0
LnGrp Delay(d),s/veh	19.0	11.4	11.4	26.8	12.1	12.1	33.4	0.0	16.0	20.9	0.0	24.3
LnGrp LOS	B	B	B	C	B	B	C		B	C		C
Approach Vol, veh/h		707			1043			491			609	
Approach Delay, s/veh		12.8			16.3			20.4			24.0	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		30.0		35.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		30.0		25.0		30.0		25.0
Max Q Clear Time (g_c+I1), s		21.8		27.0		32.0		19.9
Green Ext Time (p_c), s		4.1		0.0		0.0		1.9

Intersection Summary		
HCM 2010 Ctrl Delay		17.8
HCM 2010 LOS		B

Existing AM
17: Palm Avenue & SR-126 WB Ramps

6/23/2016

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	19	0	149	33	298	0	0	206	540
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	81	81	81	82	82	82	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	23	0	184	40	363	0	0	242	635

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1004	1322	363	878	0	0	363	0	0
Stage 1	444	444	-	-	-	-	-	-	-
Stage 2	560	878	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	268	156	682	769	-	-	1196	-	-
Stage 1	646	575	-	-	-	-	-	-	-
Stage 2	572	366	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	251	0	682	769	-	-	1196	-	-
Mov Cap-2 Maneuver	251	0	-	-	-	-	-	-	-
Stage 1	604	0	-	-	-	-	-	-	-
Stage 2	572	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	769	-	-	251	682	1196	-	-
HCM Lane V/C Ratio	0.052	-	-	0.093	0.27	-	-	-
HCM Control Delay (s)	9.9	0	-	20.8	12.2	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	1.1	0	-	-

Existing AM
18: Palm Avenue & SR-126 EB Ramps

6/23/2016

Intersection	
Int Delay, s/veh	15.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	252	0	41	0	0	0	0	36	59	163	76	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	92	92	58	58	58	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	280	0	46	0	0	0	0	62	102	206	96	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	622	673	96				96	0	0	164	0	0
Stage 1	509	509	-				-	-	-	-	-	-
Stage 2	113	164	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	450	377	960				1498	-	-	1414	-	-
Stage 1	604	538	-				-	-	-	-	-	-
Stage 2	912	762	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	381	0	960				1498	-	-	1414	-	-
Mov Cap-2 Maneuver	381	0	-				-	-	-	-	-	-
Stage 1	511	0	-				-	-	-	-	-	-
Stage 2	912	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.6	0	5.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	381	960	1414	-	-
HCM Lane V/C Ratio	-	-	-	0.735	0.047	0.146	-	-
HCM Control Delay (s)	0	-	-	36.5	8.9	8	0	-
HCM Lane LOS	A	-	-	E	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	5.7	0.1	0.5	-	-

Existing AM
19: Palm Avenue & Frontage Road

6/23/2016

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	54	12	19	9	0	35	0	6	1	61	7	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	68	68	68	58	58	58	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	21	34	13	0	51	0	10	2	78	9	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	234	209	40	235	239	11	72	0	0	12	0	0
Stage 1	197	197	-	11	11	-	-	-	-	-	-	-
Stage 2	37	12	-	224	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	721	688	1031	720	662	1070	1528	-	-	1607	-	-
Stage 1	805	738	-	1010	886	-	-	-	-	-	-	-
Stage 2	978	886	-	779	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	660	653	1031	653	628	1070	1528	-	-	1607	-	-
Mov Cap-2 Maneuver	660	653	-	653	628	-	-	-	-	-	-	-
Stage 1	805	700	-	1010	886	-	-	-	-	-	-	-
Stage 2	931	886	-	693	679	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	9.1	0	3.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1528	-	-	717	946	1607	-	-
HCM Lane V/C Ratio	-	-	-	0.212	0.068	0.049	-	-
HCM Control Delay (s)	0	-	-	11.4	9.1	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.2	0.2	-	-

Existing AM
20: 8th Street & East Main Street

6/23/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	227	38	28	121	15	21	91	18	34	162	67
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	113	334	56	32	139	17	29	126	25	46	219	91
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.68	0.68	0.68	0.87	0.87	0.87	0.72	0.72	0.72	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	710	807	189	704	78	344	452	90	473	374	156
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	308	1394	1583	160	1382	153	1065	1510	300	1231	1251	520
Grp Volume(v), veh/h	447	0	56	188	0	0	29	0	151	46	0	310
Grp Sat Flow(s),veh/h/ln	1702	0	1583	1695	0	0	1065	0	1810	1231	0	1771
Q Serve(g_s), s	1.1	0.0	0.7	0.0	0.0	0.0	0.9	0.0	2.5	1.2	0.0	5.8
Cycle Q Clear(g_c), s	6.2	0.0	0.7	2.2	0.0	0.0	6.8	0.0	2.5	3.7	0.0	5.8
Prop In Lane	0.25		1.00	0.17		0.09	1.00		0.17	1.00		0.29
Lane Grp Cap(c), veh/h	982	0	807	971	0	0	344	0	542	473	0	530
V/C Ratio(X)	0.45	0.00	0.07	0.19	0.00	0.00	0.08	0.00	0.28	0.10	0.00	0.58
Avail Cap(c_a), veh/h	1150	0	968	1113	0	0	541	0	876	701	0	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.2	0.0	4.9	5.3	0.0	0.0	14.6	0.0	10.5	11.9	0.0	11.7
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.3	1.1	0.0	0.0	0.3	0.0	1.3	0.4	0.0	3.1
LnGrp Delay(d),s/veh	6.5	0.0	4.9	5.4	0.0	0.0	14.7	0.0	10.9	12.0	0.0	13.1
LnGrp LOS	A		A	A			B		B	B		B
Approach Vol, veh/h		503			188			180			356	
Approach Delay, s/veh		6.4			5.4			11.5			13.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.0		15.2		24.0		15.2
Change Period (Y+Rc), s		* 4		3.5		4.0		3.5
Max Green Setting (Gmax), s		* 24		19.0		23.5		19.0
Max Q Clear Time (g_c+I1), s		8.2		8.8		4.2		7.8
Green Ext Time (p_c), s		3.9		3.0		4.2		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing AM
21: 8th Street & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	307	31	2	449	37	23	64	14	44	32	133
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	9	445	45	3	607	50	37	102	22	66	48	199
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.69	0.69	0.69	0.74	0.74	0.74	0.63	0.63	0.63	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	1656	167	581	1688	139	168	274	51	316	190	355
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	773	3248	327	903	3312	272	224	1223	229	737	849	1583
Grp Volume(v), veh/h	9	242	248	3	324	333	161	0	0	114	0	199
Grp Sat Flow(s),veh/h/ln	773	1770	1805	903	1770	1815	1676	0	0	1587	0	1583
Q Serve(g_s), s	0.3	2.9	2.9	0.1	4.1	4.1	0.0	0.0	0.0	0.0	0.0	4.2
Cycle Q Clear(g_c), s	4.4	2.9	2.9	3.0	4.1	4.1	2.8	0.0	0.0	1.9	0.0	4.2
Prop In Lane	1.00		0.18	1.00		0.15	0.23		0.14	0.58		1.00
Lane Grp Cap(c), veh/h	501	902	920	581	902	925	494	0	0	507	0	355
V/C Ratio(X)	0.02	0.27	0.27	0.01	0.36	0.36	0.33	0.00	0.00	0.22	0.00	0.56
Avail Cap(c_a), veh/h	683	1318	1345	793	1318	1352	1278	0	0	1229	0	1137
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	5.2	5.2	6.1	5.5	5.5	12.4	0.0	0.0	12.1	0.0	12.9
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.0	0.5	0.5	0.4	0.0	0.0	0.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.5	1.5	0.0	2.1	2.2	1.4	0.0	0.0	1.0	0.0	2.0
LnGrp Delay(d),s/veh	6.9	5.6	5.6	6.1	6.0	6.0	12.8	0.0	0.0	12.3	0.0	14.3
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		499			660			161			313	
Approach Delay, s/veh		5.6			6.0			12.8			13.6	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.2		13.4		24.2		13.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		28.0		27.0		28.0		27.0
Max Q Clear Time (g_c+I1), s		6.1		4.8		6.4		6.2
Green Ext Time (p_c), s		12.9		2.3		12.8		2.3

Intersection Summary		
HCM 2010 Ctrl Delay		8.0
HCM 2010 LOS		A

Existing AM
22: Ojai Road & Virginia Terrace

06/01/2018

Intersection	
Int Delay, s/veh	14.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	0	26	0	0	0	32	432	1	0	615	151
Future Vol, veh/h	70	0	26	0	0	0	32	432	1	0	615	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	92	92	92	74	74	74	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	0	36	0	0	0	43	584	1	0	750	184

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1513	1513	842	1531	1605	585	934	0	0	585	0	0
Stage 1	842	842	-	671	671	-	-	-	-	-	-	-
Stage 2	671	671	-	860	934	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	98	120	364	96	105	511	733	-	-	990	-	-
Stage 1	359	380	-	446	455	-	-	-	-	-	-	-
Stage 2	446	455	-	351	345	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 94	113	364	83	99	511	733	-	-	990	-	-
Mov Cap-2 Maneuver	~ 94	113	-	83	99	-	-	-	-	-	-	-
Stage 1	338	380	-	420	428	-	-	-	-	-	-	-
Stage 2	420	428	-	317	345	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	187.6	0	0.7	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	733	-	-	118	-	990	-	-
HCM Lane V/C Ratio	0.059	-	-	1.114	-	-	-	-
HCM Control Delay (s)	10.2	-	-	187.6	0	0	-	-
HCM Lane LOS	B	-	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	7.9	-	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Existing AM
23: 10th Street & Santa Paula Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	110	58	47	25	128	7	10	538	18	0	687	124
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	143	75	61	40	206	11	13	690	23	0	870	157
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	1	0
Peak Hour Factor	0.77	0.77	0.77	0.62	0.62	0.62	0.78	0.78	0.78	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	101	69	108	345	17	62	1713	66	120	922	166
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	1.00	1.00	1.00	0.00	0.60	0.60
Sat Flow, veh/h	647	449	307	172	1532	76	0	2855	110	734	1537	277
Grp Volume(v), veh/h	279	0	0	257	0	0	375	0	351	0	0	1027
Grp Sat Flow(s),veh/h/ln	1403	0	0	1780	0	0	1289	0	1676	734	0	1814
Q Serve(g_s), s	3.8	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0	31.3
Cycle Q Clear(g_c), s	11.5	0.0	0.0	7.7	0.0	0.0	6.4	0.0	0.0	0.0	0.0	31.3
Prop In Lane	0.51		0.22	0.16		0.04	0.03		0.07	1.00		0.15
Lane Grp Cap(c), veh/h	406	0	0	470	0	0	0	0	1006	120	0	1088
V/C Ratio(X)	0.69	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.94
Avail Cap(c_a), veh/h	406	0	0	470	0	0	0	0	1006	120	0	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.85	0.00	0.85	0.00	0.00	0.68
Uniform Delay (d), s/veh	22.4	0.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1
Incr Delay (d2), s/veh	4.8	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.8	0.0	0.0	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	19.2
LnGrp Delay(d),s/veh	27.1	0.0	0.0	22.3	0.0	0.0	0.0	0.0	0.8	0.0	0.0	23.7
LnGrp LOS	C			C					A			C
Approach Vol, veh/h		279			257			726			1027	
Approach Delay, s/veh		27.1			22.3			0.4			23.7	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.0		18.0		42.0		18.0
Change Period (Y+Rc), s		6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s		27.0		13.5		36.0		13.5
Max Q Clear Time (g_c+I1), s		33.3		13.5		8.4		9.7
Green Ext Time (p_c), s		0.0		0.0		25.3		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Existing AM
24: 10th Street & Santa Barbara Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	102	91	33	52	115	27	16	466	2	24	680	67
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	129	115	42	80	177	42	20	575	2	26	723	71
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.79	0.79	0.79	0.65	0.65	0.65	0.81	0.81	0.81	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	315	115	326	352	84	331	1129	4	627	1016	100
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	1.00	1.00	1.00	0.61	0.61	0.61
Sat Flow, veh/h	1157	1303	476	1225	1456	346	681	1855	6	833	1670	164
Grp Volume(v), veh/h	129	0	157	80	0	219	20	0	577	26	0	794
Grp Sat Flow(s),veh/h/ln	1157	0	1779	1225	0	1802	681	0	1862	833	0	1834
Q Serve(g_s), s	6.5	0.0	4.4	3.5	0.0	6.3	0.9	0.0	0.0	0.8	0.0	17.9
Cycle Q Clear(g_c), s	12.8	0.0	4.4	7.9	0.0	6.3	18.9	0.0	0.0	0.8	0.0	17.9
Prop In Lane	1.00		0.27	1.00		0.19	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	278	0	430	326	0	435	331	0	1132	627	0	1116
V/C Ratio(X)	0.46	0.00	0.37	0.25	0.00	0.50	0.06	0.00	0.51	0.04	0.00	0.71
Avail Cap(c_a), veh/h	278	0	430	326	0	435	331	0	1132	627	0	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.00	0.88	0.24	0.00	0.24
Uniform Delay (d), s/veh	25.2	0.0	18.9	22.2	0.0	19.6	4.6	0.0	0.0	4.8	0.0	8.1
Incr Delay (d2), s/veh	1.2	0.0	0.5	0.4	0.0	0.9	0.3	0.0	1.5	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.2	1.2	0.0	3.2	0.2	0.0	0.5	0.2	0.0	9.1
LnGrp Delay(d),s/veh	26.4	0.0	19.4	22.6	0.0	20.6	4.9	0.0	1.5	4.8	0.0	9.1
LnGrp LOS	C		B	C		C	A		A	A		A
Approach Vol, veh/h		286			299			597			820	
Approach Delay, s/veh		22.6			21.1			1.6			8.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.0		19.0		41.0		19.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		36.5		14.5		36.5		14.5
Max Q Clear Time (g_c+I1), s		20.9		9.9		19.9		14.8
Green Ext Time (p_c), s		11.0		1.3		11.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Existing AM
25: 10th Street & East Main Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	96	27	47	80	26	24	380	31	26	706	41
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	147	155	44	59	100	32	30	469	38	28	767	45
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.62	0.62	0.62	0.80	0.80	0.80	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	417	354	301	303	97	534	1051	85	669	1077	63
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1253	1863	1583	1179	1353	433	669	1701	138	889	1742	102
Grp Volume(v), veh/h	147	155	44	59	0	132	30	0	507	28	0	812
Grp Sat Flow(s),veh/h/ln	1253	1863	1583	1179	0	1786	669	0	1838	889	0	1845
Q Serve(g_s), s	6.7	4.2	1.3	2.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	4.2	1.3	6.9	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.07	1.00		0.06
Lane Grp Cap(c), veh/h	323	417	354	301	0	400	534	0	1136	669	0	1140
V/C Ratio(X)	0.46	0.37	0.12	0.20	0.00	0.33	0.06	0.00	0.45	0.04	0.00	0.71
Avail Cap(c_a), veh/h	387	512	435	361	0	491	534	0	1136	669	0	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.87	0.87	0.87	0.99	0.00	0.99	0.55	0.00	0.55	0.74	0.00	0.74
Uniform Delay (d), s/veh	23.9	19.7	18.6	22.6	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.5	0.1	0.3	0.0	0.5	0.1	0.0	0.7	0.1	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.2	0.6	0.9	0.0	1.9	0.0	0.0	0.2	0.0	0.0	0.9
LnGrp Delay(d),s/veh	24.8	20.2	18.7	23.0	0.0	20.0	0.1	0.0	0.7	0.1	0.0	2.8
LnGrp LOS	C	C	B	C		B	A		A	A		A
Approach Vol, veh/h		346			191			537			840	
Approach Delay, s/veh		22.0			20.9			0.7			2.7	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.1		17.9		42.1		17.9
Change Period (Y+Rc), s		5.0		4.5		5.0		4.5
Max Green Setting (Gmax), s		34.0		16.5		34.0		16.5
Max Q Clear Time (g_c+I1), s		2.0		8.9		2.0		12.4
Green Ext Time (p_c), s		17.5		1.6		17.5		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Existing AM
26: 10th Street & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	126	193	48	185	261	10	34	362	96	27	601	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	185	284	71	220	311	12	43	458	122	30	660	123
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	1	1	0
Peak Hour Factor	0.68	0.68	0.68	0.84	0.84	0.84	0.79	0.79	0.79	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	420	105	240	520	20	106	866	831	411	802	149
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.52	0.52	0.52	1.00	1.00	1.00
Sat Flow, veh/h	1052	1439	360	1022	1782	69	79	1650	1583	831	1528	285
Grp Volume(v), veh/h	185	0	355	220	0	323	501	0	122	30	0	783
Grp Sat Flow(s),veh/h/ln	1052	0	1799	1022	0	1851	1728	0	1583	831	0	1813
Q Serve(g_s), s	8.5	0.0	10.4	7.1	0.0	9.0	0.0	0.0	2.4	0.8	0.0	0.0
Cycle Q Clear(g_c), s	17.5	0.0	10.4	17.5	0.0	9.0	10.5	0.0	2.4	11.3	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.04	0.09		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	269	0	525	240	0	540	973	0	831	411	0	952
V/C Ratio(X)	0.69	0.00	0.68	0.92	0.00	0.60	0.52	0.00	0.15	0.07	0.00	0.82
Avail Cap(c_a), veh/h	269	0	525	240	0	540	973	0	831	411	0	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.98	0.00	0.98	0.99	0.00	0.99	1.00	0.00	1.00	0.73	0.00	0.73
Uniform Delay (d), s/veh	26.6	0.0	18.8	28.1	0.0	18.2	9.3	0.0	7.3	1.9	0.0	0.0
Incr Delay (d2), s/veh	7.0	0.0	3.4	36.1	0.0	1.8	1.9	0.0	0.4	0.3	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	5.6	6.0	0.0	4.8	5.8	0.0	1.1	0.2	0.0	1.6
LnGrp Delay(d),s/veh	33.5	0.0	22.1	64.2	0.0	20.0	11.2	0.0	7.7	2.1	0.0	5.9
LnGrp LOS	C		C	E		C	B		A	A		A
Approach Vol, veh/h		540			543			623			813	
Approach Delay, s/veh		26.0			37.9			10.5			5.8	
Approach LOS		C			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		23.0		37.0		23.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		31.5		17.5		31.5		17.5
Max Q Clear Time (g_c+I1), s		12.5		19.5		13.3		19.5
Green Ext Time (p_c), s		14.7		0.0		14.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Existing AM
27: 10th Street & SR-126 WB Ramps 6/23/2016

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	3	1	129	1	391	0	0	141	696
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	85	85	85	80	80	80	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	4	1	152	1	489	0	0	153	757

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1023	1401	489	910	0	0	489	0	0
Stage 1	491	491	-	-	-	-	-	-	-
Stage 2	532	910	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	261	140	579	748	-	-	1074	-	-
Stage 1	615	548	-	-	-	-	-	-	-
Stage 2	589	353	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	260	0	579	748	-	-	1074	-	-
Mov Cap-2 Maneuver	260	0	-	-	-	-	-	-	-
Stage 1	614	0	-	-	-	-	-	-	-
Stage 2	589	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	748	-	-	260	579	1074	-	-
HCM Lane V/C Ratio	0.002	-	-	0.014	0.262	-	-	-
HCM Control Delay (s)	9.8	0	-	19	13.4	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0	-	-

Existing AM
28: 10th Street & SR-126 EB Ramps 6/23/2016

Intersection	
Int Delay, s/veh	11.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	397	4	0	10	147	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	62	62	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	478	5	0	16	167	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	183	167	167	0	-	0
Stage 1	167	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	806	877	1411	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	806	877	1411	-	-	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1411	-	806	877	-	-
HCM Lane V/C Ratio	-	-	0.593	0.005	-	-
HCM Control Delay (s)	0	-	15.8	9.1	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	4	0	-	-

Existing AM
29: 10th Street & Frontage Road/126 EB-On-Ramp 6/23/2016

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	1	0	0	0	0	0	3	2	132	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	92	92	92	62	62	62	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	2	0	0	0	0	0	5	3	150	11	10

Major/Minor	Minor2			Major2		
Conflicting Flow All	316	316	16	0	0	0
Stage 1	316	316	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-
Pot Cap-1 Maneuver	677	600	1063	-	-	-
Stage 1	739	655	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	677	0	1063	-	-	-
Mov Cap-2 Maneuver	677	0	-	-	-	-
Stage 1	739	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT	SBR
Capacity (veh/h)	1063	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	8.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Existing AM
30: 12th Street & East Main Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	68	21	11	64	72	23	96	11	78	212	57
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	57	91	28	14	83	94	30	125	14	95	259	70
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.75	0.75	0.75	0.77	0.77	0.77	0.77	0.77	0.77	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	725	725	223	782	423	479	316	512	57	469	439	119
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1203	1368	421	1268	799	904	1047	1646	184	1245	1413	382
Grp Volume(v), veh/h	57	0	119	14	0	177	30	0	139	95	0	329
Grp Sat Flow(s),veh/h/ln	1203	0	1788	1268	0	1703	1047	0	1830	1245	0	1795
Q Serve(g_s), s	1.2	0.0	1.6	0.3	0.0	2.6	1.2	0.0	2.7	2.9	0.0	7.3
Cycle Q Clear(g_c), s	3.8	0.0	1.6	1.8	0.0	2.6	8.5	0.0	2.7	5.6	0.0	7.3
Prop In Lane	1.00		0.24	1.00		0.53	1.00		0.10	1.00		0.21
Lane Grp Cap(c), veh/h	725	0	948	782	0	903	316	0	569	469	0	558
V/C Ratio(X)	0.08	0.00	0.13	0.02	0.00	0.20	0.09	0.00	0.24	0.20	0.00	0.59
Avail Cap(c_a), veh/h	750	0	986	809	0	939	579	0	1028	782	0	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	0.0	5.6	6.0	0.0	5.8	17.3	0.0	12.1	14.2	0.0	13.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.1	0.2	0.0	0.3	0.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.8	0.1	0.0	1.2	0.3	0.0	1.4	1.0	0.0	3.8
LnGrp Delay(d),s/veh	6.9	0.0	5.6	6.1	0.0	5.9	17.5	0.0	12.4	14.5	0.0	15.1
LnGrp LOS	A		A	A		A	B		B	B		B
Approach Vol, veh/h		176			191			169			424	
Approach Delay, s/veh		6.0			5.9			13.3			15.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.0		18.2		29.0		18.2
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5
Max Green Setting (Gmax), s		26.0		26.5		26.0		26.5
Max Q Clear Time (g_c+I1), s		5.8		10.5		4.6		9.3
Green Ext Time (p_c), s		1.9		4.2		2.0		4.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Existing AM
31: 12th Street & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	70	113	20	86	6	98	29	19	4	71	208
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	83	83	135	23	98	7	104	31	20	5	89	260
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.94	0.94	0.94	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	613	615	522	584	615	522	485	136	63	123	146	411
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1284	1863	1583	1158	1863	1583	842	401	184	7	430	1209
Grp Volume(v), veh/h	83	83	135	23	98	7	155	0	0	354	0	0
Grp Sat Flow(s),veh/h/ln	1284	1863	1583	1158	1863	1583	1428	0	0	1647	0	0
Q Serve(g_s), s	1.5	0.9	1.9	0.4	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.9	1.9	1.4	1.1	0.1	2.0	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.67		0.13	0.01		0.73
Lane Grp Cap(c), veh/h	613	615	522	584	615	522	684	0	0	680	0	0
V/C Ratio(X)	0.14	0.14	0.26	0.04	0.16	0.01	0.23	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	1207	1475	1254	1119	1475	1254	1495	0	0	1801	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.1	7.1	7.4	7.6	7.2	6.8	7.2	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.3	0.0	0.1	0.0	0.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.9	0.1	0.6	0.0	0.9	0.0	0.0	2.5	0.0	0.0
LnGrp Delay(d),s/veh	8.2	7.2	7.7	7.6	7.3	6.8	7.4	0.0	0.0	8.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		301			128			155			354	
Approach Delay, s/veh		7.7			7.3			7.4			8.9	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.0		15.3		15.0		15.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		31.0		24.0		31.0
Max Q Clear Time (g_c+I1), s		4.6		7.5		3.4		4.0
Green Ext Time (p_c), s		1.7		3.0		1.8		3.1

Intersection Summary		
HCM 2010 Ctrl Delay		8.0
HCM 2010 LOS		A

Existing AM
32: Harvard Boulevard/Telegraph Road & East Main Street

6/23/2016

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	56	96	131	98	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Stop	-	None
Storage Length	0	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	77	77	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	67	125	170	115	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	125	0	-	0	183	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	4.12	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.218	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1462	-	-	-	798	925
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1462	-	-	-	791	925
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1462	-	-	-	791	925
HCM Lane V/C Ratio	0.008	-	-	-	0.146	0.022
HCM Control Delay (s)	7.5	-	-	-	10.3	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1

Existing AM
33: Hallock Drive & Telegraph Road 6/23/2016

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	21	114	0	14	9	0	0	198	0	8
Peak Hour Factor	0.92	0.92	0.86	0.86	0.92	0.82	0.82	0.92	0.92	0.78	0.92	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	24	133	0	17	11	0	0	254	0	10
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	8.3	8.7	11.4
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	8	21	114	14	9	0
LT Vol	198	0	0	0	14	0	0
Through Vol	0	0	21	0	0	9	0
RT Vol	0	8	0	114	0	0	0
Lane Flow Rate	254	10	24	133	17	11	0
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.386	0.012	0.036	0.17	0.028	0.017	0
Departure Headway (Hd)	5.473	4.271	5.331	4.625	5.958	5.453	5.334
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	657	838	673	777	601	657	0
Service Time	3.2	1.998	3.05	2.345	3.687	3.183	3.372
HCM Lane V/C Ratio	0.387	0.012	0.036	0.171	0.028	0.017	0
HCM Control Delay	11.6	7.1	8.2	8.3	8.9	8.3	8.4
HCM Lane LOS	B	A	A	A	A	A	N
HCM 95th-tile Q	1.8	0	0.1	0.6	0.1	0.1	0

Existing AM
33: Hallock Drive & Telegraph Road

6/23/2016

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	0
HCM LOS	-

Lane

Existing AM
34: Hallock Drive & SR126

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	800	114	30	1378	141	33	11	14	91	20	52
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	36	816	116	34	1566	0	39	13	16	110	24	63
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.88	0.88	0.88	0.85	0.85	0.85	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	1915	857	51	1911	855	296	111	137	300	272	231
Arrive On Green	0.03	0.54	0.54	0.03	0.54	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1305	761	937	1375	1863	1583
Grp Volume(v), veh/h	36	816	116	34	1566	0	39	0	29	110	24	63
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1305	0	1697	1375	1863	1583
Q Serve(g_s), s	1.2	8.2	2.2	1.1	21.8	0.0	1.6	0.0	0.9	4.5	0.7	2.1
Cycle Q Clear(g_c), s	1.2	8.2	2.2	1.1	21.8	0.0	2.3	0.0	0.9	5.4	0.7	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	53	1915	857	51	1911	855	296	0	247	300	272	231
V/C Ratio(X)	0.67	0.43	0.14	0.66	0.82	0.00	0.13	0.00	0.12	0.37	0.09	0.27
Avail Cap(c_a), veh/h	119	1915	857	175	1953	874	782	0	880	813	966	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	8.2	6.8	28.8	11.4	0.0	23.1	0.0	22.2	24.5	22.1	22.7
Incr Delay (d2), s/veh	19.0	0.7	0.3	5.4	4.1	0.0	0.3	0.0	0.3	1.1	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.2	1.0	0.6	11.5	0.0	0.6	0.0	0.4	1.8	0.4	1.0
LnGrp Delay(d),s/veh	47.7	8.9	7.1	34.1	15.4	0.0	23.4	0.0	22.5	25.6	22.3	23.6
LnGrp LOS	D	A	A	C	B		C		C	C	C	C
Approach Vol, veh/h		968			1600			68			197	
Approach Delay, s/veh		10.1			15.8			23.0			24.6	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	39.9		13.7	6.3	39.8		13.7
Change Period (Y+Rc), s	4.5	7.5		5.0	4.5	7.5		5.0
Max Green Setting (Gmax), s	5.3	31.1		31.0	4.0	33.0		31.0
Max Q Clear Time (g_c+I1), s	3.1	10.2		4.3	3.2	23.8		7.4
Green Ext Time (p_c), s	0.0	20.8		1.5	0.0	8.4		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Existing PM
1: Briggs Road & Telegraph Road

6/23/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	274	38	73	146	14	45	52	79	20	29	6
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	20	330	46	84	168	16	55	63	96	29	42	9
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.82	0.82	0.82	0.69	0.69	0.69
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	633	676	94	478	708	67	189	126	152	214	239	40
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1195	1600	223	1003	1675	160	291	605	728	360	1151	192
Grp Volume(v), veh/h	20	0	376	84	0	184	214	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1195	0	1823	1003	0	1835	1623	0	0	1702	0	0
Q Serve(g_s), s	0.4	0.0	5.3	2.3	0.0	2.3	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	5.3	7.6	0.0	2.3	4.1	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.09	0.26		0.45	0.36		0.11
Lane Grp Cap(c), veh/h	633	0	771	478	0	775	466	0	0	494	0	0
V/C Ratio(X)	0.03	0.00	0.49	0.18	0.00	0.24	0.46	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	1078	0	1450	852	0	1459	1216	0	0	1223	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	0.0	7.4	10.2	0.0	6.5	12.6	0.0	0.0	11.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.2	0.0	0.2	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.8	0.7	0.0	1.2	1.9	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	7.4	0.0	8.1	10.4	0.0	6.7	13.3	0.0	0.0	11.7	0.0	0.0
LnGrp LOS	A		A	B		A	B			B		
Approach Vol, veh/h		396			268			214			80	
Approach Delay, s/veh		8.0			7.9			13.3			11.7	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		21.9		13.3		21.9		13.3
Change Period (Y+Rc), s		7.0		6.0		7.0		6.0
Max Green Setting (Gmax), s		28.0		24.0		28.0		24.0
Max Q Clear Time (g_c+I1), s		7.3		3.3		9.6		6.1
Green Ext Time (p_c), s		5.5		1.7		5.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.5
HCM 2010 LOS	A

Existing PM
2: Briggs Road & SR-126 WB Ramps

6/23/2016

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	21	60	146	51	65	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	88	88	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	77	166	58	69	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	396	195	0	0	224	0
Stage 1	195	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	609	846	-	-	1345	-
Stage 1	838	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	577	846	-	-	1345	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	4.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	755	1345	-
HCM Lane V/C Ratio	-	-	0.138	0.051	-
HCM Control Delay (s)	-	-	10.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Existing PM
3: Briggs Road & SR-126 EB Ramps

6/23/2016

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	146	19	34	65	22	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	95	95	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	20	36	68	26	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	199	59	92	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	790	1007	1503	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	770	1007	1503	-	-	-
Mov Cap-2 Maneuver	770	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	2.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1503	-	791	-	-
HCM Lane V/C Ratio	0.024	-	0.222	-	-
HCM Control Delay (s)	7.5	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Existing PM
4: Peck Road & Foothill Road

6/23/2016

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	4	124	26	7	45	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	75	75	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	148	35	9	53	39

Major/Minor	Major1		Minor2		Major2	
Conflicting Flow All	0	0	79	277	152	-
Stage 1	-	-	0	125	-	-
Stage 2	-	-	79	152	-	-
Critical Hdwy	-	-	6.42	6.52	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	2.218	-
Pot Cap-1 Maneuver	-	-	924	631	1429	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	944	772	-	-
Platoon blocked, %	-	-				-
Mov Cap-1 Maneuver	-	-	890	0	1429	-
Mov Cap-2 Maneuver	-	-	890	0	-	-
Stage 1	-	-	-	0	-	-
Stage 2	-	-	944	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.3	4.4
HCM LOS		A	

Minor Lane/Major Mvmt	NBL	NBR	EBT	EBR	WBLn1
Capacity (veh/h)	1429	-	-	-	890
HCM Lane V/C Ratio	0.037	-	-	-	0.049
HCM Control Delay (s)	7.6	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Existing PM
5: Peck Road & Santa Paula Street

6/23/2016

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	7	100	12	0	64	35	46	0	8	47	109
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.84	0.84	0.84	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	111	13	0	76	42	55	0	9	54	125
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	9.4	9.4	9.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	5%	6%	65%	0%	66%
Vol Thru, %	29%	84%	35%	0%	33%
Vol Right, %	66%	10%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	164	119	99	46	159
LT Vol	8	7	64	0	105
Through Vol	47	100	35	0	52
RT Vol	109	12	0	46	2
Lane Flow Rate	189	132	118	55	185
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.24	0.188	0.193	0.074	0.26
Departure Headway (Hd)	4.575	5.121	5.891	4.858	5.068
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	779	693	605	729	703
Service Time	2.644	3.209	3.675	2.641	3.141
HCM Lane V/C Ratio	0.243	0.19	0.195	0.075	0.263
HCM Control Delay	9.1	9.4	10.1	8	9.9
HCM Lane LOS	A	A	B	A	A
HCM 95th-tile Q	0.9	0.7	0.7	0.2	1

Existing PM
5: Peck Road & Santa Paula Street

6/23/2016

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	105	52	2
Peak Hour Factor	0.92	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	122	60	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.9
HCM LOS	A

Lane

Existing PM
6: Peck Road & Santa Barbara Street

6/23/2016

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	15	4	169	29	10	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	95	95	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	6	178	31	12	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	357	193	0	0	208	0
Stage 1	193	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	641	849	-	-	1363	-
Stage 1	840	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	635	849	-	-	1363	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	1363	-
HCM Lane V/C Ratio	-	-	0.042	0.009	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Existing PM
7: Peck Road & West Main Street

6/23/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	138	35	207	267	13	154
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	150	38	216	278	15	181
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.96	0.96	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	450	401	882	750	535	882
Arrive On Green	0.25	0.25	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1774	1583	1863	1583	899	1863
Grp Volume(v), veh/h	150	38	216	278	15	181
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	899	1863
Q Serve(g_s), s	2.9	0.8	2.9	4.7	0.4	2.4
Cycle Q Clear(g_c), s	2.9	0.8	2.9	4.7	3.3	2.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	450	401	882	750	535	882
V/C Ratio(X)	0.33	0.09	0.24	0.37	0.03	0.21
Avail Cap(c_a), veh/h	1053	940	1482	1260	824	1482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.0	6.6	7.1	7.6	6.5
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	1.5	2.1	0.1	1.2
LnGrp Delay(d),s/veh	13.0	12.1	6.7	7.3	7.6	6.5
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	188		494			196
Approach Delay, s/veh	12.8		7.0			6.6
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		16.7		25.4				25.4
Change Period (Y+Rc), s		6.0		5.5				5.5
Max Green Setting (Gmax), s		25.0		33.5				33.5
Max Q Clear Time (g_c+I1), s		4.9		6.7				5.3
Green Ext Time (p_c), s		0.2		2.8				2.8

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Existing PM
8: Peck Road & Telegraph Road/Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	175	320	69	216	171	38	44	239	430	23	185	86
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	213	390	84	243	192	43	48	260	467	26	210	98
Adj No. of Lanes	1	2	0	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.82	0.82	0.82	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	611	130	283	416	354	361	661	562	309	427	199
Arrive On Green	0.15	0.21	0.21	0.16	0.22	0.22	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1774	2904	619	1774	1863	1583	1067	1863	1583	725	1203	561
Grp Volume(v), veh/h	213	236	238	243	192	43	48	260	467	26	0	308
Grp Sat Flow(s),veh/h/ln	1774	1770	1753	1774	1863	1583	1067	1863	1583	725	0	1764
Q Serve(g_s), s	6.6	6.9	7.0	7.5	5.0	1.2	2.1	5.9	15.2	1.6	0.0	7.7
Cycle Q Clear(g_c), s	6.6	6.9	7.0	7.5	5.0	1.2	9.8	5.9	15.2	7.5	0.0	7.7
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	260	372	369	283	416	354	361	661	562	309	0	626
V/C Ratio(X)	0.82	0.63	0.64	0.86	0.46	0.12	0.13	0.39	0.83	0.08	0.00	0.49
Avail Cap(c_a), veh/h	283	691	684	283	727	618	427	777	660	354	0	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	20.3	20.3	23.1	19.0	17.5	18.0	13.6	16.6	16.4	0.0	14.2
Incr Delay (d2), s/veh	14.4	1.3	1.4	21.2	0.6	0.1	0.1	0.3	7.3	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	3.5	3.5	5.3	2.6	0.5	0.6	3.1	7.7	0.3	0.0	3.8
LnGrp Delay(d),s/veh	37.7	21.6	21.7	44.3	19.5	17.6	18.2	13.9	24.0	16.5	0.0	14.7
LnGrp LOS	D	C	C	D	B	B	B	B	C	B		B
Approach Vol, veh/h		687			478			775			334	
Approach Delay, s/veh		26.6			32.0			20.2			14.8	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.3	17.6		25.5	14.0	16.9		25.5
Change Period (Y+Rc), s	5.0	5.0		5.5	5.0	5.0		5.5
Max Green Setting (Gmax), s	9.3	22.0		23.5	9.0	22.0		23.5
Max Q Clear Time (g_c+I1), s	8.6	7.0		17.2	9.5	9.0		9.7
Green Ext Time (p_c), s	0.0	3.1		2.6	0.0	2.9		4.0

Intersection Summary		
HCM 2010 Ctrl Delay		23.8
HCM 2010 LOS		C

Existing PM
9: Faulkner Road & SR-126 WB Ramps

6/23/2016

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	69	14	0	303	39	47	0	26	17	101	0	69	13	1
Peak Hour Factor	0.92	0.74	0.74	0.74	0.92	0.96	0.96	0.96	0.92	0.88	0.88	0.88	0.92	0.77	0.77	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	93	19	0	316	41	49	0	30	19	115	0	90	17	1
Number of Lanes	0	0	2	0	0	0	1	1	0	1	2	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	9.8	16.9	10.1	11.2
HCM LOS	A	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	89%	0%	100%	0%	0%
Vol Thru, %	0%	100%	5%	100%	62%	11%	0%	0%	100%	81%
Vol Right, %	0%	0%	95%	0%	38%	0%	100%	0%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	11	107	46	37	342	47	69	9	5
LT Vol	26	0	0	0	0	303	0	69	0	0
Through Vol	0	11	6	46	23	39	0	0	9	4
RT Vol	0	0	101	0	14	0	47	0	0	1
Lane Flow Rate	30	13	121	62	50	356	49	90	11	7
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.058	0.023	0.198	0.111	0.086	0.611	0.068	0.178	0.021	0.013
Departure Headway (Hd)	7.072	6.564	5.89	6.429	6.163	6.17	5.026	7.169	6.661	6.527
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	545	607	557	581	584	713	500	537	547
Service Time	4.822	4.314	3.64	4.174	3.908	3.9	2.756	4.919	4.411	4.277
HCM Lane V/C Ratio	0.059	0.024	0.199	0.111	0.086	0.61	0.069	0.18	0.02	0.013
HCM Control Delay	10.3	9.5	10.1	10	9.5	18.1	8.1	11.5	9.6	9.4
HCM Lane LOS	B	A	B	A	A	C	A	B	A	A
HCM 95th-tile Q	0.2	0.1	0.7	0.4	0.3	4.1	0.2	0.6	0.1	0

Existing PM
10: Peck Road & SR-126 EB Ramps/Acacia Way

6/23/2016

Intersection	
Intersection Delay, s/veh	33.9
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	515	46	5	0	0	10	65	0	16	37	6	0	65	14	86
Peak Hour Factor	0.92	0.93	0.93	0.93	0.92	0.85	0.85	0.85	0.92	0.87	0.87	0.87	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	554	49	5	0	0	12	76	0	18	43	7	0	72	16	96
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	47	9	10.2	11.3
HCM LOS	E	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	96%	0%	0%	0%	39%
Vol Thru, %	63%	4%	82%	100%	5%	8%
Vol Right, %	10%	0%	18%	0%	95%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	538	28	7	68	165
LT Vol	16	515	0	0	0	65
Through Vol	37	23	23	7	3	14
RT Vol	6	0	5	0	65	86
Lane Flow Rate	68	578	30	8	80	183
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.119	0.95	0.044	0.013	0.122	0.296
Departure Headway (Hd)	6.3	5.909	5.3	6.129	5.452	5.819
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	613	677	584	657	616
Service Time	4.356	3.631	3.021	3.871	3.193	3.868
HCM Lane V/C Ratio	0.12	0.943	0.044	0.014	0.122	0.297
HCM Control Delay	10.2	49	8.3	9	9	11.3
HCM Lane LOS	B	E	A	A	A	B
HCM 95th-tile Q	0.4	12.9	0.1	0	0.4	1.2

Existing PM
11: Steckel Drive & Main Street

6/23/2016

Intersection	
Intersection Delay, s/veh	28.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	82	547	79	0	78	267	23	0	47	83	199	0	14	47	43
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.91	0.91	0.91	0.92	0.69	0.69	0.69	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	93	622	90	0	86	293	25	0	68	120	288	0	17	56	51
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	40.4	18.7	19.8	15.8
HCM LOS	E	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	36%	0%	23%	0%	37%	0%	13%
Vol Thru, %	64%	0%	77%	78%	63%	85%	45%
Vol Right, %	0%	100%	0%	22%	0%	15%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	199	356	353	212	157	104
LT Vol	47	0	82	0	78	0	14
Through Vol	83	0	274	274	134	134	47
RT Vol	0	199	0	79	0	23	43
Lane Flow Rate	188	288	404	401	232	172	124
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.441	0.602	0.868	0.829	0.542	0.387	0.304
Departure Headway (Hd)	8.427	7.519	7.735	7.454	8.392	8.095	8.843
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	479	469	485	430	444	406
Service Time	6.185	5.277	5.497	5.217	6.16	5.862	6.912
HCM Lane V/C Ratio	0.439	0.601	0.861	0.827	0.54	0.387	0.305
HCM Control Delay	17.7	21.1	43.5	37.2	20.7	15.9	15.8
HCM Lane LOS	C	C	E	E	C	C	C
HCM 95th-tile Q	2.2	3.9	9	8.1	3.1	1.8	1.3

Existing PM
12: Steckel Drive & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	515	36	59	424	139	33	38	49	96	33	65
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	84	585	41	64	461	151	38	43	56	120	41	81
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.88	0.88	0.88	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	509	1690	118	506	1323	430	187	177	168	297	98	127
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	806	3356	235	796	2627	854	267	716	680	629	397	516
Grp Volume(v), veh/h	84	308	318	64	309	303	137	0	0	242	0	0
Grp Sat Flow(s),veh/h/ln	806	1770	1821	796	1770	1712	1663	0	0	1542	0	0
Q Serve(g_s), s	2.7	4.0	4.0	2.0	4.0	4.1	0.0	0.0	0.0	2.6	0.0	0.0
Cycle Q Clear(g_c), s	6.7	4.0	4.0	6.0	4.0	4.1	2.5	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.50	0.28		0.41	0.50		0.33
Lane Grp Cap(c), veh/h	509	891	917	506	891	862	531	0	0	522	0	0
V/C Ratio(X)	0.16	0.35	0.35	0.13	0.35	0.35	0.26	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	643	1185	1220	639	1185	1147	1572	0	0	1502	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.7	5.7	5.7	7.5	5.7	5.7	11.7	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.2	0.3	0.3	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.0	2.0	0.4	2.0	1.9	1.2	0.0	0.0	2.3	0.0	0.0
LnGrp Delay(d),s/veh	7.9	6.0	6.0	7.6	6.0	6.0	12.0	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h		710			676			137			242	
Approach Delay, s/veh		6.2			6.2			12.0			13.2	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.2		13.9		24.2		13.9
Change Period (Y+Rc), s		5.0		4.5		5.0		4.5
Max Green Setting (Gmax), s		25.5		35.0		25.5		35.0
Max Q Clear Time (g_c+I1), s		8.7		4.5		8.0		7.1
Green Ext Time (p_c), s		10.4		2.6		10.8		2.5

Intersection Summary		
HCM 2010 Ctrl Delay		7.6
HCM 2010 LOS		A

Existing PM
13: Palm Avenue & Santa Paula Street

6/23/2016

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	4	286	56	0	93	229	17	0	82	45	109	0	18	18	6
Peak Hour Factor	0.92	0.83	0.83	0.83	0.92	0.94	0.94	0.94	0.92	0.79	0.79	0.79	0.92	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	345	67	0	99	244	18	0	104	57	138	0	26	26	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.4	16.6	14.9	10.8
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	1%	27%	43%
Vol Thru, %	19%	83%	68%	43%
Vol Right, %	46%	16%	5%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	236	346	339	42
LT Vol	82	4	93	18
Through Vol	45	286	229	18
RT Vol	109	56	17	6
Lane Flow Rate	299	417	361	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.495	0.646	0.578	0.116
Departure Headway (Hd)	5.969	5.576	5.772	6.93
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	597	642	620	520
Service Time	4.064	3.663	3.864	4.93
HCM Lane V/C Ratio	0.501	0.65	0.582	0.115
HCM Control Delay	14.9	18.4	16.6	10.8
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	2.7	4.7	3.7	0.4

Existing PM
14: Palm Avenue & Santa Barbara Street

6/23/2016

Intersection	
Intersection Delay, s/veh	15.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	19	79	75	0	62	83	35	0	82	180	93	0	24	133	10
Peak Hour Factor	0.92	0.54	0.54	0.54	0.92	0.80	0.80	0.80	0.92	0.95	0.95	0.95	0.92	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	146	139	0	77	104	44	0	86	189	98	0	29	162	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.8	13.7	18.4	13.2
HCM LOS	C	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	11%	34%	14%
Vol Thru, %	51%	46%	46%	80%
Vol Right, %	26%	43%	19%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	355	173	180	167
LT Vol	82	19	62	24
Through Vol	180	79	83	133
RT Vol	93	75	35	10
Lane Flow Rate	374	320	225	204
Geometry Grp	1	1	1	1
Degree of Util (X)	0.621	0.535	0.4	0.365
Departure Headway (Hd)	5.983	6.007	6.396	6.449
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	602	599	560	556
Service Time	4.034	4.06	4.454	4.51
HCM Lane V/C Ratio	0.621	0.534	0.402	0.367
HCM Control Delay	18.4	15.8	13.7	13.2
HCM Lane LOS	C	C	B	B
HCM 95th-tile Q	4.3	3.2	1.9	1.7

Existing PM
15: Palm Avenue & East Main Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	274	78	121	186	19	78	284	4	15	231	33
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	59	298	85	126	194	20	80	293	4	21	321	46
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.97	0.97	0.97	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	570	754	641	482	673	69	489	555	8	114	466	64
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1163	1863	1583	996	1661	171	1011	1833	25	43	1537	213
Grp Volume(v), veh/h	59	298	85	126	0	214	80	0	297	388	0	0
Grp Sat Flow(s),veh/h/ln	1163	1863	1583	996	0	1833	1011	0	1858	1794	0	0
Q Serve(g_s), s	1.4	4.3	1.3	3.9	0.0	3.0	0.0	0.0	5.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	4.3	4.3	1.3	8.1	0.0	3.0	2.4	0.0	5.0	7.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.01	0.05		0.12
Lane Grp Cap(c), veh/h	570	754	641	482	0	742	489	0	563	644	0	0
V/C Ratio(X)	0.10	0.40	0.13	0.26	0.00	0.29	0.16	0.00	0.53	0.60	0.00	0.00
Avail Cap(c_a), veh/h	841	1188	1009	766	0	1266	988	0	1481	1512	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.0	7.9	7.0	10.8	0.0	7.5	10.0	0.0	10.9	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.7	0.2	0.3	0.0	0.2	0.1	0.0	0.3	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.3	0.6	1.1	0.0	1.5	0.6	0.0	2.6	3.6	0.0	0.0
LnGrp Delay(d),s/veh	9.2	8.7	7.2	11.1	0.0	7.8	10.0	0.0	11.2	12.0	0.0	0.0
LnGrp LOS	A	A	A	B		A	B		B	B		
Approach Vol, veh/h		442			340			377			388	
Approach Delay, s/veh		8.5			9.0			10.9			12.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		21.2		16.4		21.2		16.4
Change Period (Y+Rc), s		6.0		5.0		* 6		5.0
Max Green Setting (Gmax), s		24.0		30.0		* 26		30.0
Max Q Clear Time (g_c+I1), s		6.3		7.0		10.1		9.1
Green Ext Time (p_c), s		5.9		2.3		5.6		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing PM
16: Palm Avenue & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	394	184	119	443	75	161	361	78	39	244	121
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	172	428	200	121	452	77	166	372	80	45	284	141
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.98	0.98	0.98	0.97	0.97	0.97	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	917	424	335	1181	200	365	630	136	351	499	248
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	871	2352	1088	795	3029	513	958	1487	320	935	1176	584
Grp Volume(v), veh/h	172	321	307	121	263	266	166	0	452	45	0	425
Grp Sat Flow(s),veh/h/ln	871	1770	1671	795	1770	1772	958	0	1806	935	0	1760
Q Serve(g_s), s	9.5	7.3	7.4	7.2	5.7	5.8	8.6	0.0	10.3	2.1	0.0	9.9
Cycle Q Clear(g_c), s	15.3	7.3	7.4	14.6	5.7	5.8	18.4	0.0	10.3	12.4	0.0	9.9
Prop In Lane	1.00		0.65	1.00		0.29	1.00		0.18	1.00		0.33
Lane Grp Cap(c), veh/h	380	690	652	335	690	691	365	0	766	351	0	746
V/C Ratio(X)	0.45	0.47	0.47	0.36	0.38	0.38	0.46	0.00	0.59	0.13	0.00	0.57
Avail Cap(c_a), veh/h	477	889	839	424	889	890	457	0	941	441	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	12.2	12.3	17.7	11.7	11.8	18.7	0.0	11.9	16.7	0.0	11.8
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.2	0.1	0.1	0.3	0.0	0.3	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.5	3.4	1.6	2.8	2.8	2.3	0.0	5.2	0.5	0.0	4.8
LnGrp Delay(d),s/veh	17.6	12.4	12.5	18.0	11.9	11.9	19.1	0.0	12.2	16.7	0.0	12.0
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		800			650			618			470	
Approach Delay, s/veh		13.5			13.0			14.0			12.5	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		26.0		27.8		26.0		27.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		27.0		28.0		27.0		28.0
Max Q Clear Time (g_c+I1), s		17.3		20.4		16.6		14.4
Green Ext Time (p_c), s		3.7		2.4		3.8		3.1

Intersection Summary		
HCM 2010 Ctrl Delay		13.3
HCM 2010 LOS		B

Existing PM
17: Palm Avenue & SR-126 WB Ramps

6/23/2016

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	25	1	174	47	435	0	0	256	300
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	82	82	82	87	87	87	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	30	1	212	54	500	0	0	275	323

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1045	1206	500	598	0	0	500	0	0
Stage 1	608	608	-	-	-	-	-	-	-
Stage 2	437	598	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	253	184	571	979	-	-	1064	-	-
Stage 1	543	486	-	-	-	-	-	-	-
Stage 2	651	491	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	234	0	571	979	-	-	1064	-	-
Mov Cap-2 Maneuver	234	0	-	-	-	-	-	-	-
Stage 1	502	0	-	-	-	-	-	-	-
Stage 2	651	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	979	-	-	234	571	1064	-	-
HCM Lane V/C Ratio	0.055	-	-	0.13	0.372	-	-	-
HCM Control Delay (s)	8.9	0	-	22.7	15	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	1.7	0	-	-

Existing PM
18: Palm Avenue & SR-126 EB Ramps

6/23/2016

Intersection	
Int Delay, s/veh	34

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	414	0	137	0	0	0	0	30	59	153	108	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	450	0	149	0	0	0	0	33	64	166	117	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	515	547	117	117	0	0	97	0	0
Stage 1	450	450	-	-	-	-	-	-	-
Stage 2	65	97	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	520	445	935	1471	-	-	1496	-	-
Stage 1	642	572	-	-	-	-	-	-	-
Stage 2	958	815	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	458	0	935	1471	-	-	1496	-	-
Mov Cap-2 Maneuver	458	0	-	-	-	-	-	-	-
Stage 1	566	0	-	-	-	-	-	-	-
Stage 2	958	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	53.5	0	4.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	458	935	1496	-	-
HCM Lane V/C Ratio	-	-	-	0.983	0.159	0.111	-	-
HCM Control Delay (s)	0	-	-	68	9.6	7.7	0	-
HCM Lane LOS	A	-	-	F	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	12.5	0.6	0.4	-	-

Existing PM
19: Palm Avenue & Frontage Road

6/23/2016

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	54	25	11	12	0	22	0	13	2	172	22	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	27	12	13	0	24	0	14	2	187	24	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	453	442	52	460	468	15	79	0	0	16	0	0
Stage 1	426	426	-	15	15	-	-	-	-	-	-	-
Stage 2	27	16	-	445	453	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	517	510	1016	512	493	1065	1519	-	-	1602	-	-
Stage 1	606	586	-	1005	883	-	-	-	-	-	-	-
Stage 2	990	882	-	592	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	458	447	1016	437	432	1065	1519	-	-	1602	-	-
Mov Cap-2 Maneuver	458	447	-	437	432	-	-	-	-	-	-	-
Stage 1	606	514	-	1005	883	-	-	-	-	-	-	-
Stage 2	968	882	-	486	500	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	10.4	0	5.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1519	-	-	487	707	1602	-	-
HCM Lane V/C Ratio	-	-	-	0.201	0.052	0.117	-	-
HCM Control Delay (s)	0	-	-	14.2	10.4	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0.4	-	-

Existing PM
20: 8th Street & East Main Street

6/23/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	277	79	24	184	55	40	145	44	50	114	59
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	80	304	87	26	198	59	43	158	48	53	121	63
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	786	835	137	694	192	417	377	114	401	317	165
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	224	1490	1583	64	1315	363	1195	1372	417	1171	1155	601
Grp Volume(v), veh/h	384	0	87	283	0	0	43	0	206	53	0	184
Grp Sat Flow(s),veh/h/ln	1714	0	1583	1742	0	0	1195	0	1789	1171	0	1757
Q Serve(g_s), s	0.0	0.0	1.0	0.0	0.0	0.0	1.1	0.0	3.6	1.5	0.0	3.2
Cycle Q Clear(g_c), s	4.7	0.0	1.0	3.3	0.0	0.0	4.4	0.0	3.6	5.1	0.0	3.2
Prop In Lane	0.21		1.00	0.09		0.21	1.00		0.23	1.00		0.34
Lane Grp Cap(c), veh/h	1019	0	835	1023	0	0	417	0	491	401	0	482
V/C Ratio(X)	0.38	0.00	0.10	0.28	0.00	0.00	0.10	0.00	0.42	0.13	0.00	0.38
Avail Cap(c_a), veh/h	1644	0	1441	1638	0	0	829	0	1109	805	0	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	0.0	4.5	5.0	0.0	0.0	12.9	0.0	11.3	13.3	0.0	11.1
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.0	0.2	0.0	0.8	0.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.4	1.7	0.0	0.0	0.4	0.0	1.9	0.5	0.0	1.6
LnGrp Delay(d),s/veh	5.6	0.0	4.5	5.2	0.0	0.0	13.1	0.0	12.1	13.6	0.0	11.8
LnGrp LOS	A		A	A			B		B	B		B
Approach Vol, veh/h		471			283			249			237	
Approach Delay, s/veh		5.4			5.2			12.3			12.2	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.0		13.9		24.0		13.9
Change Period (Y+Rc), s		* 4		3.5		4.0		3.5
Max Green Setting (Gmax), s		* 35		23.5		34.0		23.5
Max Q Clear Time (g_c+I1), s		6.7		6.4		5.3		7.1
Green Ext Time (p_c), s		5.0		3.5		5.1		3.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing PM
21: 8th Street & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	389	22	2	493	55	11	123	19	56	28	107
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	4	423	24	2	519	58	14	160	25	64	32	123
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.77	0.77	0.77	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	540	1678	95	606	1582	176	126	323	48	364	148	339
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	833	3406	193	939	3211	358	60	1506	225	877	688	1583
Grp Volume(v), veh/h	4	219	228	2	285	292	199	0	0	96	0	123
Grp Sat Flow(s),veh/h/ln	833	1770	1829	939	1770	1800	1792	0	0	1565	0	1583
Q Serve(g_s), s	0.1	2.4	2.5	0.0	3.3	3.4	0.0	0.0	0.0	0.0	0.0	2.3
Cycle Q Clear(g_c), s	3.5	2.4	2.5	2.5	3.3	3.4	3.3	0.0	0.0	1.5	0.0	2.3
Prop In Lane	1.00		0.11	1.00		0.20	0.07		0.13	0.67		1.00
Lane Grp Cap(c), veh/h	540	872	901	606	872	887	497	0	0	511	0	339
V/C Ratio(X)	0.01	0.25	0.25	0.00	0.33	0.33	0.40	0.00	0.00	0.19	0.00	0.36
Avail Cap(c_a), veh/h	788	1400	1446	886	1400	1423	1563	0	0	1333	0	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	5.0	5.0	5.7	5.2	5.2	11.8	0.0	0.0	11.1	0.0	11.4
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.0	0.5	0.5	0.5	0.0	0.0	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.3	0.0	1.7	1.7	1.7	0.0	0.0	0.8	0.0	1.1
LnGrp Delay(d),s/veh	6.3	5.3	5.3	5.7	5.7	5.7	12.3	0.0	0.0	11.3	0.0	12.1
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		451			579			199			219	
Approach Delay, s/veh		5.3			5.7			12.3			11.7	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		21.8		12.3		21.8		12.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		27.0		28.0		27.0		28.0
Max Q Clear Time (g_c+I1), s		5.4		5.3		5.5		4.3
Green Ext Time (p_c), s		11.4		2.2		11.4		2.2

Intersection Summary		
HCM 2010 Ctrl Delay		7.4
HCM 2010 LOS		A

Existing PM
22: Ojai Road & Virginia Terrace

06/01/2018

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	0	29	0	0	0	43	591	16	3	455	58
Future Vol, veh/h	58	0	29	0	0	0	43	591	16	3	455	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	75	75	75	91	91	91	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	0	40	0	0	0	47	649	18	3	517	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1308	1317	550	1328	1341	658	583	0	0	667	0	0
Stage 1	556	556	-	752	752	-	-	-	-	-	-	-
Stage 2	752	761	-	576	589	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	136	157	535	132	152	464	991	-	-	923	-	-
Stage 1	515	513	-	402	418	-	-	-	-	-	-	-
Stage 2	402	414	-	503	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	149	535	117	144	464	991	-	-	923	-	-
Mov Cap-2 Maneuver	131	149	-	117	144	-	-	-	-	-	-	-
Stage 1	491	511	-	383	398	-	-	-	-	-	-	-
Stage 2	383	395	-	464	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	60.8	0	0.6	0.1
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	991	-	-	175	-	923	-	-
HCM Lane V/C Ratio	0.048	-	-	0.681	-	0.004	-	-
HCM Control Delay (s)	8.8	-	-	60.8	0	8.9	-	-
HCM Lane LOS	A	-	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.1	-	0	-	-

Existing PM
23: 10th Street & Santa Paula Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	148	57	19	32	92	11	24	629	32	0	435	126
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	176	68	23	38	110	13	26	669	34	0	489	142
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	57	19	101	218	23	48	1591	110	90	969	281
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.47	0.47	0.47	0.00	0.70	0.70
Sat Flow, veh/h	890	344	116	276	1323	140	0	2280	158	741	1388	403
Grp Volume(v), veh/h	267	0	0	161	0	0	369	0	360	0	0	631
Grp Sat Flow(s),veh/h/ln	1351	0	0	1739	0	0	771	0	1668	741	0	1792
Q Serve(g_s), s	6.6	0.0	0.0	0.0	0.0	0.0	6.6	0.0	10.7	0.0	0.0	13.1
Cycle Q Clear(g_c), s	13.2	0.0	0.0	6.6	0.0	0.0	6.6	0.0	10.7	0.0	0.0	13.1
Prop In Lane	0.66		0.09	0.24		0.08	0.07		0.09	1.00		0.23
Lane Grp Cap(c), veh/h	297	0	0	342	0	0	0	0	1163	90	0	1250
V/C Ratio(X)	0.90	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.50
Avail Cap(c_a), veh/h	297	0	0	349	0	0	0	0	1167	90	0	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.00	0.86	0.00	0.00	0.80
Uniform Delay (d), s/veh	34.6	0.0	0.0	30.6	0.0	0.0	0.0	0.0	9.3	0.0	0.0	5.6
Incr Delay (d2), s/veh	27.2	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	0.0	3.4	0.0	0.0	0.0	0.0	5.1	0.0	0.0	6.7
LnGrp Delay(d),s/veh	61.8	0.0	0.0	31.6	0.0	0.0	0.0	0.0	9.9	0.0	0.0	6.8
LnGrp LOS	E			C					A			A
Approach Vol, veh/h		267			161			729			631	
Approach Delay, s/veh		61.8			31.6			4.9			6.8	
Approach LOS		E			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		61.8		18.2		61.8		18.2
Change Period (Y+Rc), s		* 6		5.0		6.0		* 5
Max Green Setting (Gmax), s		* 48		13.0		56.0		* 14
Max Q Clear Time (g_c+I1), s		15.1		15.2		12.7		8.6
Green Ext Time (p_c), s		18.7		0.0		21.9		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		16.5
HCM 2010 LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Existing PM
24: 10th Street & Santa Barbara Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	127	81	43	13	95	51	44	546	18	19	422	60
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	138	88	47	15	110	59	46	569	19	20	444	63
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.96	0.96	0.96	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	267	142	302	266	143	671	1173	39	629	1044	148
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1211	1144	611	1249	1142	613	889	1792	60	825	1596	226
Grp Volume(v), veh/h	138	0	135	15	0	169	46	0	588	20	0	507
Grp Sat Flow(s),veh/h/ln	1211	0	1755	1249	0	1755	889	0	1852	825	0	1823
Q Serve(g_s), s	8.7	0.0	5.1	0.8	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.3	0.0	5.1	5.9	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.35	1.00		0.03	1.00		0.12
Lane Grp Cap(c), veh/h	273	0	409	302	0	409	671	0	1212	629	0	1193
V/C Ratio(X)	0.50	0.00	0.33	0.05	0.00	0.41	0.07	0.00	0.49	0.03	0.00	0.43
Avail Cap(c_a), veh/h	362	0	537	393	0	537	671	0	1212	629	0	1193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.00	0.88	0.67	0.00	0.67
Uniform Delay (d), s/veh	32.5	0.0	25.5	27.9	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.5	0.1	0.0	0.7	0.2	0.0	1.2	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.5	0.3	0.0	3.2	0.0	0.0	0.4	0.0	0.0	0.2
LnGrp Delay(d),s/veh	33.9	0.0	25.9	28.0	0.0	26.7	0.2	0.0	1.2	0.1	0.0	0.7
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		273			184			634			527	
Approach Delay, s/veh		30.0			26.8			1.1			0.7	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		56.8		23.2		56.8		23.2
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		46.5		24.5		46.5		24.5
Max Q Clear Time (g_c+I1), s		2.0		8.5		2.0		17.3
Green Ext Time (p_c), s		15.3		2.1		15.3		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Existing PM
25: 10th Street & East Main Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	82	170	58	46	149	33	68	473	49	17	431	60
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	93	193	66	55	177	39	75	520	54	20	501	70
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.91	0.91	0.91	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	404	343	231	321	71	647	1103	115	645	1063	149
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1161	1863	1583	1116	1479	326	838	1660	172	835	1600	224
Grp Volume(v), veh/h	93	193	66	55	0	216	75	0	574	20	0	571
Grp Sat Flow(s),veh/h/ln	1161	1863	1583	1116	0	1805	838	0	1832	835	0	1823
Q Serve(g_s), s	6.2	7.2	2.7	3.6	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.7	7.2	2.7	10.9	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	218	404	343	231	0	391	647	0	1218	645	0	1212
V/C Ratio(X)	0.43	0.48	0.19	0.24	0.00	0.55	0.12	0.00	0.47	0.03	0.00	0.47
Avail Cap(c_a), veh/h	235	431	366	247	0	417	647	0	1218	645	0	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.95	0.95	0.97	0.00	0.97	0.72	0.00	0.72	0.93	0.00	0.93
Uniform Delay (d), s/veh	34.4	27.4	25.6	32.1	0.0	27.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.8	0.3	0.5	0.0	1.3	0.3	0.0	1.0	0.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.8	1.2	1.1	0.0	4.4	0.0	0.0	0.3	0.0	0.0	0.4
LnGrp Delay(d),s/veh	35.7	28.2	25.9	32.6	0.0	29.2	0.3	0.0	1.0	0.1	0.0	1.2
LnGrp LOS	D	C	C	C		C	A		A	A		A
Approach Vol, veh/h		352			271			649			591	
Approach Delay, s/veh		29.7			29.9			0.9			1.2	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		58.2		21.8		58.2		21.8
Change Period (Y+Rc), s		5.0		4.5		5.0		4.5
Max Green Setting (Gmax), s		52.0		18.5		52.0		18.5
Max Q Clear Time (g_c+I1), s		2.0		12.9		2.0		16.7
Green Ext Time (p_c), s		17.5		1.6		17.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Existing PM
26: 10th Street & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	146	246	58	128	305	33	40	507	167	23	351	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	155	262	62	139	332	36	43	539	178	25	386	146
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	392	93	204	444	48	90	944	940	314	765	290
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.59	0.59	0.59	0.20	0.20	0.20
Sat Flow, veh/h	1010	1457	345	1052	1652	179	70	1590	1583	731	1289	488
Grp Volume(v), veh/h	155	0	324	139	0	368	582	0	178	25	0	532
Grp Sat Flow(s),veh/h/ln	1010	0	1802	1052	0	1831	1659	0	1583	731	0	1777
Q Serve(g_s), s	6.8	0.0	12.8	8.7	0.0	14.7	1.6	0.0	4.1	2.5	0.0	21.4
Cycle Q Clear(g_c), s	21.5	0.0	12.8	21.5	0.0	14.7	23.0	0.0	4.1	25.5	0.0	21.4
Prop In Lane	1.00		0.19	1.00		0.10	0.07		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	176	0	484	204	0	492	1034	0	940	314	0	1055
V/C Ratio(X)	0.88	0.00	0.67	0.68	0.00	0.75	0.56	0.00	0.19	0.08	0.00	0.50
Avail Cap(c_a), veh/h	176	0	484	204	0	492	1034	0	940	314	0	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.98	0.00	0.98	0.97	0.00	0.97	1.00	0.00	1.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	38.1	0.0	26.1	36.4	0.0	26.8	9.7	0.0	7.4	33.8	0.0	21.7
Incr Delay (d2), s/veh	36.5	0.0	3.5	8.7	0.0	6.1	2.2	0.0	0.4	0.5	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	6.9	3.5	0.0	8.2	8.1	0.0	1.9	0.5	0.0	11.0
LnGrp Delay(d),s/veh	74.6	0.0	29.5	45.1	0.0	32.8	11.9	0.0	7.9	34.2	0.0	23.2
LnGrp LOS	E		C	D		C	B		A	C		C
Approach Vol, veh/h		479			507			760			557	
Approach Delay, s/veh		44.1			36.2			11.0			23.7	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		53.0		27.0		53.0		27.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		47.5		21.5		47.5		21.5
Max Q Clear Time (g_c+I1), s		25.0		23.5		27.5		23.5
Green Ext Time (p_c), s		15.2		0.0		13.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Existing PM
27: 10th Street & SR-126 WB Ramps

6/23/2016

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	2	2	101	7	634	0	0	145	393
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	88	88	88	92	92	92	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	2	115	8	689	0	0	159	432

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1079	1295	689	591	0	0	689	0	0
Stage 1	704	704	-	-	-	-	-	-	-
Stage 2	375	591	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	242	162	446	985	-	-	905	-	-
Stage 1	490	440	-	-	-	-	-	-	-
Stage 2	695	494	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	239	0	446	985	-	-	905	-	-
Mov Cap-2 Maneuver	239	0	-	-	-	-	-	-	-
Stage 1	484	0	-	-	-	-	-	-	-
Stage 2	695	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	985	-	-	239	446	905	-	-
HCM Lane V/C Ratio	0.008	-	-	0.01	0.257	-	-	-
HCM Control Delay (s)	8.7	0	-	20.2	15.8	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0	-	-

Existing PM
28: 10th Street & SR-126 EB Ramps 6/23/2016

Intersection	
Int Delay, s/veh	20.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	619	12	0	40	147	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	79	79	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	645	12	0	51	156	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	207	156	156	0	-	0
Stage 1	156	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	781	890	1424	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	781	890	1424	-	-	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1424	-	781	890	-	-
HCM Lane V/C Ratio	-	-	0.826	0.014	-	-
HCM Control Delay (s)	0	-	27.4	9.1	-	-
HCM Lane LOS	A	-	D	A	-	-
HCM 95th %tile Q(veh)	0	-	9.2	0	-	-

Existing PM
29: 10th Street & Frontage Road

6/23/2016

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	24	3	1	0	0	0	0	16	3	132	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	92	92	92	79	79	79	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	3	1	0	0	0	0	20	4	140	10	6

Major/Minor	Minor2			Major2		
Conflicting Flow All	294	294	13	0	0	0
Stage 1	294	294	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-
Pot Cap-1 Maneuver	697	617	1067	-	-	-
Stage 1	756	670	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	697	0	1067	-	-	-
Mov Cap-2 Maneuver	697	0	-	-	-	-
Stage 1	756	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	NB	SB
HCM Control Delay, s	8.5	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT	SBR
Capacity (veh/h)	1067	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-
HCM Control Delay (s)	8.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Existing PM
30: 12th Street & East Main Street

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	79	86	23	23	146	139	37	190	16	65	138	43
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	108	118	32	26	164	156	43	218	18	72	153	48
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.73	0.73	0.73	0.89	0.89	0.89	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	631	777	211	786	484	460	387	483	40	363	387	121
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1055	1412	383	1232	879	836	1177	1698	140	1140	1361	427
Grp Volume(v), veh/h	108	0	150	26	0	320	43	0	236	72	0	201
Grp Sat Flow(s),veh/h/ln	1055	0	1795	1232	0	1715	1177	0	1838	1140	0	1787
Q Serve(g_s), s	2.9	0.0	1.9	0.5	0.0	4.7	1.4	0.0	4.8	2.5	0.0	4.1
Cycle Q Clear(g_c), s	7.5	0.0	1.9	2.3	0.0	4.7	5.5	0.0	4.8	7.3	0.0	4.1
Prop In Lane	1.00		0.21	1.00		0.49	1.00		0.08	1.00		0.24
Lane Grp Cap(c), veh/h	631	0	988	786	0	944	387	0	523	363	0	508
V/C Ratio(X)	0.17	0.00	0.15	0.03	0.00	0.34	0.11	0.00	0.45	0.20	0.00	0.40
Avail Cap(c_a), veh/h	840	0	1344	1031	0	1284	661	0	951	628	0	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.7	0.0	5.0	5.6	0.0	5.6	15.3	0.0	13.3	16.3	0.0	13.1
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.2	0.2	0.0	0.9	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.9	0.2	0.0	2.2	0.5	0.0	2.6	0.8	0.0	2.1
LnGrp Delay(d),s/veh	7.9	0.0	5.1	5.6	0.0	5.9	15.5	0.0	14.2	16.7	0.0	13.8
LnGrp LOS	A		A	A		A	B		B	B		B
Approach Vol, veh/h		258			346			279			273	
Approach Delay, s/veh		6.2			5.8			14.4			14.6	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.0		16.4		29.0		16.4
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5
Max Green Setting (Gmax), s		34.0		23.5		34.0		23.5
Max Q Clear Time (g_c+I1), s		9.5		7.5		6.7		9.3
Green Ext Time (p_c), s		3.7		3.9		3.7		3.6

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Existing PM
31: 12th Street & Harvard Boulevard

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	147	117	77	25	124	10	207	83	19	7	36	116
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	160	127	84	33	163	13	227	91	21	8	41	132
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.76	0.76	0.76	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	556	614	522	564	614	522	498	168	31	132	143	408
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1204	1863	1583	1166	1863	1583	881	493	91	24	420	1196
Grp Volume(v), veh/h	160	127	84	33	163	13	339	0	0	181	0	0
Grp Sat Flow(s),veh/h/ln	1204	1863	1583	1166	1863	1583	1465	0	0	1640	0	0
Q Serve(g_s), s	3.4	1.5	1.1	0.6	2.0	0.2	3.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	1.5	1.1	2.1	2.0	0.2	5.6	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.67		0.06	0.04		0.73
Lane Grp Cap(c), veh/h	556	614	522	564	614	522	698	0	0	683	0	0
V/C Ratio(X)	0.29	0.21	0.16	0.06	0.27	0.02	0.49	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	1111	1473	1252	1102	1473	1252	1619	0	0	1786	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.5	7.3	7.2	8.1	7.5	6.9	8.2	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.2	0.1	0.0	0.2	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.8	0.5	0.2	1.0	0.1	2.4	0.0	0.0	1.1	0.0	0.0
LnGrp Delay(d),s/veh	9.7	7.5	7.4	8.1	7.7	6.9	8.6	0.0	0.0	7.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		371			209			339			181	
Approach Delay, s/veh		8.4			7.7			8.6			7.6	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.0		15.4		15.0		15.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		31.0		24.0		31.0
Max Q Clear Time (g_c+I1), s		7.4		4.5		4.1		7.6
Green Ext Time (p_c), s		2.5		3.0		2.6		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Existing PM
32: Harvard Boulevard/Telegraph Road & East Main Street

6/23/2016

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	15	91	0	102	233	0	121	26
Peak Hour Factor	0.92	0.91	0.91	0.92	0.87	0.87	0.92	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	100	0	117	268	0	151	32
Number of Lanes	0	1	2	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	3	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	3
HCM Control Delay	8.3	9.7	10.7
HCM LOS	A	A	B

Lane	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	46	46	102	233	121	26
LT Vol	15	0	0	0	0	121	0
Through Vol	0	46	46	102	0	0	0
RT Vol	0	0	0	0	233	0	26
Lane Flow Rate	16	50	50	117	268	151	32
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.029	0.081	0.057	0.175	0.348	0.262	0.045
Departure Headway (Hd)	6.362	5.857	4.107	5.385	4.68	6.235	5.034
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	607	860	664	763	572	704
Service Time	4.146	3.641	1.891	3.141	2.436	4.021	2.819
HCM Lane V/C Ratio	0.029	0.082	0.058	0.176	0.351	0.264	0.045
HCM Control Delay	9.3	9.2	7.1	9.3	9.9	11.3	8.1
HCM Lane LOS	A	A	A	A	A	B	A
HCM 95th-tile Q	0.1	0.3	0.2	0.6	1.6	1	0.1

Existing PM
33: Hallock Drive & Telegraph Road

6/23/2016

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	19	166	0	31	24	0	0	276	0	9	0	0	0	0
Peak Hour Factor	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.85	0.92	0.85	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	182	0	34	26	0	0	325	0	11	0	0	0	0
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	9.2	9.1	14.1	0
HCM LOS	A	A	B	-

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	276	9	19	166	31	24	0
LT Vol	276	0	0	0	31	0	0
Through Vol	0	0	19	0	0	24	0
RT Vol	0	9	0	166	0	0	0
Lane Flow Rate	325	11	21	182	34	26	0
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.512	0.013	0.033	0.248	0.059	0.042	0
Departure Headway (Hd)	5.675	4.472	5.607	4.9	6.26	5.754	5.676
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	633	795	637	731	570	619	0
Service Time	3.435	2.231	3.353	2.646	4.024	3.517	3.764
HCM Lane V/C Ratio	0.513	0.014	0.033	0.249	0.06	0.042	0
HCM Control Delay	14.3	7.3	8.5	9.3	9.4	8.8	8.8
HCM Lane LOS	B	A	A	A	A	A	N
HCM 95th-tile Q	2.9	0	0.1	1	0.2	0.1	0

Existing PM
34: Hallock Drive & SR126

6/23/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	1346	70	14	983	188	108	39	77	146	11	78
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	70	1402	73	15	1080	0	166	60	118	157	12	84
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.65	0.65	0.65	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	1663	744	26	1536	687	456	158	310	333	522	444
Arrive On Green	0.05	0.47	0.47	0.01	0.43	0.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1294	562	1106	1201	1863	1583
Grp Volume(v), veh/h	70	1402	73	15	1080	0	166	0	178	157	12	84
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1294	0	1668	1201	1863	1583
Q Serve(g_s), s	2.8	25.1	1.8	0.6	17.9	0.0	7.7	0.0	6.2	8.7	0.3	2.9
Cycle Q Clear(g_c), s	2.8	25.1	1.8	0.6	17.9	0.0	8.0	0.0	6.2	14.9	0.3	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	89	1663	744	26	1536	687	456	0	467	333	522	444
V/C Ratio(X)	0.78	0.84	0.10	0.59	0.70	0.00	0.36	0.00	0.38	0.47	0.02	0.19
Avail Cap(c_a), veh/h	108	1663	744	98	1599	715	650	0	716	513	800	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	16.8	10.6	35.3	16.6	0.0	21.7	0.0	20.9	26.9	18.8	19.7
Incr Delay (d2), s/veh	28.9	5.4	0.3	7.7	2.7	0.0	0.7	0.0	0.7	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	13.3	0.9	0.4	9.3	0.0	2.8	0.0	3.0	3.0	0.2	1.3
LnGrp Delay(d),s/veh	62.7	22.2	10.9	43.1	19.4	0.0	22.4	0.0	21.7	28.4	18.8	20.0
LnGrp LOS	E	C	B	D	B		C		C	C	B	C
Approach Vol, veh/h		1545			1095			344			253	
Approach Delay, s/veh		23.5			19.7			22.0			25.2	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.5	41.4		25.2	8.1	38.8		25.2
Change Period (Y+Rc), s	4.5	7.5		5.0	4.5	7.5		5.0
Max Green Setting (Gmax), s	4.3	33.0		31.0	4.4	32.6		31.0
Max Q Clear Time (g_c+I1), s	2.6	27.1		10.0	4.8	19.9		16.9
Green Ext Time (p_c), s	0.0	5.9		3.8	0.0	11.4		3.3

Intersection Summary		
HCM 2010 Ctrl Delay		22.2
HCM 2010 LOS		C

Appendix E

Existing Freeway/State Highway LOS Worksheet

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1092*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*22276*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1092*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*589*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*8.4*	pc/mi/ln
LOS	*A*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2499*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*51000*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*2499*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1348*	pc/h/ln
S	*69.7*	mph
D = v_p / S	*19.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1049*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*21402*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1049*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*571*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*8.2*	pc/mi/ln
LOS	*A*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2401*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*49000*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*2401*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1308*	pc/h/ln
S	*69.9*	mph
D = v_p / S	*18.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*888*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*18126*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*888*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*484*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*6.9*	pc/mi/ln
LOS	*A*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2033*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*41500*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*2033*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1107*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*15.8*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 EB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*AM*	Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*781*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*15943*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*781*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.65*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.9*	mph
FFS	*70.5*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*427*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*6.1*	pc/mi/ln
LOS	*A*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 WB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*AM*	Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1788*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*36500*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1788*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

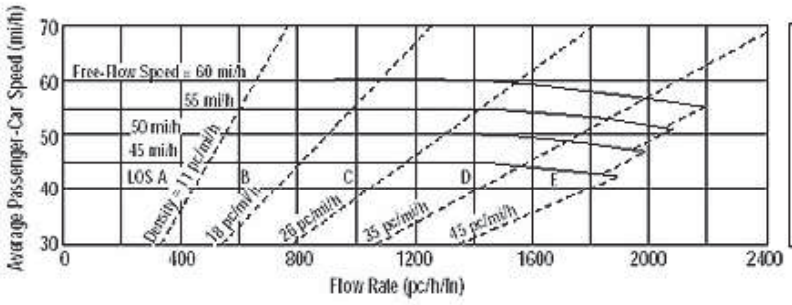
Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*2*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*1.65*	ramps/mi	TRD Adjustment	*4.9*	mph
FFS (measured)		mph	FFS	*70.5*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*979*	pc/h/ln	Design LOS	
S	*70.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*14.0*	pc/mi/ln	S	mph
LOS	*B*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/29/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2016

Project Description Proposed

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	661	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	361
Speed, S (mi/h)	55.0
D (pc/mi/ln)	6.6
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*347.9*

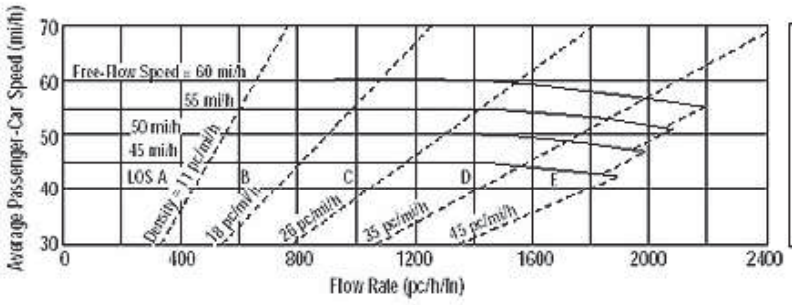
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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.14*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/29/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2016

Project Description Proposed

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1513	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	828
Speed, S (mi/h)	55.0
D (pc/mi/ln)	15.1
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

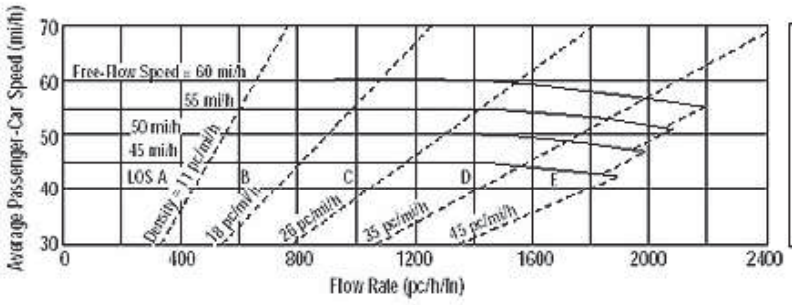
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*796.3*

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 735

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.56*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/25/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2016

Project Description Existing

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	773	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	8
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.0
f_M (mi/h)	0.0
FFS (mi/h)	53.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	423
Speed, S (mi/h)	55.0
D (pc/mi/ln)	7.7
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

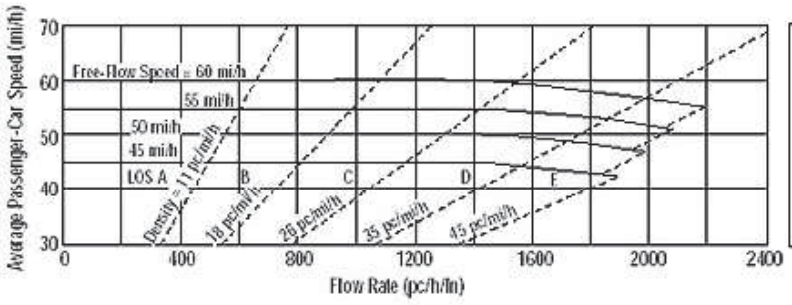
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*406.8*

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 737

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.22*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/25/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2016

Project Description Existing

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1770	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	13
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	3.3
f_M (mi/h)	0.0
FFS (mi/h)	51.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	968
Speed, S (mi/h)	50.0
D (pc/mi/ln)	19.4
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*931.6*

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 739

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.64*
Bicycle level of service (Exhibit 15-4)	*E*

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2846*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*51000*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2846*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1535*	pc/h/ln
S	*68.7*	mph
D = v_p / S	*22.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1743*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*31232*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*1743*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*940*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*13.4*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2734*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*49000*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2734*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1489*	pc/h/ln
S	*69.0*	mph
D = v_p / S	*21.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1674*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*30007*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*1674*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*912*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*13.0*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2316*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*41500*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2316*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1262*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*18.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1418*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*25414*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*1418*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*772*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*11.0*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 EB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*PM*	Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2037*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*36500*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2037*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*2*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*1.65*	ramps/mi	TRD Adjustment	*4.9*	mph
FFS (measured)		mph	FFS	*70.5*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1115*	pc/h/ln	Design LOS	
S	*70.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*15.9*	pc/mi/ln	S	mph
LOS	*B*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 WB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*PM*	Analysis Year	*2016*

Project Description *Existing*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1247*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*22352*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*1247*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*2*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*1.65*	ramps/mi	TRD Adjustment	*4.9*	mph
FFS (measured)		mph	FFS	*70.5*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*683*	pc/h/ln	Design LOS	
S	*70.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*9.8*	pc/mi/ln	S	mph
LOS	*A*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary

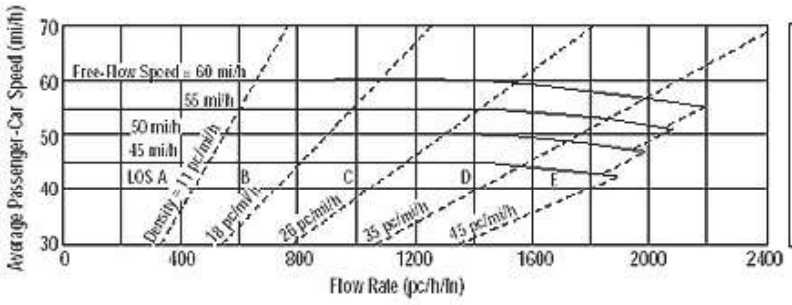
N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/29/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2016

Project Description Existing

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1718	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	940
Speed, S (mi/h)	55.0
D (pc/mi/ln)	17.1
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

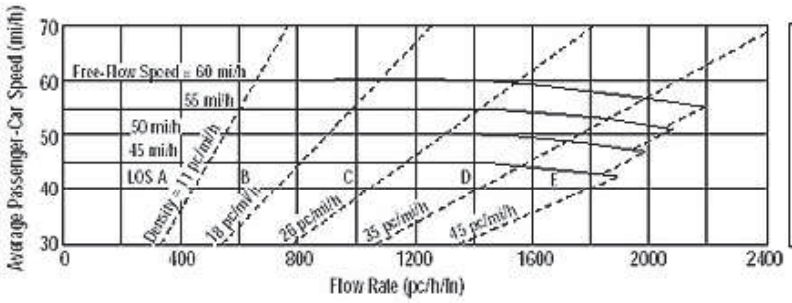
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*904.2*

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.62*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/29/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2016

Project Description Existing

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1052	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	575
Speed, S (mi/h)	55.0
D (pc/mi/ln)	10.5
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

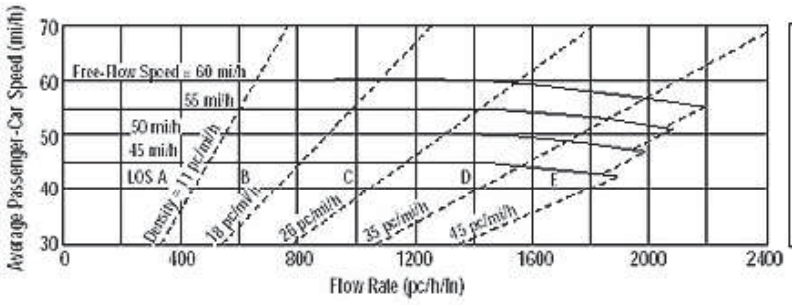
Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	553.7

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.37*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/25/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2016

Project Description Existing

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2009	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	13
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	3.3
f_M (mi/h)	0.0
FFS (mi/h)	51.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1099
Speed, S (mi/h)	50.0
D (pc/mi/ln)	22.0
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

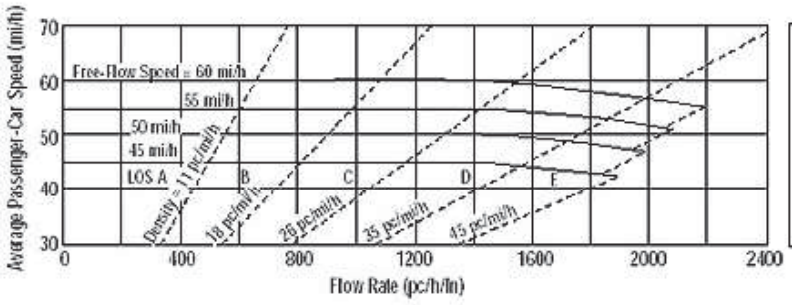
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1057.4*

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.70*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/25/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2016

Project Description Existing

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1230	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	8
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.0
f_M (mi/h)	0.0
FFS (mi/h)	53.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	673
Speed, S (mi/h)	55.0
D (pc/mi/ln)	12.2
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	647.4

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.45*
Bicycle level of service (Exhibit 15-4)	*D*

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Appendix F

VTCM Modeling Documentation

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TECHNICAL MEMORANDUM

To:	Ms. Monique Chen Chen Ryan 3900 5th Avenue, Suite 310 San Diego, CA 92103	**From:**	Jennifer Martin Iteris, Inc. 801 S. Grand Avenue, Suite 530 Los Angeles, CA 90017
Date:	May 11, 2018		
RE:	VCTM Model Support for the City of Santa Paula General Plan Update		

Iteris Job #: 19-10025

The purpose of this technical memorandum is to present the methods and deliverables from the travel demand model (VCTM) services in relation to the City of Santa Paula's General Plan Update.

VCTM MODEL METHODOLOGY

The VCTM model was used with permission from VCTC. The model was run using a full 5 loop feedback process. No project specific validation was completed for the project, although the model is validated at the County level.

REVIEW OF VCTM NETWORKS

Model plots for the base year (2012) and future year baseline (2040) scenarios from the VCTM were developed and provided to Chen Ryan for review. The plots included the following information:

- Number of Lanes
- Posted Speed (validated posted speed)
- Functional Classification
- VCTM 2012 and 2040 Baseline ADTs to assist in network verification
- Centroid connection locations

Network modifications were made for both the base year and baseline scenarios, and were verified prior to completing the baseline model runs.

COMPLETE BASE YEAR (2012) MODEL RUN

After a thorough review of the network attributes, a complete 5-loop feedback VCTM model run was completed. There were no modifications to the land use attributes from the validated VCTM. The following information from the base year model run were submitted:

- ADT plot of the City of Santa Paula

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- Node-level plot and spreadsheet containing turning movement data for all intersections within the City
- VMT spreadsheet including link level VMTs for City of Santa Paula roadway links
- A shape file containing model run link IDs, peak period and daily loads, and peak period and daily VMT

COMPLETE FORECAST YEAR (2040) ADOPTED SCENARIO MODEL RUN

After a thorough review of the network attributes, a complete 5-loop feedback VCTM model run was completed. There were only two modifications to the land use attributes from the validated VCTM. **Table 1** summarizes the zones and modifications made to the household data in the land use inputs.

Table 1: Forecast Year 2040 Adopted Scenario Land Use Modifications

Zone	VCTM 2040 Baseline Scenario		Santa Paula Adopted General Plan	
	Single Family Households	Multi-Family Households	Single Family Households	Multi-Family Households
224	223	74	421	74
235	116	55	450	0

The following information from the future year adopted model run were submitted:

- ADT plot of the City of Santa Paula
- Node-level plot and spreadsheet containing turning movement data for all intersections within the City
- VMT spreadsheet including link level VMTs for City of Santa Paula roadway links
- A shape file containing model run link IDs, peak period and daily loads, and peak period and daily VMT

COMPLETE PREFERRED SCENARIO MODEL RUN

Following the review of the adopted scenario model run, the preferred scenario model was developed. **Table 2** summarizes the zones and modifications made to the land use data inputs.

Table 2: Forecast Year 2040 Preferred Scenario Land Use Modifications

Zone	Santa Paula Preferred General Plan (As Compared to the Adopted General Plan)					
	Single Family Houseolds (Dwelling Units)	Retail and Commercial Services (Square Feet)	General Industrial (Square Feet)	Light Industrial (Square Feet)	Mixed Commercial and Industrial (Square Feet)	Open Space and Recreation (Square Feet)
236	-3					
238	-1				15,000	
240		16,550		40,500	-40,500	-16,550

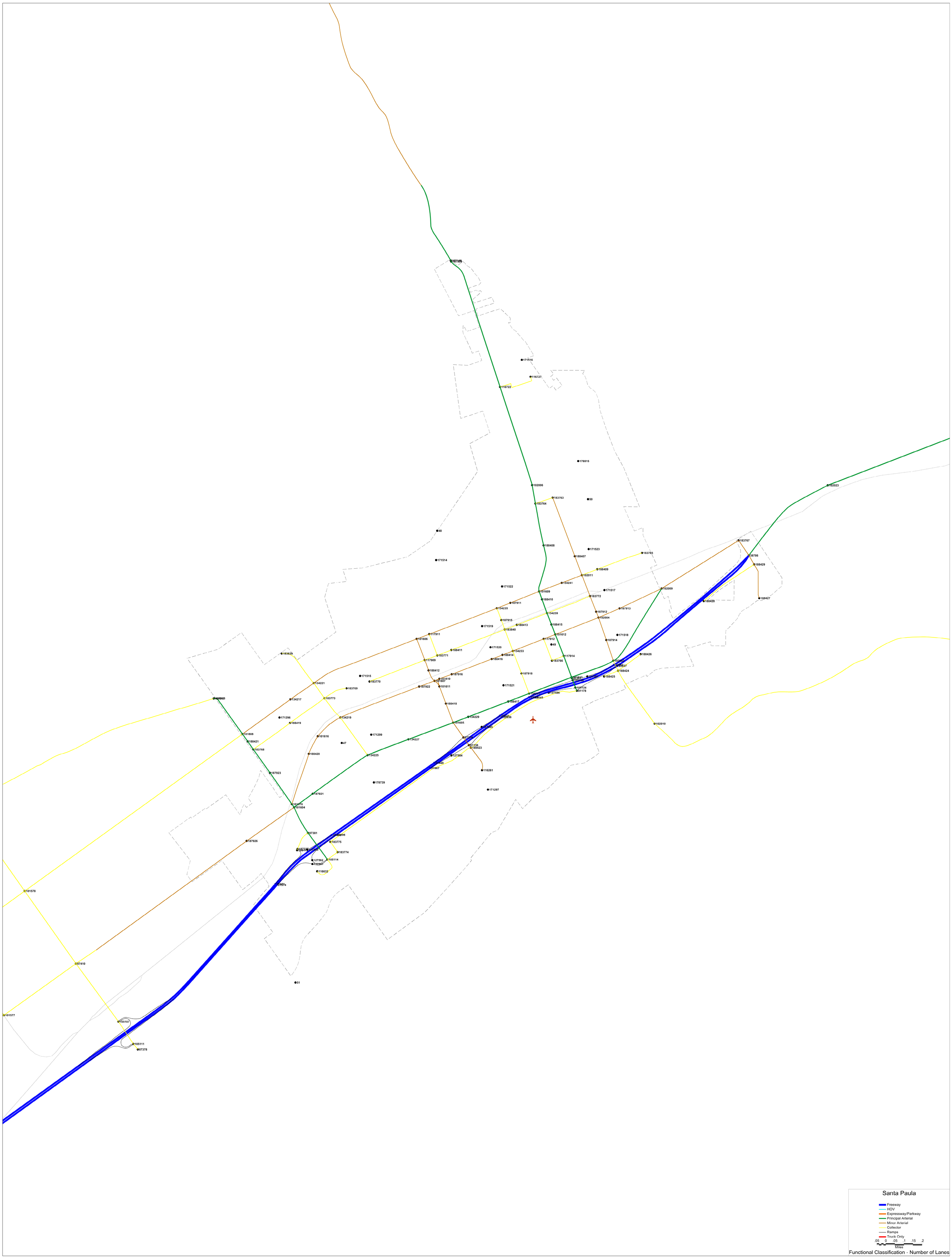
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Zone	Santa Paula Preferred General Plan (As Compared to the Adopted General Plan)					
	Single Family Houseolds (Dwelling Units)	Retail and Commercial Services (Square Feet)	General Industrial (Square Feet)	Light Industrial (Square Feet)	Mixed Commercial and Industrial (Square Feet)	Open Space and Recreation (Square Feet)
247	-15		93,000	405,000		-405,000
252	30				-482,000	
Total	**11**	**16,550**	**93,000**	**445,500**	**-507,750**	**-421,550**

The following information from the future year adopted model run were submitted:

- ADT plot of the City of Santa Paula
- Node-level plot and spreadsheet containing turning movement data for all intersections within the City
- VMT spreadsheet including link level VMTs for City of Santa Paula roadway links
- A shape file containing model run link IDs, peak period and daily loads, and peak period and daily VMT

Base Year 2012


Santa Paula
Freeway
HOV
Expressway/Parkway
Principal Arterial
Minor Arterial
Collector
Ramps
Truck Only
.05 0 .05 .1 .15 .2
Miles
Functional Classification - Number of Lanes


Santa Paula
Freeway
HOV
Expressway/Parkway
Principal Arterial
Minor Arterial
Collector
Ramps
Truck Only
.05 0 .05 .1 .15 .2
Miles
Functional Classification - Number of Lanes


Santa Paula
Freeway
HOV
Expressway/Parkway
Principal Arterial
Minor Arterial
Collector
Ramps
Truck Only
.05 0 .05 .1 .15 .2
Miles
Functional Classification - Posted Speed


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.05 0 .05 .1 .15 .2
Miles
Daily Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.05 0 .05 .1 .15 .2
Miles
AM Peak Period Volume to Capacity Ratio

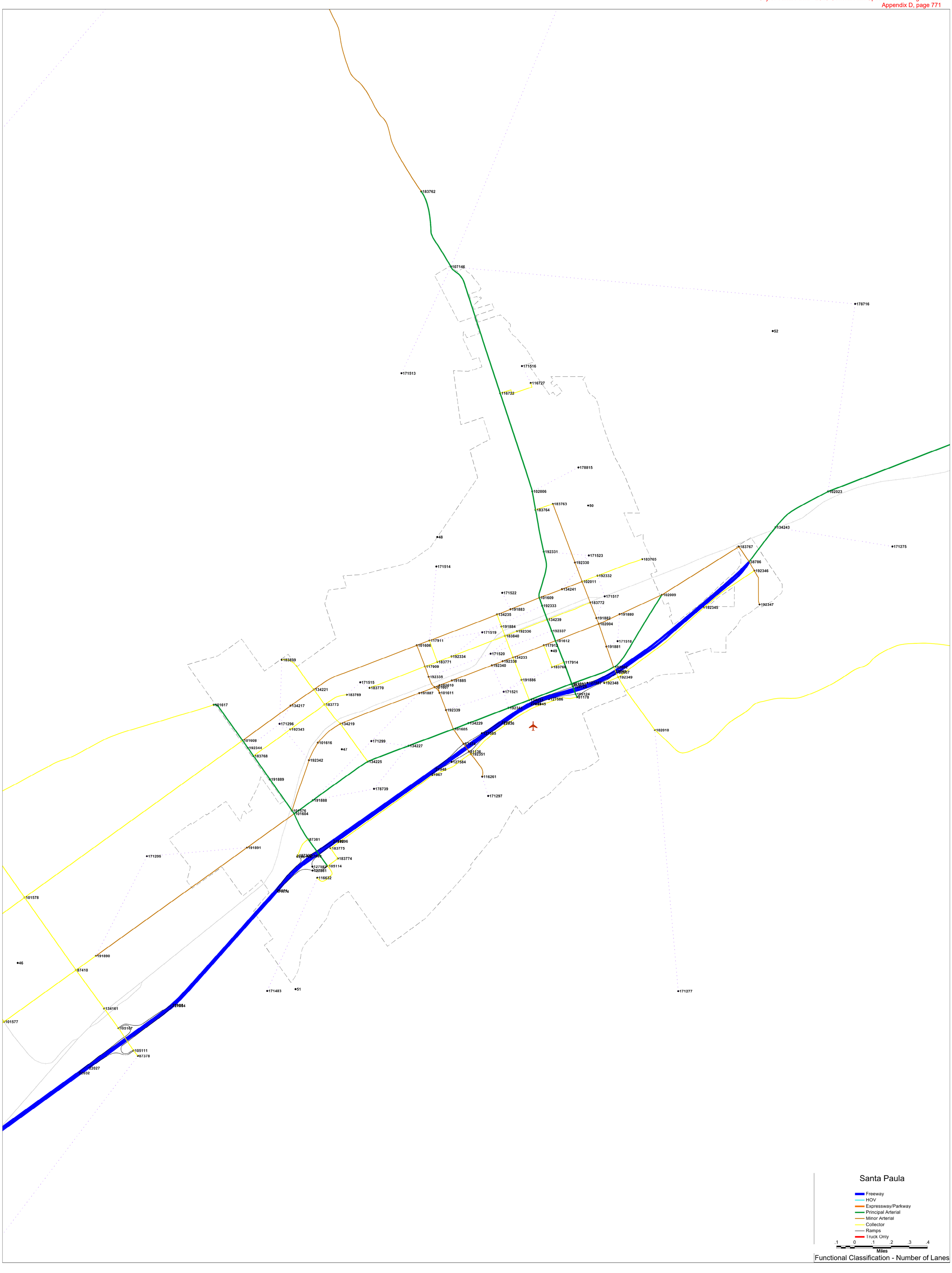

Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.05 0 .05 .1 .15 .2
Miles
Mid-Day Period Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.05 0 .05 .1 .15 .2
Miles
PM Peak Period Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.05 0 .05 .1 .15 .2
Miles
Evening Period Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.05 0 .05 .1 .15 .2
Miles
Night-time Period Volume to Capacity Ratio

Preferred Year 2040



Santa Paula

- Freeway
- HOV
- Expressway/Parkway
- Principal Arterial
- Minor Arterial
- Collector
- Ramps
- Truck Only

.1 0 .1 .2 .3 .4
Miles

Functional Classification - Number of Lanes


Santa Paula
Freeway
HOV
Expressway/Parkway
Principal Arterial
Minor Arterial
Collector
Ramps
Truck Only
.1 0 .1 .2 .3 .4
Miles
Functional Classification - Number of Lanes

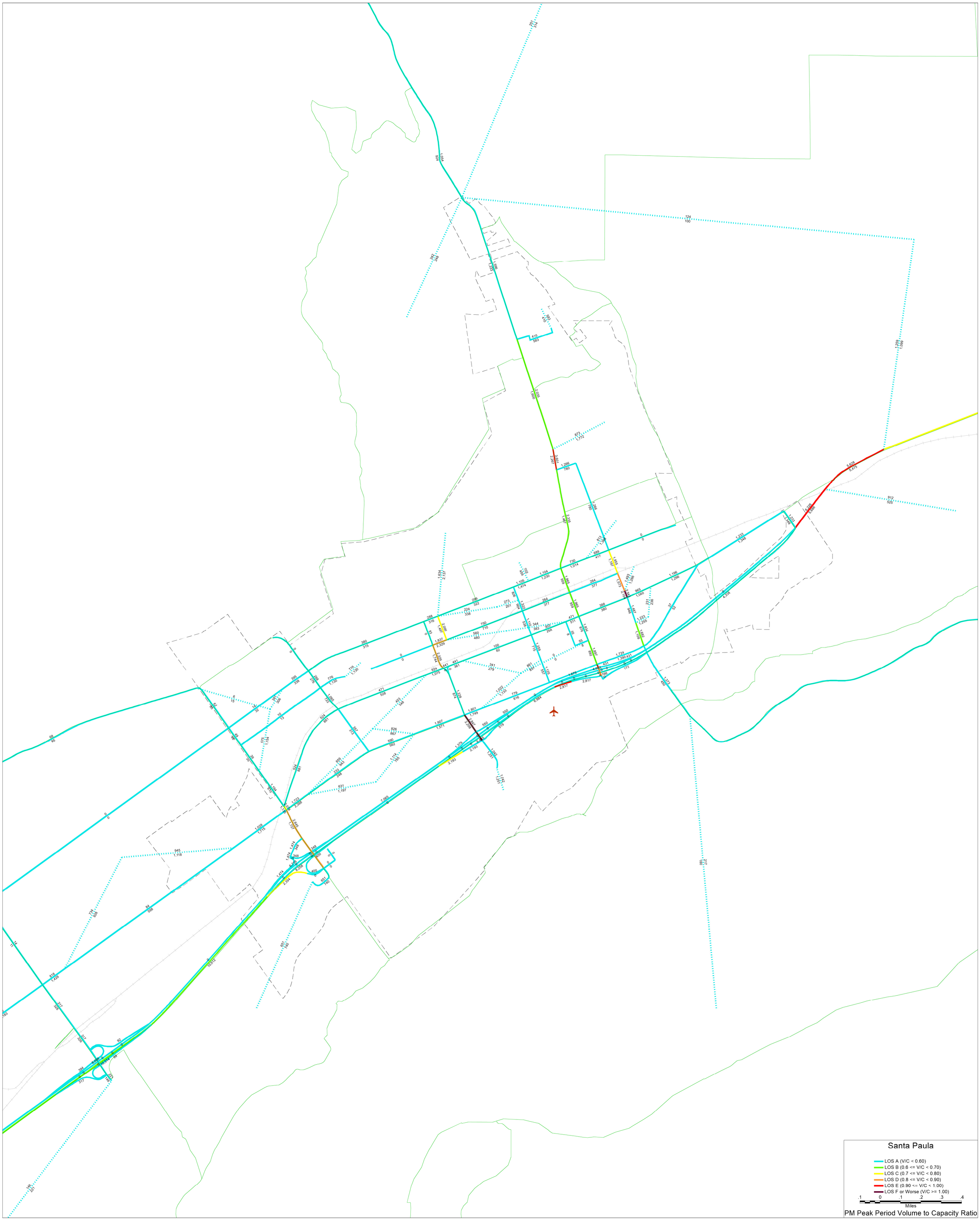

Santa Paula
Freeway
HOV
Expressway/Parkway
Principal Arterial
Minor Arterial
Collector
Ramps
Truck Only
.1 0 .1 .2 .3 .4
Miles
Functional Classification - Posted Speed


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.1 0 .1 .2 .3 .4
Miles
Daily Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.1 0 .1 .2 .3 .4
Miles
AM Peak Period Volume to Capacity Ratio



Mid-Day Period Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.1 0 .1 .2 .3 .4
Miles
PM Peak Period Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.1 0 .1 .2 .3 .4
Miles
Evening Period Volume to Capacity Ratio

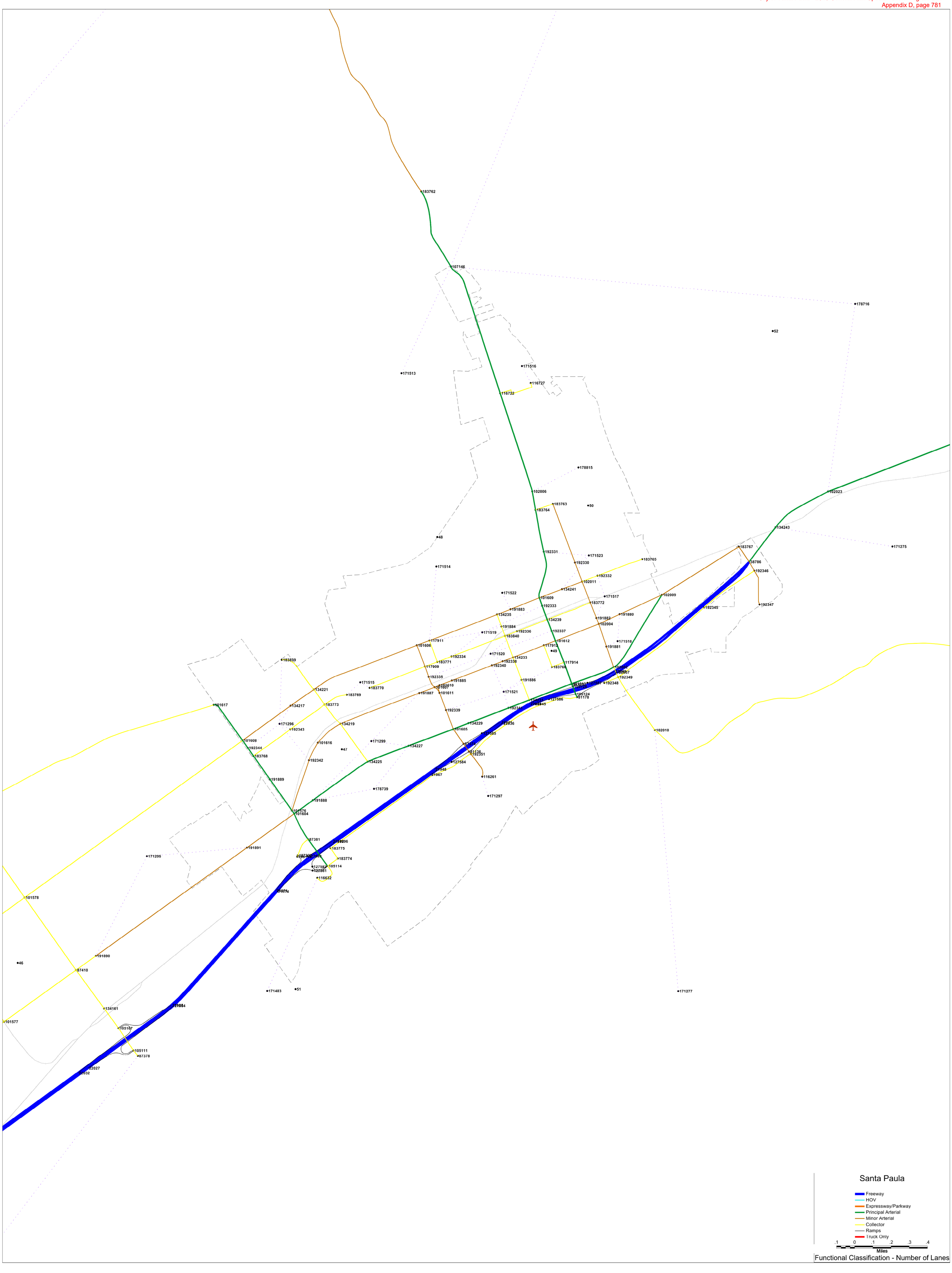
Santa Paula

LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)

.1 0 .1 .2 .3 .4
Miles

Night-time Period Volume to Capacity Ratio

Adopted Year 2040


183762
107146
178716
52
171516
171513
116727
116722
178815
102006
102023
183763
183764
50
48
134243
171275
192331
171523
183767
183765
192330
38786
192346
192332
102011
134241
171522
101609
171517
102009
183772
192347
192345
191883
192333
134235
191880
191882
134239
102004
191884
192336
192337
171519
183840
171518
117911
101606
101612
191881
117912
49
192334
171520
134233
183771
192338
117914
183839
117909
192340
183766
192335
191885
191886
171515
183770
134221
101610
101607
183769
191887
101611
171521
192348
192349
105124
81178
127586
101617
134217
183773
192339
192344
134219
134229
102010
171296
192343
101605
101608
101616
171299
47
134227
192344
183768
192342
134225
192351
127584
191889
116261
178739
171297
191888
101576
101604
87381
191891
171295
183775
183774
127582
105114
116632
101578
191890
46
87410
134161
101577
105107
105111
87378
22027
171483
51
171277
Santa Paula
Freeway
HOV
Expressway/Parkway
Principal Arterial
Minor Arterial
Collector
Ramps
Truck Only
.1 0 .1 .2 .3 .4
Miles
Functional Classification - Number of Lanes


Santa Paula
Freeway
HOV
Expressway/Parkway
Principal Arterial
Minor Arterial
Collector
Ramps
Truck Only
.1 0 .1 .2 .3 .4
Miles
Functional Classification - Number of Lanes


Santa Paula
Freeway
HOV
Expressway/Parkway
Principal Arterial
Minor Arterial
Collector
Ramps
Truck Only
.1 0 .1 .2 .3 .4
Miles
Functional Classification - Posted Speed


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.1 0 .1 .2 .3 .4
Miles
Daily Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.1 0 .1 .2 .3 .4
Miles
AM Peak Period Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.1 0 .1 .2 .3 .4
Miles
Mid-Day Period Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.1 0 .1 .2 .3 .4
Miles
PM Peak Period Volume to Capacity Ratio


Santa Paula
LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)
.1 0 .1 .2 .3 .4
Miles
Evening Period Volume to Capacity Ratio

Santa Paula

LOS A (V/C < 0.60)
LOS B (0.6 <= V/C < 0.70)
LOS C (0.7 <= V/C < 0.80)
LOS D (0.8 <= V/C < 0.90)
LOS E (0.90 <= V/C < 1.00)
LOS F or Worse (V/C >= 1.00)

.1 0 .1 .2 .3 .4
Miles

Night-time Period Volume to Capacity Ratio

Appendix G

Preferred Arterial LOS Worksheets

Arterial Level of Service

05/31/2018

Arterial Level of Service: NB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-126 EB Ramps	IV	25	3.9	8.6	12.5	0.01	4.2	F
Harvard Boulevard	IV	25	14.7	24.7	39.4	0.06	5.1	F
East Main Street	IV	25	39.2	11.6	50.8	0.26	18.2	C
Santa Barbara Street	IV	25	23.0	10.9	33.9	0.13	13.6	C
Santa Paula Street	IV	25	22.6	32.0	54.6	0.13	8.3	E
Total	IV		103.4	87.8	191.2	0.58	10.9	D

Arterial Level of Service: SB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Santa Paula Street	IV	25	37.0	57.2	94.2	0.22	8.6	E
Santa Barbara Street	IV	25	22.6	27.6	50.2	0.13	9.0	D
East Main Street	IV	25	23.0	35.8	58.8	0.13	7.8	E
Harvard Boulevard	IV	25	39.2	36.4	75.6	0.26	12.2	D
SR-126 EB Ramps	IV	25	14.7	11.1	25.8	0.06	7.7	E
E. Santa Maria Stree	IV	25	3.9	1.8	5.7	0.01	9.2	D
Total	IV		140.4	169.9	310.3	0.80	9.3	D

Arterial Level of Service

05/31/2018

Arterial Level of Service: NB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Virginia Terrace	II	25	35.5	5.9	41.4	0.23	20.2	D
City Limits	II	39	156.8	0.6	157.4	1.69	38.6	A
Total	II		192.3	6.5	198.8	1.92	34.8	B

Arterial Level of Service: SB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Virginia Terrace	II	39	156.8	11.9	168.7	1.69	36.0	A
Santa Paula Street	II	25	37.0	57.2	94.2	0.22	8.6	F
Total	II		193.8	69.1	262.9	1.91	26.2	C

Arterial Level of Service

05/31/2018

Arterial Level of Service: NB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-126 EB Ramps	IV	25	3.5	9.4	12.9	0.01	3.7	F
Harvard Boulevard	IV	25	14.9	25.2	40.1	0.06	5.0	F
East Main Street	IV	25	39.2	15.0	54.2	0.26	17.0	C
Santa Barbara Street	IV	25	23.0	10.3	33.3	0.13	13.8	C
Santa Paula Street	IV	25	22.6	61.4	84.0	0.13	5.4	F
Total	IV		103.2	121.3	224.5	0.58	9.3	D

Arterial Level of Service: SB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Santa Paula Street	IV	25	37.1	26.3	63.4	0.22	12.8	D
Santa Barbara Street	IV	25	22.6	10.1	32.7	0.13	13.8	C
East Main Street	IV	25	23.0	8.3	31.3	0.13	14.7	C
Harvard Boulevard	IV	25	39.2	15.5	54.7	0.26	16.9	C
SR-126 EB Ramps	IV	25	14.9	12.4	27.3	0.06	7.4	E
E. Santa Maria Stree	IV	25	3.5	2.0	5.5	0.01	8.7	E
Total	IV		140.3	74.6	214.9	0.80	13.5	C

Arterial Level of Service

05/31/2018

Arterial Level of Service: NB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Virginia Terrace	II	25	35.0	8.1	43.1	0.23	19.1	D
City Limits	II	39	157.0	1.0	158.0	1.69	38.5	A
Total	II		192.0	9.1	201.1	1.92	34.4	B

Arterial Level of Service: SB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Virginia Terrace	II	39	157.0	7.4	164.4	1.69	37.0	A
Santa Paula Street	II	25	37.1	26.3	63.4	0.22	12.8	F
Total	II		194.1	33.7	227.8	1.92	30.3	B

Appendix H

Preferred Plan Peak Hour Intersection Signal Warrants

NOTE:
Intersection does not currently meet Signal Warrants. Warrants should be conducted at the time of signalization.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

		COUNT DATE	Proposed
Major St:	Faulkner Road	# of Lanes:	2 or more
Minor St:	SR-126 WB Ramps	# of Lanes:	2 or more

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) .....

In built up area of isolated community of < 10,000 population.....

or } **RURAL (R)** / **URBAN (U)**

Major St ADT (Total):	2000	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	2350		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume			Minimum Requirements EADT	
Satisfied	Not Satisfied	X	Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach				
Major Street	Minor Street		Urban Rural	Urban Rural
1	1		8000 5,600	2,400 1,680
2 or more	1		9,600 6,720	2,400 1,680
2 or more	2 or more		9,600 6,720	3,200 2,240
1	2 or more		8,000 5,600	3,200 2,240
CONDITION B - Interruption of Continuous Traffc			Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Staisfied	Not Satisfied	X		
Number of lanes for moving traffic on each approach				
Major Street	Minor Street		Urban Rural	Urban Rural
1	1		12,000 8,400	1,200 850
2 or more	1		14,400 10,080	1,200 850
2 or more	2 or more		14,400 10,080	1,600 1,120
1	2 or more		12,000 8,400	1,600 1,120
Combination of CONDITIONS A+B				
Satisfied	Not Satisfied	X	2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% or More	30% A	20% B		

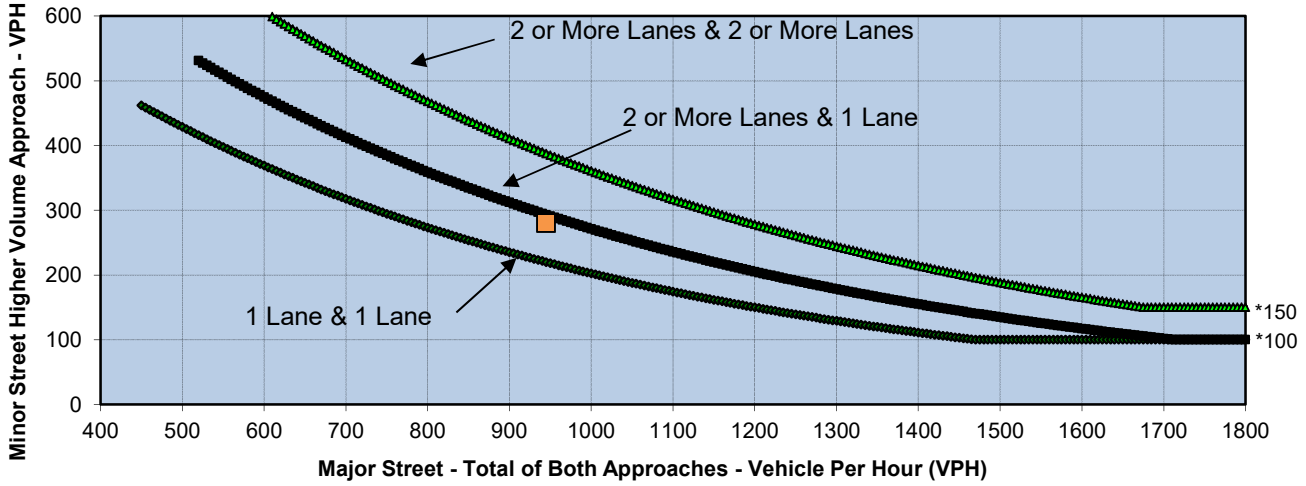
Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

NOTE:
Intersection does not currently meet Signal Warrants. Warrants should be conducted at the time of signalization.

Sheet No 1 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	Faulkner Road
Minor Street	SR-126 WB Ramps

Project	Santa Paula GPU
Scenario	Proposed
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	25	460	50	130
Through	170	130	25	30
Right	130	30	15	120
Total	325	620	90	280

Major Street Direction

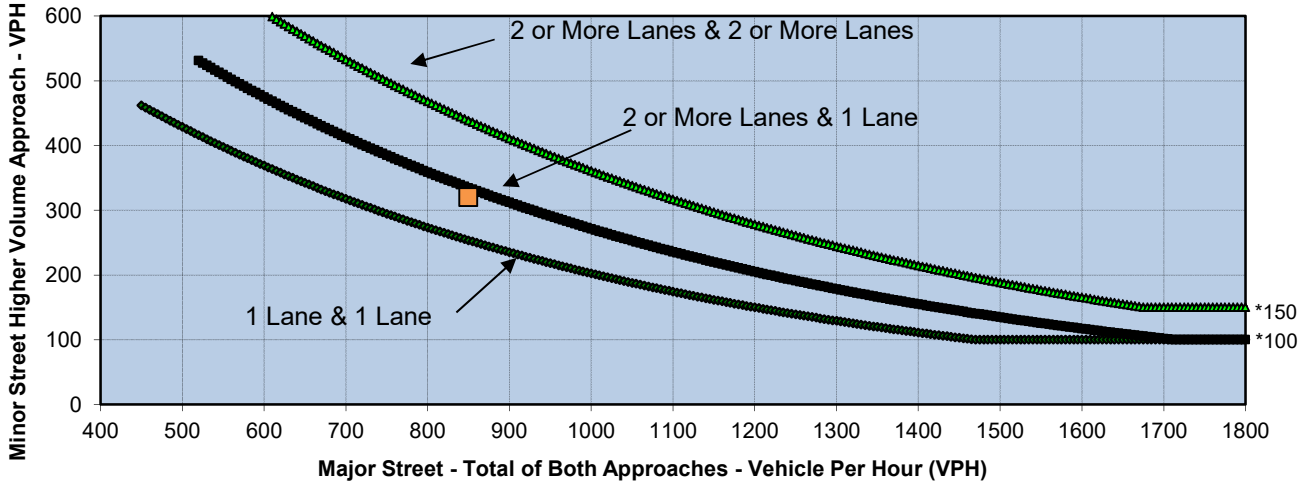
X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	Faulkner Road	SR-126 WB Ramps	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**945**	**280**	

NOTE:
Intersection does not currently meet Signal Warrants. Warrants should be conducted at the time of signalization.

Sheet No 2 of 2

Figure 4C-3
Warrant 3, Peak Hour



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street	Faulkner Road
Minor Street	SR-126 WB Ramps

Project	Santa Paula GPU
Scenario	Proposed
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	10	330	120	50
Through	210	60	20	90
Right	120	120	10	180
Total	340	510	150	320

Major Street Direction

X	North/South
	East/West

	Major Street	Minor Street	Warrant Met
	Faulkner Road	SR-126 WB Ramps	
Number of Approach Lanes	2	2	NO
Traffic Volume (VPH) *	850	320	

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

		COUNT DATE	Proposed
Major St:	Peck Road	# of Lanes:	1
Minor St:	SR-126 EB Ramps/Acacia Way	# of Lanes:	2 or more

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) .....

In built up area of isolated community of < 10,000 population.....

or } **RURAL (R)** / **URBAN (U)**

Major St ADT (Total):	13000	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	2600		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume	Minimum Requirements EADT	
Satisfied X Not Satisfied	Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach		
Major Street / Minor Street	Urban / Rural	Urban / Rural
1 / 1	8000 / 5,600	2,400 / 1,680
2 or more / 1	9,600 / 6,720	2,400 / 1,680
2 or more / 2 or more	9,600 / 6,720	3,200 / 2,240
1 / 2 or more	8,000 / 5,600	3,200 / 2,240
CONDITION B - Interruption of Continuous Traffc	Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Staisfied X Not Satisfied		
Number of lanes for moving traffic on each approach		
Major Street / Minor Street	Urban / Rural	Urban / Rural
1 / 1	12,000 / 8,400	1,200 / 850
2 or more / 1	14,400 / 10,080	1,200 / 850
2 or more / 2 or more	14,400 / 10,080	1,600 / 1,120
1 / 2 or more	12,000 / 8,400	1,600 / 1,120
Combination of CONDITIONS A+B		
Satisfied X Not Satisfied	2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% or More — 116% A / 155% B		

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

		COUNT DATE	Proposed
Major St:	Palm Avenue	# of Lanes:	1
Minor St:	SR-126 EB Ramps	# of Lanes:	2 or more

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) .....

In built up area of isolated community of < 10,000 population.....

or } **RURAL (R)** / **URBAN (U)**

Major St ADT (Total):	10700	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	4700		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume		Minimum Requirements EADT	
Satisfied X Not Satisfied		Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach			
Major Street	Minor Street	Urban Rural	Urban Rural
1	1	8000 5,600	2,400 1,680
2 or more	1	9,600 6,720	2,400 1,680
2 or more	2 or more	9,600 6,720	3,200 2,240
1	2 or more	8,000 5,600	3,200 2,240
CONDITION B - Interruption of Continuous Traffc		Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Staisfied X Not Satisfied			
Number of lanes for moving traffic on each approach			
Major Street	Minor Street	Urban Rural	Urban Rural
1	1	12,000 8,400	1,200 850
2 or more	1	14,400 10,080	1,200 850
2 or more	2 or more	14,400 10,080	1,600 1,120
1	2 or more	12,000 8,400	1,600 1,120
Combination of CONDITIONS A+B			
Satisfied X Not Satisfied		2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% or More	191% A / 127% B		

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

		COUNT DATE	Proposed
Major St:	Ojai Road	# of Lanes:	2 or more
Minor St:	Virginia Terrace	# of Lanes:	1

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) .....

In built up area of isolated community of < 10,000 population.....

or } **RURAL (R)** / **URBAN (U)**

Major St ADT (Total):	17000	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	1900		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume		Minimum Requirements EADT	
Satisfied X Not Satisfied		Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach			
Major Street	Minor Street	Urban Rural	Urban Rural
1	1	8000 5,600	2,400 1,680
2 or more	1	9,600 6,720	2,400 1,680
2 or more	2 or more	9,600 6,720	3,200 2,240
1	2 or more	8,000 5,600	3,200 2,240
CONDITION B - Interruption of Continuous Traffc		Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Staisfied X Not Satisfied			
Number of lanes for moving traffic on each approach			
Major Street	Minor Street	Urban Rural	Urban Rural
1	1	12,000 8,400	1,200 850
2 or more	1	14,400 10,080	1,200 850
2 or more	2 or more	14,400 10,080	1,600 1,120
1	2 or more	12,000 8,400	1,600 1,120
Combination of CONDITIONS A+B			
Satisfied X Not Satisfied		2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% or More	113% A / 169% B		

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

		COUNT DATE	Proposed
Major St:	10th Street	# of Lanes:	1
Minor St:	SR-126 EB Ramps	# of Lanes:	2 or more

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) .....

In built up area of isolated community of < 10,000 population.....

or } **RURAL (R)** / **URBAN (U)**

Major St ADT (Total):	9800	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	6400		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume		Minimum Requirements EADT	
Satisfied X Not Satisfied		Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach			
Major Street	Minor Street	Urban Rural	Urban Rural
1	1	8000 5,600	2,400 1,680
2 or more	1	9,600 6,720	2,400 1,680
2 or more	2 or more	9,600 6,720	3,200 2,240
1	2 or more	8,000 5,600	3,200 2,240
CONDITION B - Interruption of Continuous Traffc		Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Staisfied X Not Satisfied			
Number of lanes for moving traffic on each approach			
Major Street	Minor Street	Urban Rural	Urban Rural
1	1	12,000 8,400	1,200 850
2 or more	1	14,400 10,080	1,200 850
2 or more	2 or more	14,400 10,080	1,600 1,120
1	2 or more	12,000 8,400	1,600 1,120
Combination of CONDITIONS A+B		2 CONDITIONS 80%	2 CONDITIONS 80%
Satisfied X Not Satisfied			
No one condition satisfied, but following conditions fulfilled 80% or More	175% A / 117% B		

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

		COUNT DATE	Proposed
Major St:	Harvard Boulevard/Telegraph Road	# of Lanes:	2 or more
Minor St:	East Main Street	# of Lanes:	2 or more

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) .....

In built up area of isolated community of < 10,000 population.....

or } **RURAL (R)** / **URBAN (U)**

Major St ADT (Total):	8300	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	4500		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume	Minimum Requirements EADT	
Satisfied X Not Satisfied	Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach	Urban / Rural	Urban / Rural
Major Street / Minor Street		
1 / 1	8000 / 5,600	2,400 / 1,680
2 or more / 1	9,600 / 6,720	2,400 / 1,680
2 or more / 2 or more	9,600 / 6,720	3,200 / 2,240
1 / 2 or more	8,000 / 5,600	3,200 / 2,240
CONDITION B - Interruption of Continuous Traffc	Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Staisfied Not Satisfied X		
Number of lanes for moving traffic on each approach	Urban / Rural	Urban / Rural
Major Street / Minor Street		
1 / 1	12,000 / 8,400	1,200 / 850
2 or more / 1	14,400 / 10,080	1,200 / 850
2 or more / 2 or more	14,400 / 10,080	1,600 / 1,120
1 / 2 or more	12,000 / 8,400	1,600 / 1,120
Combination of CONDITIONS A+B		
Satisfied X Not Satisfied	2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% or More — 124% A / 82% B		

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

		COUNT DATE	Proposed
Major St:	Telegraph Road	# of Lanes:	2 or more
Minor St:	Main Street	# of Lanes:	2 or more

Speed limit or critical speed on major street traffic > 64 km/h (40 mph) .....

In built up area of isolated community of < 10,000 population.....

or } **RURAL (R)** / **URBAN (U)**

Major St ADT (Total):	13300	Roadway Type:	Rural
Minor Street ADT (Highest Direction):	23500		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	1	8000	5,600	2,400	1,680
2 or more	1	9,600	6,720	2,400	1,680
2 or more	2 or more	9,600	6,720	3,200	2,240
1	2 or more	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffc

Staisfied X Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	1	12,000	8,400	1,200	850
2 or more	1	14,400	10,080	1,200	850
2 or more	2 or more	14,400	10,080	1,600	1,120
1	2 or more	12,000	8,400	1,600	1,120

Combination of CONDITIONS A+B

Satisfied X Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% or More

	198%	132%	2 CONDITIONS 80%	2 CONDITIONS 80%
	A	B		

Note: To be used only for NEW INTERSECTIONS or other locations wehre it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Appendix I

Preferred Plan Peak Hour Intersection LOS Worksheet

HCM 2010 Signalized Intersection Summary
1: Briggs Road & Telegraph Road

05/29/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	75	50	105	210	65	70	55	55	40	80	30
Future Volume (veh/h)	10	75	50	105	210	65	70	55	55	40	80	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	91	61	133	266	82	104	82	82	51	101	38
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.82	0.82	0.82	0.79	0.79	0.79	0.67	0.67	0.67	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	522	460	308	684	603	186	306	193	156	233	335	109
Arrive On Green	0.44	0.44	0.35	0.44	0.44	0.35	0.32	0.32	0.27	0.32	0.32	0.27
Sat Flow, veh/h	1029	1041	698	1230	1367	421	492	595	479	307	1032	335
Grp Volume(v), veh/h	12	0	152	133	0	348	268	0	0	190	0	0
Grp Sat Flow(s),veh/h/ln	1029	0	1740	1230	0	1788	1567	0	0	1673	0	0
Q Serve(g_s), s	0.3	0.0	1.9	2.6	0.0	4.7	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	1.9	4.5	0.0	4.7	4.5	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.24	0.39		0.31	0.27		0.20
Lane Grp Cap(c), veh/h	522	0	768	684	0	789	655	0	0	677	0	0
V/C Ratio(X)	0.02	0.00	0.20	0.19	0.00	0.44	0.41	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	970	0	1525	1220	0	1568	1349	0	0	1411	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.4	0.0	6.2	7.3	0.0	6.9	9.5	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.6	0.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	0.9	0.0	2.4	2.1	0.0	0.0	1.4	0.0	0.0
LnGrp Delay(d),s/veh	8.4	0.0	6.4	7.5	0.0	7.5	9.9	0.0	0.0	9.1	0.0	0.0
LnGrp LOS	A		A	A		A	A			A		
Approach Vol, veh/h		164			481			268			190	
Approach Delay, s/veh		6.6			7.5			9.9			9.1	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		19.1		15.1		19.1		15.1
Change Period (Y+Rc), s		7.0		6.0		7.0		6.0
Max Green Setting (Gmax), s		27.0		25.0		27.0		25.0
Max Q Clear Time (g_c+I1), s		7.0		4.8		6.7		6.5
Green Ext Time (p_c), s		5.1		2.8		5.1		2.8

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

HCM 2010 TWSC
2: Briggs Road & SR-126 WB Ramps

05/29/2018

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	85	85	45	130	95
Future Vol, veh/h	30	85	85	45	130	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	83	83	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	123	102	54	171	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	597	130	0	0	157	0
Stage 1	130	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	466	920	-	-	1423	-
Stage 1	896	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	406	920	-	-	1423	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	550	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	692	1423	-
HCM Lane V/C Ratio	-	-	0.241	0.12	-
HCM Control Delay (s)	-	-	11.8	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.4	-

HCM 2010 TWSC
3: Briggs Road & SR-126 EB Ramps

05/29/2018

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	55	30	50	60	70
Future Vol, veh/h	70	55	30	50	60	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	67	67	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	79	45	75	81	95

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	292	128	176	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	699	922	1400	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	675	922	1400	-	-	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1400	-	765	-	-
HCM Lane V/C Ratio	0.032	-	0.233	-	-
HCM Control Delay (s)	7.7	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

HCM 2010 TWSC
4: Peck Road & Foothill Road

05/29/2018

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	70	30	15	160	20
Future Vol, veh/h	5	70	30	15	160	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	79	79	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	108	38	19	190	24

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	73	115	71	62
Stage 1	-	-	0	0	62	-
Stage 2	-	-	73	115	9	-
Critical Hdwy	-	-	7.12	6.52	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	6.12	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	918	775	920	1003
Stage 1	-	-	-	-	949	-
Stage 2	-	-	937	800	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	896	775	903	1003
Mov Cap-2 Maneuver	-	-	896	775	903	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	915	800	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.5	10.1
HCM LOS		A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	913	-	-	852
HCM Lane V/C Ratio	0.235	-	-	0.067
HCM Control Delay (s)	10.1	-	-	9.5
HCM Lane LOS	B	-	-	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2

HCM 2010 AWSC
5: Peck Road & Santa Paula Street

05/29/2018

Intersection	
Intersection Delay, s/veh	20.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	120	120	140	80	100	65	60	90	130	70	85
Future Vol, veh/h	120	120	120	140	80	100	65	60	90	130	70	85
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	130	130	130	152	87	109	71	65	98	141	76	92
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	26	16.1	16.1	20
HCM LOS	D	C	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	30%	33%	64%	0%	46%
Vol Thru, %	28%	33%	36%	0%	25%
Vol Right, %	42%	33%	0%	100%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	360	220	100	285
LT Vol	65	120	140	0	130
Through Vol	60	120	80	0	70
RT Vol	90	120	0	100	85
Lane Flow Rate	234	391	239	109	310
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.461	0.731	0.513	0.202	0.6
Departure Headway (Hd)	7.106	6.724	7.723	6.676	6.973
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	505	540	469	538	517
Service Time	5.166	4.757	5.459	4.413	5.014
HCM Lane V/C Ratio	0.463	0.724	0.51	0.203	0.6
HCM Control Delay	16.1	26	18.3	11.1	20
HCM Lane LOS	C	D	C	B	C
HCM 95th-tile Q	2.4	6.1	2.9	0.7	3.9

HCM 2010 TWSC
6: Peck Road & Santa Barbara Street

05/29/2018

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	10	135	45	10	175
Future Vol, veh/h	50	10	135	45	10	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	53	53	69	69	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	19	196	65	13	219

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	472	228	0	0	261	0
Stage 1	228	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	551	811	-	-	1303	-
Stage 1	810	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	545	811	-	-	1303	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	577	1303	-
HCM Lane V/C Ratio	-	-	0.196	0.01	-
HCM Control Delay (s)	-	-	12.8	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

HCM 2010 Signalized Intersection Summary
7: Peck Road & West Main Street

06/01/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	390	105	240	180	60	270
Future Volume (veh/h)	390	105	240	180	60	270
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	481	130	343	257	74	333
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.81	0.81	0.70	0.70	0.81	0.81
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	564	152	794	675	385	794
Arrive On Green	0.41	0.41	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1360	367	1863	1583	815	1863
Grp Volume(v), veh/h	612	0	343	257	74	333
Grp Sat Flow(s),veh/h/ln	1730	0	1863	1583	815	1863
Q Serve(g_s), s	16.1	0.0	6.5	5.6	3.5	6.3
Cycle Q Clear(g_c), s	16.1	0.0	6.5	5.6	10.1	6.3
Prop In Lane	0.79	0.21		1.00	1.00	
Lane Grp Cap(c), veh/h	717	0	794	675	385	794
V/C Ratio(X)	0.85	0.00	0.43	0.38	0.19	0.42
Avail Cap(c_a), veh/h	934	0	917	779	439	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	10.2	9.9	13.7	10.1
Incr Delay (d2), s/veh	5.0	0.0	0.3	0.3	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	3.4	2.5	0.8	3.3
LnGrp Delay(d),s/veh	18.3	0.0	10.4	10.2	13.9	10.4
LnGrp LOS	B		B	B	B	B
Approach Vol, veh/h	612		600			407
Approach Delay, s/veh	18.3		10.3			11.0
Approach LOS	B		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		24.9		25.5				25.5
Change Period (Y+Rc), s		6.0		5.5				5.5
Max Green Setting (Gmax), s		25.2		23.3				23.3
Max Q Clear Time (g_c+I1), s		18.1		8.5				12.1
Green Ext Time (p_c), s		0.8		2.1				1.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
8: Peck Road & Telegraph Road/Harvard Boulevard

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	230	115	220	280	130	80	210	185	120	320	130
Future Volume (veh/h)	130	230	115	220	280	130	80	210	185	120	320	130
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	165	291	146	265	337	157	110	288	253	141	376	153
Adj No. of Lanes	1	2	0	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.79	0.79	0.79	0.83	0.83	0.83	0.73	0.73	0.73	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	527	258	291	487	414	250	765	650	365	496	202
Arrive On Green	0.13	0.23	0.21	0.16	0.26	0.26	0.41	0.41	0.41	0.39	0.39	0.38
Sat Flow, veh/h	1774	2305	1128	1774	1863	1583	871	1863	1583	861	1260	513
Grp Volume(v), veh/h	165	222	215	265	337	157	110	288	253	141	0	529
Grp Sat Flow(s),veh/h/ln	1774	1770	1664	1774	1863	1583	871	1863	1583	861	0	1772
Q Serve(g_s), s	5.4	6.7	7.0	8.9	9.9	5.0	7.5	6.6	6.8	8.5	0.0	15.7
Cycle Q Clear(g_c), s	5.4	6.7	7.0	8.9	9.9	5.0	23.2	6.6	6.8	15.1	0.0	15.7
Prop In Lane	1.00		0.68	1.00		1.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	233	404	380	291	487	414	250	765	650	365	0	698
V/C Ratio(X)	0.71	0.55	0.57	0.91	0.69	0.38	0.44	0.38	0.39	0.39	0.00	0.76
Avail Cap(c_a), veh/h	291	668	628	291	703	598	250	765	650	379	0	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	20.7	21.1	25.0	20.3	18.5	25.1	12.5	12.6	18.6	0.0	16.1
Incr Delay (d2), s/veh	3.7	0.4	0.5	30.3	1.3	0.4	0.5	0.1	0.1	0.5	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.3	3.2	6.8	5.2	2.2	1.8	3.4	3.0	2.0	0.0	8.5
LnGrp Delay(d),s/veh	29.0	21.2	21.6	55.3	21.6	18.9	25.5	12.6	12.7	19.1	0.0	20.3
LnGrp LOS	C	C	C	E	C	B	C	B	B	B		C
Approach Vol, veh/h		602			759			651			670	
Approach Delay, s/veh		23.5			32.8			14.9			20.0	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	19.9		29.0	14.0	17.9		29.0
Change Period (Y+Rc), s	5.0	5.0		6.0	5.5	5.0		* 6
Max Green Setting (Gmax), s	9.0	22.0		23.0	8.5	22.0		* 24
Max Q Clear Time (g_c+I1), s	7.4	11.9		25.2	10.9	9.0		17.7
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	3.3		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
9: Faulkner Road & SR-126 WB Ramps

05/30/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	25	15	130	30	120	25	170	130	460	130	30
Future Volume (veh/h)	50	25	15	130	30	120	25	170	130	460	130	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	64	33	19	148	34	136	32	221	169	613	173	40
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.78	0.76	0.78	0.88	0.88	0.88	0.77	0.77	0.77	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	100	58	198	49	194	60	350	256	686	1527	345
Arrive On Green	0.05	0.09	0.08	0.11	0.15	0.14	0.03	0.18	0.17	0.39	0.53	0.52
Sat Flow, veh/h	1774	1111	639	1774	326	1306	1774	1953	1428	1774	2870	648
Grp Volume(v), veh/h	64	0	52	148	0	170	32	199	191	613	105	108
Grp Sat Flow(s),veh/h/ln	1774	0	1750	1774	0	1632	1774	1770	1611	1774	1770	1748
Q Serve(g_s), s	2.4	0.0	1.9	5.6	0.0	6.8	1.2	7.2	7.6	22.3	2.0	2.1
Cycle Q Clear(g_c), s	2.4	0.0	1.9	5.6	0.0	6.8	1.2	7.2	7.6	22.3	2.0	2.1
Prop In Lane	1.00		0.37	1.00		0.80	1.00		0.89	1.00		0.37
Lane Grp Cap(c), veh/h	94	0	158	198	0	243	60	317	289	686	942	930
V/C Ratio(X)	0.68	0.00	0.33	0.75	0.00	0.70	0.53	0.63	0.66	0.89	0.11	0.12
Avail Cap(c_a), veh/h	193	0	698	257	0	710	178	732	666	978	1530	1512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	29.5	29.7	0.0	28.1	32.8	26.2	26.6	19.8	8.0	8.1
Incr Delay (d2), s/veh	8.3	0.0	1.2	8.4	0.0	3.6	7.2	2.1	2.6	7.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.0	3.2	0.0	3.3	0.7	3.7	3.6	12.4	1.0	1.0
LnGrp Delay(d),s/veh	40.4	0.0	30.7	38.1	0.0	31.7	39.9	28.2	29.1	27.6	8.1	8.1
LnGrp LOS	D		C	D		C	D	C	C	C	A	A
Approach Vol, veh/h		116			318			422			826	
Approach Delay, s/veh		36.0			34.7			29.5			22.6	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.7	16.3	11.7	10.2	6.3	40.7	7.7	14.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	37.5	28.0	9.5	27.0	6.4	59.1	7.0	29.5
Max Q Clear Time (g_c+I1), s	24.3	9.6	7.6	3.9	3.2	4.1	4.4	8.8
Green Ext Time (p_c), s	1.8	2.2	0.1	0.2	0.0	1.3	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	27.5
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary
10: Peck Road & SR-126 EB Ramps/Acacia Way

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	30	30	10	10	100	20	100	10	60	80	150
Future Volume (veh/h)	260	30	30	10	10	100	20	100	10	60	80	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	306	35	35	16	16	161	33	164	16	73	98	183
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.85	0.85	0.85	0.62	0.62	0.62	0.61	0.61	0.61	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	324	324	29	26	257	143	480	43	173	177	265
Arrive On Green	0.22	0.38	0.38	0.02	0.18	0.18	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	856	856	1774	145	1460	138	1495	133	220	551	825
Grp Volume(v), veh/h	306	0	70	16	0	177	213	0	0	354	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1712	1774	0	1605	1766	0	0	1596	0	0
Q Serve(g_s), s	6.9	0.0	1.1	0.4	0.0	4.3	0.0	0.0	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	1.1	0.4	0.0	4.3	3.8	0.0	0.0	7.9	0.0	0.0
Prop In Lane	1.00		0.50	1.00		0.91	0.15		0.08	0.21		0.52
Lane Grp Cap(c), veh/h	387	0	648	29	0	283	665	0	0	615	0	0
V/C Ratio(X)	0.79	0.00	0.11	0.56	0.00	0.63	0.32	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	715	0	1177	168	0	1104	920	0	0	1182	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.6	0.0	8.5	20.6	0.0	16.1	11.0	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.1	15.7	0.0	2.3	0.3	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.5	0.3	0.0	2.0	1.9	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	19.2	0.0	8.6	36.3	0.0	18.3	11.3	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	B		A	D		B	B			B		
Approach Vol, veh/h		376			193			213			354	
Approach Delay, s/veh		17.2			19.8			11.3			13.2	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		17.5	4.7	20.0		17.5	13.2	11.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		20.0	4.0	29.0		29.0	17.0	29.0
Max Q Clear Time (g_c+I1), s		5.8	2.4	3.1		9.9	8.9	6.3
Green Ext Time (p_c), s		3.2	0.0	1.5		3.6	0.6	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

HCM 2010 AWSC
11: Steckel Drive & Main Street

05/29/2018

Intersection	
Intersection Delay, s/veh	23.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	280	70	135	300	45	65	100	225	70	110	90
Future Vol, veh/h	40	280	70	135	300	45	65	100	225	70	110	90
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	304	76	147	326	49	71	109	245	76	120	98
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	19.7	26.8	19.1	30.2
HCM LOS	C	D	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	39%	0%	22%	0%	47%	0%	26%
Vol Thru, %	61%	0%	78%	67%	53%	77%	41%
Vol Right, %	0%	100%	0%	33%	0%	23%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	225	180	210	285	195	270
LT Vol	65	0	40	0	135	0	70
Through Vol	100	0	140	140	150	150	110
RT Vol	0	225	0	70	0	45	90
Lane Flow Rate	179	245	196	228	310	212	293
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.441	0.538	0.473	0.53	0.742	0.483	0.707
Departure Headway (Hd)	8.847	7.916	8.71	8.351	8.622	8.208	8.677
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	407	455	415	431	421	439	417
Service Time	6.593	5.662	6.458	6.099	6.369	5.955	6.725
HCM Lane V/C Ratio	0.44	0.538	0.472	0.529	0.736	0.483	0.703
HCM Control Delay	18.4	19.6	19.1	20.2	32.5	18.4	30.2
HCM Lane LOS	C	C	C	C	D	C	D
HCM 95th-tile Q	2.2	3.1	2.5	3	6	2.6	5.3

HCM 2010 Signalized Intersection Summary
12: Steckel Drive & Harvard Boulevard

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	390	20	60	530	245	50	60	70	140	40	70
Future Volume (veh/h)	100	390	20	60	530	245	50	60	70	140	40	70
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	133	520	27	91	803	371	79	95	111	197	56	99
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.75	0.75	0.75	0.66	0.66	0.66	0.63	0.63	0.63	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1736	90	496	1195	550	199	231	218	355	101	137
Arrive On Green	0.51	0.51	0.49	0.51	0.51	0.49	0.34	0.34	0.33	0.34	0.34	0.33
Sat Flow, veh/h	476	3424	177	856	2356	1085	328	679	642	729	298	402
Grp Volume(v), veh/h	133	268	279	91	602	572	285	0	0	352	0	0
Grp Sat Flow(s),veh/h/ln	476	1770	1831	856	1770	1671	1649	0	0	1429	0	0
Q Serve(g_s), s	13.0	4.6	4.6	3.6	13.3	13.5	0.0	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	26.5	4.6	4.6	8.2	13.3	13.5	6.8	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.65	0.28		0.39	0.56		0.28
Lane Grp Cap(c), veh/h	256	898	929	496	898	848	648	0	0	593	0	0
V/C Ratio(X)	0.52	0.30	0.30	0.18	0.67	0.67	0.44	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	256	898	929	496	898	848	1170	0	0	1051	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	7.5	7.5	9.9	9.6	9.9	13.7	0.0	0.0	14.8	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.3	0.3	0.3	2.2	2.4	0.5	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.3	2.4	0.9	6.9	6.6	3.3	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	22.9	7.7	7.8	10.1	11.8	12.3	14.2	0.0	0.0	15.8	0.0	0.0
LnGrp LOS	C	A	A	B	B	B	B			B		
Approach Vol, veh/h		680			1265			285			352	
Approach Delay, s/veh		10.7			11.9			14.2			15.8	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		30.5		21.7		30.5		21.7
Change Period (Y+Rc), s		5.0		4.5		5.0		4.5
Max Green Setting (Gmax), s		25.5		35.0		25.5		35.0
Max Q Clear Time (g_c+I1), s		28.5		8.8		15.5		12.8
Green Ext Time (p_c), s		0.0		4.7		8.8		4.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

HCM 2010 AWSC
13: Palm Avenue & Santa Paula Street

05/29/2018

Intersection	
Intersection Delay, s/veh	32.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	310	70	110	275	40	70	50	145	30	95	20
Future Vol, veh/h	20	310	70	110	275	40	70	50	145	30	95	20
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	337	76	120	299	43	76	54	158	33	103	22
Number of Lanes	0	1	0	0	1	1	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	44.3	38.3	14.3	16.9
HCM LOS	E	E	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	58%	0%	5%	29%	0%	21%
Vol Thru, %	42%	0%	78%	71%	0%	66%
Vol Right, %	0%	100%	17%	0%	100%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	145	400	385	40	145
LT Vol	70	0	20	110	0	30
Through Vol	50	0	310	275	0	95
RT Vol	0	145	70	0	40	20
Lane Flow Rate	130	158	435	418	43	158
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.307	0.326	0.884	0.863	0.078	0.378
Departure Headway (Hd)	8.475	7.45	7.317	7.422	6.587	8.627
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	482	496	490	547	416
Service Time	6.216	5.19	5.348	5.153	4.287	6.691
HCM Lane V/C Ratio	0.306	0.328	0.877	0.853	0.079	0.38
HCM Control Delay	14.9	13.8	44.3	41.3	9.8	16.9
HCM Lane LOS	B	B	E	E	A	C
HCM 95th-tile Q	1.3	1.4	9.7	9	0.3	1.7

HCM 2010 AWSC
14: Palm Avenue & Santa Barbara Street

05/29/2018

Intersection	
Intersection Delay, s/veh	27.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	150	75	160	150	50	55	180	80	65	220	20
Future Vol, veh/h	20	150	75	160	150	50	55	180	80	65	220	20
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	163	82	174	163	54	60	196	87	71	239	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.3	34.3	26.6	26.4
HCM LOS	C	D	D	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	8%	44%	21%
Vol Thru, %	57%	61%	42%	72%
Vol Right, %	25%	31%	14%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	315	245	360	305
LT Vol	55	20	160	65
Through Vol	180	150	150	220
RT Vol	80	75	50	20
Lane Flow Rate	342	266	391	332
Geometry Grp	1	1	1	1
Degree of Util (X)	0.707	0.565	0.803	0.698
Departure Headway (Hd)	7.436	7.641	7.391	7.577
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	486	471	489	477
Service Time	5.483	5.715	5.438	5.624
HCM Lane V/C Ratio	0.704	0.565	0.8	0.696
HCM Control Delay	26.6	20.3	34.3	26.4
HCM Lane LOS	D	C	D	D
HCM 95th-tile Q	5.5	3.4	7.5	5.3

HCM 2010 Signalized Intersection Summary
15: Palm Avenue & East Main Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	290	105	150	210	30	75	215	150	45	340	90
Future Volume (veh/h)	90	290	105	150	210	30	75	215	150	45	340	90
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	122	392	142	224	313	45	112	321	224	51	386	102
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.74	0.74	0.74	0.67	0.67	0.67	0.67	0.67	0.67	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	810	688	328	645	93	288	456	318	88	452	112
Arrive On Green	0.43	0.43	0.43	0.40	0.40	0.40	0.45	0.45	0.43	0.45	0.45	0.43
Sat Flow, veh/h	1019	1863	1583	867	1593	229	904	1023	714	66	1016	253
Grp Volume(v), veh/h	122	392	142	224	0	358	112	0	545	539	0	0
Grp Sat Flow(s),veh/h/ln	1019	1863	1583	867	0	1822	904	0	1737	1334	0	0
Q Serve(g_s), s	6.4	10.0	3.7	17.0	0.0	9.7	0.0	0.0	17.0	9.3	0.0	0.0
Cycle Q Clear(g_c), s	16.2	10.0	3.7	27.0	0.0	9.7	18.1	0.0	17.0	26.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.41	0.09		0.19
Lane Grp Cap(c), veh/h	403	810	688	328	0	738	288	0	773	653	0	0
V/C Ratio(X)	0.30	0.48	0.21	0.68	0.00	0.49	0.39	0.00	0.70	0.83	0.00	0.00
Avail Cap(c_a), veh/h	403	810	688	328	0	738	292	0	781	661	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.1	13.5	11.7	25.0	0.0	14.7	15.3	0.0	15.1	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.9	1.0	0.3	5.7	0.0	0.5	0.3	0.0	2.4	7.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.3	1.7	4.6	0.0	5.0	1.7	0.0	8.6	10.7	0.0	0.0
LnGrp Delay(d),s/veh	20.0	14.5	12.0	30.7	0.0	15.2	15.6	0.0	17.6	24.9	0.0	0.0
LnGrp LOS	C	B	B	C		B	B		B	C		
Approach Vol, veh/h		656			582			657			539	
Approach Delay, s/veh		15.0			21.2			17.2			24.9	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		33.7		33.0		33.7
Change Period (Y+Rc), s		6.0		5.0		* 6		5.0
Max Green Setting (Gmax), s		25.0		29.0		* 27		29.0
Max Q Clear Time (g_c+I1), s		18.2		20.1		29.0		28.3
Green Ext Time (p_c), s		4.7		3.2		0.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
16: Palm Avenue & Harvard Boulevard

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	380	150	235	540	120	145	260	130	75	415	170
Future Volume (veh/h)	125	380	150	235	540	120	145	260	130	75	415	170
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	156	475	188	356	818	182	173	310	155	81	446	183
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.80	0.80	0.80	0.66	0.66	0.66	0.84	0.84	0.84	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1108	436	351	1284	286	203	505	253	319	541	222
Arrive On Green	0.45	0.45	0.43	0.45	0.45	0.43	0.43	0.43	0.42	0.43	0.43	0.42
Sat Flow, veh/h	561	2484	976	769	2879	641	794	1173	586	924	1256	515
Grp Volume(v), veh/h	156	338	325	356	503	497	173	0	465	81	0	629
Grp Sat Flow(s),veh/h/ln	561	1770	1690	769	1770	1750	794	0	1759	924	0	1772
Q Serve(g_s), s	14.6	8.5	8.7	20.3	14.3	14.4	7.6	0.0	13.4	4.8	0.0	20.4
Cycle Q Clear(g_c), s	29.0	8.5	8.7	29.0	14.3	14.4	28.0	0.0	13.4	18.2	0.0	20.4
Prop In Lane	1.00		0.58	1.00		0.37	1.00		0.33	1.00		0.29
Lane Grp Cap(c), veh/h	237	790	754	351	790	781	203	0	758	319	0	763
V/C Ratio(X)	0.66	0.43	0.43	1.01	0.64	0.64	0.85	0.00	0.61	0.25	0.00	0.82
Avail Cap(c_a), veh/h	237	790	754	351	790	781	203	0	758	319	0	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	12.3	12.6	25.5	13.9	14.1	30.5	0.0	14.5	21.4	0.0	16.5
Incr Delay (d2), s/veh	5.2	0.1	0.1	51.5	1.3	1.3	26.2	0.0	1.1	0.2	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.2	4.0	11.3	7.1	7.1	4.6	0.0	6.7	1.3	0.0	11.3
LnGrp Delay(d),s/veh	31.8	12.5	12.7	77.1	15.2	15.4	56.7	0.0	15.5	21.5	0.0	23.3
LnGrp LOS	C	B	B	F	B	B	E		B	C		C
Approach Vol, veh/h		819			1356			638			710	
Approach Delay, s/veh		16.2			31.6			26.7			23.1	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		32.0		33.0		32.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		28.0		27.0		28.0		27.0
Max Q Clear Time (g_c+I1), s		31.0		30.0		31.0		22.4
Green Ext Time (p_c), s		0.0		0.0		0.0		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

HCM 2010 TWSC
17: Palm Avenue & SR-126 WB Ramps

06/01/2018

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	25	0	170	55	325	0	0	270	570
Future Vol, veh/h	0	0	0	25	0	170	55	325	0	0	270	570
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	81	81	81	82	82	82	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	31	0	210	67	396	0	0	318	671

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1184	-	396	989	0	-	-	-	0	
Stage 1	530	-	-	-	-	-	-	-	-	
Stage 2	654	-	-	-	-	-	-	-	-	
Critical Hdwy	6.42	-	6.22	4.12	-	-	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	-	3.318	2.218	-	-	-	-	-	
Pot Cap-1 Maneuver	209	0	653	699	-	0	0	-	-	
Stage 1	590	0	-	-	-	0	0	-	-	
Stage 2	517	0	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	183	0	653	699	-	-	-	-	-	
Mov Cap-2 Maneuver	183	0	-	-	-	-	-	-	-	
Stage 1	517	0	-	-	-	-	-	-	-	
Stage 2	517	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	15.1	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	699	-	183	653	-	-
HCM Lane V/C Ratio	0.096	-	0.169	0.321	-	-
HCM Control Delay (s)	10.7	0	28.6	13.1	-	-
HCM Lane LOS	B	A	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	1.4	-	-

HCM 2010 Signalized Intersection Summary
18: Palm Avenue & SR-126 EB Ramps

06/01/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	0	50	0	0	0	0	110	75	190	105	0
Future Volume (veh/h)	280	0	50	0	0	0	0	110	75	190	105	0
Number	3	8	18				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	304	0	54				0	120	82	207	114	0
Adj No. of Lanes	1	0	1				0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	418	0	373				0	201	138	328	946	0
Arrive On Green	0.24	0.00	0.24				0.00	0.20	0.20	0.18	0.51	0.00
Sat Flow, veh/h	1774	0	1583				0	1033	706	1774	1863	0
Grp Volume(v), veh/h	304	0	54				0	0	202	207	114	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583				0	0	1738	1774	1863	0
Q Serve(g_s), s	4.9	0.0	0.8				0.0	0.0	3.3	3.4	1.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.8				0.0	0.0	3.3	3.4	1.0	0.0
Prop In Lane	1.00		1.00				0.00		0.41	1.00		0.00
Lane Grp Cap(c), veh/h	418	0	373				0	0	339	328	946	0
V/C Ratio(X)	0.73	0.00	0.14				0.00	0.00	0.60	0.63	0.12	0.00
Avail Cap(c_a), veh/h	909	0	811				0	0	891	909	2147	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	9.4				0.0	0.0	11.4	11.7	4.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.2				0.0	0.0	1.7	2.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.4				0.0	0.0	1.7	1.8	0.5	0.0
LnGrp Delay(d),s/veh	13.4	0.0	9.6				0.0	0.0	13.1	13.7	4.1	0.0
LnGrp LOS	B		A						B	B	A	
Approach Vol, veh/h		358						202			321	
Approach Delay, s/veh		12.9						13.1			10.3	
Approach LOS		B						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.8	10.1				19.9		11.4
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	16.0	16.0				36.0		16.0
Max Q Clear Time (g_c+I1), s	5.4	5.3				3.0		6.9
Green Ext Time (p_c), s	0.4	0.8				0.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

HCM 2010 TWSC
19: Palm Avenue & Frontage Road

05/29/2018

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	15	25	15	5	40	5	10	5	65	15	60
Future Vol, veh/h	60	15	25	15	5	40	5	10	5	65	15	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	68	68	68	58	58	58	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	27	45	22	7	59	9	17	9	83	19	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	296	267	58	299	302	22	96	0	0	26	0	0
Stage 1	224	224	-	39	39	-	-	-	-	-	-	-
Stage 2	72	43	-	260	263	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	656	639	1008	653	611	1055	1498	-	-	1588	-	-
Stage 1	779	718	-	976	862	-	-	-	-	-	-	-
Stage 2	938	859	-	745	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	585	600	1008	575	573	1055	1498	-	-	1588	-	-
Mov Cap-2 Maneuver	585	600	-	575	573	-	-	-	-	-	-	-
Stage 1	774	678	-	970	857	-	-	-	-	-	-	-
Stage 2	873	854	-	646	652	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	9.9	1.9	3.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	656	825	1588	-	-
HCM Lane V/C Ratio	0.006	-	-	0.272	0.107	0.052	-	-
HCM Control Delay (s)	7.4	0	-	12.5	9.9	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.4	0.2	-	-

HCM 2010 Signalized Intersection Summary
20: 8th Street & East Main Street

05/29/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	250	60	50	200	30	30	160	40	70	230	95
Future Volume (veh/h)	100	250	60	50	200	30	30	160	40	70	230	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	147	368	88	57	230	34	42	222	56	95	311	128
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.68	0.68	0.68	0.87	0.87	0.87	0.72	0.72	0.72	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	493	724	132	448	58	294	508	128	419	444	183
Arrive On Green	0.46	0.46	0.46	0.47	0.47	0.47	0.35	0.35	0.37	0.35	0.35	0.37
Sat Flow, veh/h	309	1079	1583	82	957	123	946	1436	362	1097	1255	517
Grp Volume(v), veh/h	515	0	88	321	0	0	42	0	278	95	0	439
Grp Sat Flow(s),veh/h/ln	1388	0	1583	1161	0	0	946	0	1799	1097	0	1772
Q Serve(g_s), s	0.0	0.0	1.4	1.8	0.0	0.0	1.8	0.0	5.3	3.3	0.0	9.6
Cycle Q Clear(g_c), s	14.9	0.0	1.4	16.6	0.0	0.0	11.3	0.0	5.3	8.6	0.0	9.6
Prop In Lane	0.29		1.00	0.18		0.11	1.00		0.20	1.00		0.29
Lane Grp Cap(c), veh/h	737	0	724	638	0	0	294	0	637	419	0	627
V/C Ratio(X)	0.70	0.00	0.12	0.50	0.00	0.00	0.14	0.00	0.44	0.23	0.00	0.70
Avail Cap(c_a), veh/h	839	0	827	722	0	0	348	0	740	482	0	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	7.0	8.4	0.0	0.0	17.3	0.0	11.1	14.4	0.0	12.4
Incr Delay (d2), s/veh	2.2	0.0	0.1	0.6	0.0	0.0	0.3	0.0	0.7	0.4	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	0.6	2.6	0.0	0.0	0.5	0.0	2.7	1.0	0.0	5.1
LnGrp Delay(d),s/veh	12.3	0.0	7.1	9.0	0.0	0.0	17.7	0.0	11.7	14.8	0.0	15.4
LnGrp LOS	B		A	A			B		B	B		B
Approach Vol, veh/h		603			321			320			534	
Approach Delay, s/veh		11.6			9.0			12.5			15.3	
Approach LOS		B			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.1		19.9		25.1		19.9
Change Period (Y+Rc), s		* 4		3.5		4.0		3.5
Max Green Setting (Gmax), s		* 24		19.0		23.5		19.0
Max Q Clear Time (g_c+I1), s		16.9		13.3		18.6		11.6
Green Ext Time (p_c), s		3.4		3.1		2.5		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
21: 8th Street & Harvard Boulevard

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	490	40	40	550	50	35	75	70	70	50	180
Future Volume (veh/h)	80	490	40	40	550	50	35	75	70	70	50	180
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	116	710	58	54	743	68	56	119	111	104	75	269
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.69	0.69	0.69	0.74	0.74	0.74	0.63	0.63	0.63	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	1879	153	443	1860	170	131	204	163	292	185	456
Arrive On Green	0.57	0.57	0.55	0.57	0.57	0.55	0.29	0.29	0.27	0.29	0.29	0.29
Sat Flow, veh/h	670	3314	271	697	3279	300	182	711	566	657	643	1583
Grp Volume(v), veh/h	116	379	389	54	401	410	286	0	0	179	0	269
Grp Sat Flow(s),veh/h/ln	670	1770	1815	697	1770	1810	1459	0	0	1300	0	1583
Q Serve(g_s), s	6.5	6.5	6.5	2.6	7.0	7.0	3.8	0.0	0.0	0.0	0.0	8.0
Cycle Q Clear(g_c), s	13.5	6.5	6.5	9.1	7.0	7.0	9.9	0.0	0.0	6.1	0.0	8.0
Prop In Lane	1.00		0.15	1.00		0.17	0.20		0.39	0.58		1.00
Lane Grp Cap(c), veh/h	425	1004	1029	443	1004	1026	498	0	0	477	0	456
V/C Ratio(X)	0.27	0.38	0.38	0.12	0.40	0.40	0.57	0.00	0.00	0.38	0.00	0.59
Avail Cap(c_a), veh/h	458	1092	1120	478	1092	1116	695	0	0	654	0	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.5	6.6	6.6	9.1	6.7	6.7	17.4	0.0	0.0	15.9	0.0	16.8
Incr Delay (d2), s/veh	0.7	0.5	0.5	0.3	0.6	0.5	1.0	0.0	0.0	0.5	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	3.4	0.5	3.5	3.6	4.0	0.0	0.0	2.3	0.0	3.7
LnGrp Delay(d),s/veh	11.2	7.1	7.1	9.3	7.2	7.3	18.5	0.0	0.0	16.4	0.0	18.1
LnGrp LOS	B	A	A	A	A	A	B			B		B
Approach Vol, veh/h		884			865			286			448	
Approach Delay, s/veh		7.6			7.4			18.5			17.4	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.3		19.9		35.3		19.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		33.0		22.0		33.0		22.0
Max Q Clear Time (g_c+I1), s		11.1		11.9		15.5		10.0
Green Ext Time (p_c), s		17.9		3.0		14.8		3.2

Intersection Summary		
HCM 2010 Ctrl Delay		10.6
HCM 2010 LOS		B

HCM 2010 Signalized Intersection Summary
22: Ojai Road & Virginia Terrace

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	5	40	5	5	5	70	470	5	5	675	215
Future Volume (veh/h)	85	5	40	5	5	5	70	470	5	5	675	215
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	92	5	43	5	5	5	76	511	5	5	734	234
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	7	56	8	8	8	304	1281	13	620	943	301
Arrive On Green	0.11	0.11	0.11	0.01	0.01	0.01	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1126	61	526	577	577	577	578	1842	18	881	1355	432
Grp Volume(v), veh/h	140	0	0	15	0	0	76	0	516	5	0	968
Grp Sat Flow(s),veh/h/ln	1714	0	0	1732	0	0	578	0	1860	881	0	1787
Q Serve(g_s), s	5.2	0.0	0.0	0.6	0.0	0.0	6.6	0.0	7.7	0.2	0.0	23.7
Cycle Q Clear(g_c), s	5.2	0.0	0.0	0.6	0.0	0.0	30.3	0.0	7.7	7.8	0.0	23.7
Prop In Lane	0.66		0.31	0.33		0.33	1.00		0.01	1.00		0.24
Lane Grp Cap(c), veh/h	184	0	0	25	0	0	304	0	1294	620	0	1243
V/C Ratio(X)	0.76	0.00	0.00	0.59	0.00	0.00	0.25	0.00	0.40	0.01	0.00	0.78
Avail Cap(c_a), veh/h	417	0	0	421	0	0	393	0	1582	756	0	1520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	32.2	0.0	0.0	16.7	0.0	4.2	5.9	0.0	6.6
Incr Delay (d2), s/veh	6.4	0.0	0.0	20.3	0.0	0.0	0.4	0.0	0.2	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	0.4	0.0	0.0	1.1	0.0	3.9	0.0	0.0	12.0
LnGrp Delay(d),s/veh	35.0	0.0	0.0	52.5	0.0	0.0	17.1	0.0	4.4	5.9	0.0	8.8
LnGrp LOS	C			D			B		A	A		A
Approach Vol, veh/h		140			15			592			973	
Approach Delay, s/veh		35.0			52.5			6.0			8.8	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		49.8		11.1		49.8		5.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		56.0		16.0		56.0		16.0
Max Q Clear Time (g_c+I1), s		32.3		7.2		25.7		2.6
Green Ext Time (p_c), s		13.5		0.4		15.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
23: Ojai Road & Santa Paula Street

05/31/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	270	55	90	300	20	30	595	100	30	750	150
Future Volume (veh/h)	150	270	55	90	300	20	30	595	100	30	750	150
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	158	284	37	95	316	10	32	626	42	32	789	74
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	313	40	145	462	14	98	883	59	227	858	81
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.51	0.51	0.50	0.51	0.51	0.50
Sat Flow, veh/h	373	719	91	266	1062	32	638	1726	116	766	1678	157
Grp Volume(v), veh/h	479	0	0	421	0	0	32	0	668	32	0	863
Grp Sat Flow(s),veh/h/ln	1184	0	0	1361	0	0	638	0	1842	766	0	1835
Q Serve(g_s), s	22.5	0.0	0.0	0.0	0.0	0.0	7.3	0.0	41.7	5.0	0.0	65.1
Cycle Q Clear(g_c), s	59.8	0.0	0.0	37.3	0.0	0.0	72.4	0.0	41.7	46.7	0.0	65.1
Prop In Lane	0.33		0.08	0.23		0.02	1.00		0.06	1.00		0.09
Lane Grp Cap(c), veh/h	547	0	0	621	0	0	98	0	943	227	0	939
V/C Ratio(X)	0.88	0.00	0.00	0.68	0.00	0.00	0.33	0.00	0.71	0.14	0.00	0.92
Avail Cap(c_a), veh/h	662	0	0	745	0	0	98	0	943	227	0	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.00	1.00	0.00	0.00	0.71	0.00	0.71	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	0.0	0.0	33.6	0.0	0.0	67.1	0.0	28.1	46.0	0.0	33.8
Incr Delay (d2), s/veh	10.1	0.0	0.0	1.9	0.0	0.0	6.2	0.0	3.2	1.3	0.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	0.0	0.0	14.5	0.0	0.0	1.5	0.0	22.0	1.1	0.0	36.8
LnGrp Delay(d),s/veh	53.4	0.0	0.0	35.5	0.0	0.0	73.4	0.0	31.3	47.3	0.0	49.2
LnGrp LOS	D			D			E		C	D		D
Approach Vol, veh/h		479			421			700			895	
Approach Delay, s/veh		53.4			35.5			33.3			49.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		80.8		69.2		80.8		69.2
Change Period (Y+Rc), s		6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s		63.0		76.5		63.0		76.5
Max Q Clear Time (g_c+I1), s		67.1		61.8		74.4		39.3
Green Ext Time (p_c), s		0.0		2.9		0.0		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
24: 10th Street/Ojai Road & Santa Barbara Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	110	60	70	135	45	65	520	50	50	865	90
Future Volume (veh/h)	125	110	60	70	135	45	65	520	50	50	865	90
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	158	139	76	108	208	69	80	642	62	53	920	96
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.79	0.79	0.79	0.65	0.65	0.65	0.81	0.81	0.81	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	367	201	386	434	144	120	908	88	522	900	94
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	1.00	1.00	1.00	0.54	0.54	0.53
Sat Flow, veh/h	1098	1134	620	1162	1340	444	553	1673	162	740	1659	173
Grp Volume(v), veh/h	158	0	215	108	0	277	80	0	704	53	0	1016
Grp Sat Flow(s),veh/h/ln	1098	0	1753	1162	0	1784	553	0	1834	740	0	1832
Q Serve(g_s), s	8.1	0.0	5.7	4.7	0.0	7.5	0.0	0.0	0.0	2.1	0.0	32.6
Cycle Q Clear(g_c), s	15.5	0.0	5.7	10.4	0.0	7.5	32.6	0.0	0.0	2.1	0.0	32.6
Prop In Lane	1.00		0.35	1.00		0.25	1.00		0.09	1.00		0.09
Lane Grp Cap(c), veh/h	339	0	568	386	0	578	120	0	995	522	0	994
V/C Ratio(X)	0.47	0.00	0.38	0.28	0.00	0.48	0.67	0.00	0.71	0.10	0.00	1.02
Avail Cap(c_a), veh/h	377	0	628	426	0	639	120	0	995	522	0	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.73	0.00	0.73	0.09	0.00	0.09
Uniform Delay (d), s/veh	22.5	0.0	15.7	19.6	0.0	16.3	16.3	0.0	0.0	6.8	0.0	13.7
Incr Delay (d2), s/veh	1.0	0.0	0.4	0.4	0.0	0.6	19.3	0.0	3.1	0.0	0.0	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.8	1.5	0.0	3.7	1.9	0.0	0.9	0.4	0.0	20.1
LnGrp Delay(d),s/veh	23.4	0.0	16.1	20.0	0.0	16.9	35.6	0.0	3.1	6.8	0.0	28.7
LnGrp LOS	C		B	C		B	D		A	A		F
Approach Vol, veh/h		373			385			784			1069	
Approach Delay, s/veh		19.2			17.8			6.4			27.6	
Approach LOS		B			B			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		36.6		23.4		36.6		23.4
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		30.0		21.0		30.0		21.0
Max Q Clear Time (g_c+I1), s		34.6		12.4		34.6		17.5
Green Ext Time (p_c), s		0.0		2.8		0.0		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
25: 10th Street & East Main Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	170	50	70	110	50	50	430	90	50	850	130
Future Volume (veh/h)	140	170	50	70	110	50	50	430	90	50	850	130
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	226	274	81	88	138	62	62	531	111	54	924	141
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.62	0.62	0.62	0.80	0.80	0.80	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	605	514	333	396	178	121	810	169	347	856	131
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.54	0.54	0.53	1.00	1.00	1.00
Sat Flow, veh/h	1178	1863	1583	1022	1219	547	528	1495	313	784	1579	241
Grp Volume(v), veh/h	226	274	81	88	0	200	62	0	642	54	0	1065
Grp Sat Flow(s),veh/h/ln	1178	1863	1583	1022	0	1766	528	0	1808	784	0	1820
Q Serve(g_s), s	10.9	7.0	2.2	4.5	0.0	5.2	0.1	0.0	15.2	2.2	0.0	32.4
Cycle Q Clear(g_c), s	16.0	7.0	2.2	11.5	0.0	5.2	32.5	0.0	15.2	17.4	0.0	32.4
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.17	1.00		0.13
Lane Grp Cap(c), veh/h	400	605	514	333	0	573	121	0	980	347	0	987
V/C Ratio(X)	0.56	0.45	0.16	0.26	0.00	0.35	0.51	0.00	0.66	0.16	0.00	1.08
Avail Cap(c_a), veh/h	420	636	541	350	0	603	121	0	980	347	0	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.74	0.74	0.74	0.84	0.00	0.84	0.42	0.00	0.42	0.39	0.00	0.39
Uniform Delay (d), s/veh	21.6	16.0	14.4	20.6	0.0	15.5	30.0	0.0	9.8	4.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.4	0.1	0.4	0.0	0.3	6.4	0.0	1.5	0.4	0.0	43.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.6	1.0	1.3	0.0	2.6	1.2	0.0	7.9	0.5	0.0	12.0
LnGrp Delay(d),s/veh	22.7	16.4	14.5	20.9	0.0	15.8	36.4	0.0	11.3	4.4	0.0	43.7
LnGrp LOS	C	B	B	C		B	D		B	A		F
Approach Vol, veh/h		581			288			704			1119	
Approach Delay, s/veh		18.6			17.4			13.5			41.8	
Approach LOS		B			B			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		36.5		23.5		36.5		23.5
Change Period (Y+Rc), s		5.0		4.5		5.0		4.5
Max Green Setting (Gmax), s		30.5		20.0		30.5		20.0
Max Q Clear Time (g_c+I1), s		34.5		13.5		34.4		18.0
Green Ext Time (p_c), s		0.0		2.5		0.0		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		26.8
HCM 2010 LOS		C

Notes

HCM 2010 Signalized Intersection Summary
26: 10th Street & Harvard Boulevard

12/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	390	120	205	320	30	50	420	140	40	680	195
Future Volume (veh/h)	170	390	120	205	320	30	50	420	140	40	680	195
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	185	424	130	223	348	22	54	457	76	43	739	114
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	595	181	222	794	50	203	783	130	347	937	945
Arrive On Green	0.11	0.22	0.20	0.13	0.23	0.22	0.50	0.50	0.48	0.50	0.50	0.48
Sat Flow, veh/h	1774	2676	813	1774	3382	213	644	1558	259	868	1863	1583
Grp Volume(v), veh/h	185	279	275	223	181	189	54	0	533	43	739	114
Grp Sat Flow(s),veh/h/ln	1774	1770	1719	1774	1770	1825	644	0	1817	868	1863	1583
Q Serve(g_s), s	8.3	11.6	11.9	10.0	7.0	7.1	6.0	0.0	16.6	2.9	26.2	2.5
Cycle Q Clear(g_c), s	8.3	11.6	11.9	10.0	7.0	7.1	32.2	0.0	16.6	19.5	26.2	2.5
Prop In Lane	1.00		0.47	1.00		0.12	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	200	393	382	222	415	428	203	0	914	347	937	945
V/C Ratio(X)	0.93	0.71	0.72	1.01	0.44	0.44	0.27	0.00	0.58	0.12	0.79	0.12
Avail Cap(c_a), veh/h	200	553	537	222	575	593	203	0	914	347	937	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.99	0.99	0.99	1.00	0.00	1.00	0.33	0.33	0.33
Uniform Delay (d), s/veh	35.2	28.7	29.2	35.0	26.1	26.2	29.7	0.0	14.1	20.9	16.4	7.0
Incr Delay (d2), s/veh	41.0	2.2	2.5	61.6	0.7	0.7	3.2	0.0	2.7	0.2	2.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	5.9	5.9	8.7	3.5	3.7	1.2	0.0	8.9	0.7	13.9	1.1
LnGrp Delay(d),s/veh	76.2	31.0	31.7	96.6	26.8	26.9	32.8	0.0	16.8	21.1	18.7	7.1
LnGrp LOS	E	C	C	F	C	C	C		B	C	B	A
Approach Vol, veh/h		739			593			587			896	
Approach Delay, s/veh		42.6			53.1			18.3			17.4	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		44.2	14.0	21.8		44.2	13.0	22.8
Change Period (Y+Rc), s		5.5	4.0	5.5		5.5	4.0	5.5
Max Green Setting (Gmax), s		31.5	10.0	23.5		31.5	9.0	24.5
Max Q Clear Time (g_c+I1), s		34.2	12.0	13.9		28.2	10.3	9.1
Green Ext Time (p_c), s		0.0	0.0	2.4		2.4	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	31.7
HCM 2010 LOS	C

Notes

HCM 2010 TWSC
27: 10th Street & SR-126 WB Ramps

06/01/2018

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	5	140	10	435	0	0	170	810
Future Vol, veh/h	0	0	0	10	5	140	10	435	0	0	170	810
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	85	85	85	80	80	80	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	6	165	13	544	0	0	185	880

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1195	1635	544	1065	0	-	-	-	0
Stage 1	570	570	-	-	-	-	-	-	-
Stage 2	625	1065	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	206	101	539	654	-	0	0	-	-
Stage 1	566	505	-	-	-	0	0	-	-
Stage 2	534	299	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	200	0	539	654	-	-	-	-	-
Mov Cap-2 Maneuver	200	0	-	-	-	-	-	-	-
Stage 1	550	0	-	-	-	-	-	-	-
Stage 2	534	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	654	-	200	539	-	-
HCM Lane V/C Ratio	0.019	-	0.059	0.306	-	-
HCM Control Delay (s)	10.6	-	24.1	14.6	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	1.3	-	-

HCM 2010 Signalized Intersection Summary
28: 10th Street & SR-126 EB Ramps

05/29/2018

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	425	20	0	20	175	0
Future Volume (veh/h)	425	20	0	20	175	0
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	0
Adj Flow Rate, veh/h	512	24	0	32	199	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.83	0.83	0.62	0.62	0.88	0.88
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	686	612	0	435	435	0
Arrive On Green	0.39	0.39	0.00	0.23	0.23	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	512	24	0	32	199	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	5.2	0.2	0.0	0.3	1.9	0.0
Cycle Q Clear(g_c), s	5.2	0.2	0.0	0.3	1.9	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	686	612	0	435	435	0
V/C Ratio(X)	0.75	0.04	0.00	0.07	0.46	0.00
Avail Cap(c_a), veh/h	1347	1202	0	1414	1414	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.6	4.0	0.0	6.3	6.9	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.1	0.0	0.2	1.1	0.0
LnGrp Delay(d),s/veh	7.2	4.0	0.0	6.4	7.7	0.0
LnGrp LOS	A	A		A	A	
Approach Vol, veh/h	536			32	199	
Approach Delay, s/veh	7.1			6.4	7.7	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		8.9		12.2		8.9		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		16.0		16.0		
Max Q Clear Time (g_c+I1), s		2.3		7.2		3.9		
Green Ext Time (p_c), s		1.1		1.3		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

HCM 2010 Signalized Intersection Summary
29: E. Santa Maria Street & 126 EB On-Ramp & 10th Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	5	5	0	0	0	5	5	5	150	15	15
Future Volume (veh/h)	10	5	5	0	0	0	5	5	5	150	15	15
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	20	10	10				8	8	8	170	17	17
Adj No. of Lanes	0	1	0				0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50				0.62	0.62	0.62	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				2	2	2	2	2	2
Cap, veh/h	31	16	16				471	469	412	1071	107	93
Arrive On Green	0.04	0.04	0.04				0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	871	436	436				461	607	534	1182	139	120
Grp Volume(v), veh/h	40	0	0				24	0	0	204	0	0
Grp Sat Flow(s),veh/h/ln	1742	0	0				1602	0	0	1441	0	0
Q Serve(g_s), s	0.9	0.0	0.0				0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0				0.1	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.50		0.25				0.33		0.33	0.83		0.08
Lane Grp Cap(c), veh/h	62	0	0				1352	0	0	1271	0	0
V/C Ratio(X)	0.64	0.00	0.00				0.02	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	840	0	0				1352	0	0	1271	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.7	0.0	0.0				1.1	0.0	0.0	1.2	0.0	0.0
Incr Delay (d2), s/veh	10.7	0.0	0.0				0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0				0.1	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	30.4	0.0	0.0				1.1	0.0	0.0	1.5	0.0	0.0
LnGrp LOS	C						A			A		
Approach Vol, veh/h		40						24			204	
Approach Delay, s/veh		30.4						1.1			1.5	
Approach LOS		C						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		36.0		5.5		36.0		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		32.0		20.0		32.0		
Max Q Clear Time (g_c+I1), s		2.1		2.9		3.4		
Green Ext Time (p_c), s		1.5		0.1		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

HCM 2010 Signalized Intersection Summary
30: 12th Street & East Main Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	270	35	30	220	160	40	110	25	230	250	80
Future Volume (veh/h)	65	270	35	30	220	160	40	110	25	230	250	80
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	87	360	47	39	286	208	52	143	32	280	305	98
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.75	0.75	0.75	0.77	0.77	0.77	0.77	0.77	0.77	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	754	98	441	469	341	334	565	126	517	518	166
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.38	0.38	0.39	0.38	0.38	0.39
Sat Flow, veh/h	899	1615	211	974	1004	730	978	1475	330	1205	1352	434
Grp Volume(v), veh/h	87	0	407	39	0	494	52	0	175	280	0	403
Grp Sat Flow(s),veh/h/ln	899	0	1826	974	0	1734	978	0	1805	1205	0	1786
Q Serve(g_s), s	4.3	0.0	8.2	1.5	0.0	11.4	2.4	0.0	3.5	11.1	0.0	9.6
Cycle Q Clear(g_c), s	15.6	0.0	8.2	9.7	0.0	11.4	12.0	0.0	3.5	14.6	0.0	9.6
Prop In Lane	1.00		0.12	1.00		0.42	1.00		0.18	1.00		0.24
Lane Grp Cap(c), veh/h	364	0	853	441	0	810	334	0	692	517	0	685
V/C Ratio(X)	0.24	0.00	0.48	0.09	0.00	0.61	0.16	0.00	0.25	0.54	0.00	0.59
Avail Cap(c_a), veh/h	396	0	918	476	0	872	418	0	847	620	0	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	9.8	13.1	0.0	10.6	17.9	0.0	11.2	16.3	0.0	13.1
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.1	0.0	1.1	0.3	0.0	0.3	1.3	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.2	0.4	0.0	5.6	0.7	0.0	1.8	3.8	0.0	4.9
LnGrp Delay(d),s/veh	16.8	0.0	10.2	13.2	0.0	11.7	18.2	0.0	11.5	17.5	0.0	14.2
LnGrp LOS	B		B	B		B	B		B	B		B
Approach Vol, veh/h		494			533			227			683	
Approach Delay, s/veh		11.3			11.8			13.0			15.6	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.0		24.5		29.0		24.5
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5
Max Green Setting (Gmax), s		26.9		25.6		26.9		25.6
Max Q Clear Time (g_c+I1), s		17.6		14.0		13.4		16.6
Green Ext Time (p_c), s		4.4		5.2		5.6		4.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
31: 12th Street & Harvard Boulevard

12/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	420	125	60	220	10	150	80	60	10	110	240
Future Volume (veh/h)	180	420	125	60	220	10	150	80	60	10	110	240
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	214	500	149	68	250	11	160	85	64	12	138	300
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.94	0.94	0.94	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	593	1088	322	403	1395	61	362	185	104	107	203	420
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.38	0.38	0.35	0.38	0.38	0.35
Sat Flow, veh/h	1114	2693	798	779	3454	151	565	488	275	18	535	1106
Grp Volume(v), veh/h	214	328	321	68	128	133	309	0	0	450	0	0
Grp Sat Flow(s),veh/h/ln	1114	1770	1722	779	1770	1836	1329	0	0	1659	0	0
Q Serve(g_s), s	5.7	5.0	5.1	2.6	1.7	1.7	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	7.4	5.0	5.1	7.6	1.7	1.7	6.3	0.0	0.0	8.6	0.0	0.0
Prop In Lane	1.00		0.46	1.00		0.08	0.52		0.21	0.03		0.67
Lane Grp Cap(c), veh/h	593	715	696	403	715	742	652	0	0	730	0	0
V/C Ratio(X)	0.36	0.46	0.46	0.17	0.18	0.18	0.47	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	926	1244	1211	636	1244	1291	1208	0	0	1485	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.5	8.1	8.1	10.9	7.1	7.1	9.0	0.0	0.0	10.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.5	0.2	0.1	0.1	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.5	2.4	0.6	0.8	0.9	2.6	0.0	0.0	4.0	0.0	0.0
LnGrp Delay(d),s/veh	9.8	8.5	8.6	11.1	7.2	7.2	9.4	0.0	0.0	10.7	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A			B		
Approach Vol, veh/h		863			329			309			450	
Approach Delay, s/veh		8.9			8.0			9.4			10.7	
Approach LOS		A			A			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		18.9		18.0		18.9		18.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		25.0		30.0		25.0		30.0
Max Q Clear Time (g_c+I1), s		9.4		10.6		9.6		8.3
Green Ext Time (p_c), s		4.6		2.5		1.7		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

HCM 2010 Signalized Intersection Summary
32: Harvard Boulevard/Telegraph Road & East Main Street

12/09/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	400	220	400	430	25
Future Volume (veh/h)	15	400	220	400	430	25
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	18	482	286	519	506	29
Adj No. of Lanes	1	2	2	1	0	0
Peak Hour Factor	0.83	0.83	0.77	0.77	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	32	1694	1332	596	586	34
Arrive On Green	0.02	0.48	0.38	0.38	0.35	0.35
Sat Flow, veh/h	1774	3632	3632	1583	1664	95
Grp Volume(v), veh/h	18	482	286	519	536	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1583	1763	0
Q Serve(g_s), s	0.5	3.9	2.6	14.4	13.4	0.0
Cycle Q Clear(g_c), s	0.5	3.9	2.6	14.4	13.4	0.0
Prop In Lane	1.00			1.00	0.94	0.05
Lane Grp Cap(c), veh/h	32	1694	1332	596	621	0
V/C Ratio(X)	0.57	0.28	0.21	0.87	0.86	0.00
Avail Cap(c_a), veh/h	150	2095	1496	669	894	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	7.4	10.0	13.7	14.3	0.0
Incr Delay (d2), s/veh	15.1	0.1	0.1	11.1	6.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.9	1.3	8.0	7.5	0.0
LnGrp Delay(d),s/veh	38.2	7.5	10.1	24.8	20.4	0.0
LnGrp LOS	D	A	B	C	C	
Approach Vol, veh/h		500	805		536	
Approach Delay, s/veh		8.6	19.6		20.4	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		26.6		20.7	4.8	21.8		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		28.0		24.0	4.0	20.0		
Max Q Clear Time (g_c+I1), s		5.9		15.4	2.5	16.4		
Green Ext Time (p_c), s		3.2		1.3	0.0	1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
33: Hallock Drive & Telegraph Road

12/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	40	500	40	30	10	570	590	30	10	740	250
Future Volume (veh/h)	250	40	500	40	30	10	570	590	30	10	740	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	272	43	543	43	33	11	620	641	33	11	804	272
Adj No. of Lanes	1	2	2	1	2	0	2	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	854	672	58	247	78	761	1663	86	20	976	722
Arrive On Green	0.18	0.24	0.24	0.03	0.09	0.09	0.22	0.49	0.49	0.01	0.28	0.28
Sat Flow, veh/h	1774	3539	2787	1774	2645	839	3442	3425	176	1774	3539	1583
Grp Volume(v), veh/h	272	43	543	43	22	22	620	331	343	11	804	272
Grp Sat Flow(s),veh/h/ln	1774	1770	1393	1774	1770	1715	1721	1770	1832	1774	1770	1583
Q Serve(g_s), s	10.3	0.7	12.8	1.7	0.8	0.8	11.9	8.2	8.3	0.4	14.8	7.9
Cycle Q Clear(g_c), s	10.3	0.7	12.8	1.7	0.8	0.8	11.9	8.2	8.3	0.4	14.8	7.9
Prop In Lane	1.00		1.00	1.00		0.49	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	320	854	672	58	165	160	761	859	890	20	976	722
V/C Ratio(X)	0.85	0.05	0.81	0.75	0.13	0.14	0.82	0.39	0.39	0.56	0.82	0.38
Avail Cap(c_a), veh/h	407	1321	1040	153	406	394	1037	965	999	102	1067	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	20.3	24.9	33.4	29.0	29.0	25.8	11.3	11.3	34.3	23.6	12.4
Incr Delay (d2), s/veh	12.9	0.0	2.7	17.3	0.4	0.4	3.7	0.3	0.3	23.0	5.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.3	5.1	1.1	0.4	0.4	6.1	4.0	4.2	0.3	7.9	3.5
LnGrp Delay(d),s/veh	40.5	20.3	27.6	50.8	29.3	29.4	29.5	11.6	11.6	57.3	28.6	12.8
LnGrp LOS	D	C	C	D	C	C	C	B	B	E	C	B
Approach Vol, veh/h		858			87			1294			1087	
Approach Delay, s/veh		31.4			40.0			20.2			25.0	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	37.8	6.3	20.8	19.4	23.2	16.6	10.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	38.0	6.0	26.0	21.0	21.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	2.4	10.3	3.7	14.8	13.9	16.8	12.3	2.8
Green Ext Time (p_c), s	0.0	4.5	0.0	2.0	1.5	2.4	0.3	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary
34: Hallock Drive & SR126

06/01/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	890	120	120	1395	650	80	110	40	480	290	510
Future Volume (veh/h)	430	890	120	120	1395	650	80	110	40	480	290	510
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	439	908	122	136	1585	0	94	129	47	578	343	431
Adj No. of Lanes	2	2	1	1	3	1	2	2	1	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.88	0.88	0.88	0.85	0.85	0.85	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	519	1496	669	176	1888	770	153	530	220	543	481	1279
Arrive On Green	0.15	0.42	0.42	0.10	0.37	0.00	0.04	0.15	0.14	0.15	0.26	0.25
Sat Flow, veh/h	3442	3539	1583	1774	5085	1583	3442	3539	1583	3548	1863	3167
Grp Volume(v), veh/h	439	908	122	136	1585	0	94	129	47	578	343	431
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1695	1583	1721	1770	1583	1774	1863	1583
Q Serve(g_s), s	11.4	18.2	4.4	6.8	26.0	0.0	2.5	2.9	2.4	14.0	15.3	8.6
Cycle Q Clear(g_c), s	11.4	18.2	4.4	6.8	26.0	0.0	2.5	2.9	2.4	14.0	15.3	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	519	1496	669	176	1888	770	153	530	220	543	481	1279
V/C Ratio(X)	0.85	0.61	0.18	0.77	0.84	0.00	0.62	0.24	0.21	1.06	0.71	0.34
Avail Cap(c_a), veh/h	519	1496	669	223	1891	770	196	1053	454	543	733	1707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	20.5	16.5	40.2	26.3	0.0	42.9	34.3	34.9	38.7	30.8	18.8
Incr Delay (d2), s/veh	12.6	1.8	0.6	8.9	4.7	0.0	4.0	0.3	0.7	56.8	2.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	9.2	2.0	3.8	13.0	0.0	1.2	1.5	1.1	11.1	8.2	3.8
LnGrp Delay(d),s/veh	50.4	22.3	17.1	49.1	30.9	0.0	46.9	34.6	35.6	95.5	33.6	19.0
LnGrp LOS	D	C	B	D	C		D	C	D	F	C	B
Approach Vol, veh/h		1469			1721			270			1352	
Approach Delay, s/veh		30.3			32.4			39.1			55.4	
Approach LOS		C			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	42.7	18.0	17.7	17.8	38.0	8.1	27.6
Change Period (Y+Rc), s	4.5	7.5	4.0	5.0	4.5	7.5	4.0	5.0
Max Green Setting (Gmax), s	11.0	32.8	14.0	26.2	13.3	30.5	5.2	35.0
Max Q Clear Time (g_c+I1), s	8.8	20.2	16.0	4.9	13.4	28.0	4.5	17.3
Green Ext Time (p_c), s	0.0	10.6	0.0	1.2	0.0	2.4	0.0	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	38.6
HCM 2010 LOS	D

Notes

HCM Signalized Intersection Capacity Analysis
1: Briggs Road & Telegraph Road

05/29/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	300	45	80	155	20	50	60	95	30	35	15
Future Volume (vph)	25	300	45	80	155	20	50	60	95	30	35	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.98			0.94			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	1826		1770	1831			1725			1782	
Flt Permitted	0.63	1.00		0.46	1.00			0.89			0.85	
Satd. Flow (perm)	1177	1826		862	1831			1559			1539	
Peak-hour factor, PHF	0.83	0.83	0.83	0.87	0.87	0.87	0.82	0.82	0.82	0.69	0.69	0.69
Adj. Flow (vph)	30	361	54	92	178	23	61	73	116	43	51	22
RTOR Reduction (vph)	0	8	0	0	7	0	0	55	0	0	15	0
Lane Group Flow (vph)	30	407	0	92	194	0	0	195	0	0	101	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	16.1	16.1		16.1	16.1			10.3			10.3	
Effective Green, g (s)	19.1	19.1		19.1	19.1			12.3			12.3	
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.31			0.31	
Clearance Time (s)	7.0	7.0		7.0	7.0			6.0			6.0	
Vehicle Extension (s)	4.0	4.0		4.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	570	885		417	887			486			480	
v/s Ratio Prot		c0.22			0.11							
v/s Ratio Perm	0.03			0.11				c0.13			0.07	
v/c Ratio	0.05	0.46		0.22	0.22			0.40			0.21	
Uniform Delay, d1	5.4	6.7		5.9	5.8			10.7			10.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	0.5		0.4	0.2			0.5			0.2	
Delay (s)	5.4	7.2		6.2	6.0			11.2			10.2	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		7.1			6.1			11.2			10.2	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	39.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 TWSC
2: Briggs Road & SR-126 WB Ramps

05/29/2018

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	65	175	60	75	75
Future Vol, veh/h	25	65	175	60	75	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	88	88	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	83	199	68	80	80

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	472	233	0	0	267	0
Stage 1	233	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	551	806	-	-	1297	-
Stage 1	806	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	515	806	-	-	1297	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	749	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	697	1297	-
HCM Lane V/C Ratio	-	-	0.166	0.062	-
HCM Control Delay (s)	-	-	11.2	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-

HCM 2010 TWSC
3: Briggs Road & SR-126 EB Ramps

05/29/2018

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	160	25	50	75	35	65
Future Vol, veh/h	160	25	50	75	35	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	95	95	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	27	53	79	41	76

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	262	78	116	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	727	983	1473	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	699	983	1473	-	-	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	727	-	-
HCM Lane V/C Ratio	0.036	-	0.271	-	-
HCM Control Delay (s)	7.5	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

HCM 2010 TWSC
4: Foothill Road

05/29/2018

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	130	30	10	50	40
Future Vol, veh/h	10	130	30	10	50	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	75	75	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	155	40	13	59	47

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	113	167	96	89
Stage 1	-	-	0	0	89	-
Stage 2	-	-	113	167	7	-
Critical Hdwy	-	-	7.12	6.52	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	6.12	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	864	726	887	969
Stage 1	-	-	-	-	918	-
Stage 2	-	-	892	760	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	822	726	875	969
Mov Cap-2 Maneuver	-	-	822	726	875	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	849	760	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.8	9.5
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	914	-	-	796
HCM Lane V/C Ratio	0.116	-	-	0.067
HCM Control Delay (s)	9.5	-	-	9.8
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2

HCM 2010 AWSC
5: Peck Road & Santa Paula Street

05/29/2018

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	80	10	70	30	110	10	80	90	110	50	10
Future Vol, veh/h	10	80	10	70	30	110	10	80	90	110	50	10
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.87	0.87	0.87	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	89	11	83	36	131	11	92	103	128	58	12
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	9.5	9.6	9.8	10.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	6%	10%	70%	0%	65%
Vol Thru, %	44%	80%	30%	0%	29%
Vol Right, %	50%	10%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	100	100	110	170
LT Vol	10	10	70	0	110
Through Vol	80	80	30	0	50
RT Vol	90	10	0	110	10
Lane Flow Rate	207	111	119	131	198
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.277	0.168	0.202	0.183	0.285
Departure Headway (Hd)	4.923	5.442	6.103	5.041	5.302
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	734	662	592	716	682
Service Time	2.923	3.449	3.803	2.741	3.302
HCM Lane V/C Ratio	0.282	0.168	0.201	0.183	0.29
HCM Control Delay	9.8	9.5	10.3	8.9	10.4
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.1	0.6	0.7	0.7	1.2

HCM 2010 TWSC
6: Peck Road & Santa Barbara Street

05/29/2018

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	5	200	30	20	125
Future Vol, veh/h	20	5	200	30	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	95	95	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	7	211	32	24	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	422	226	0	0	242	0
Stage 1	226	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	588	813	-	-	1324	-
Stage 1	812	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	576	813	-	-	1324	-
Mov Cap-2 Maneuver	576	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	612	1324	-
HCM Lane V/C Ratio	-	-	0.06	0.018	-
HCM Control Delay (s)	-	-	11.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

HCM Signalized Intersection Capacity Analysis
7: Peck Road & West Main Street

05/30/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	200	30	230	300	30	170
Future Volume (vph)	200	30	230	300	30	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	0.85	1.00	1.00
Flt Protected	0.96		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1753		1863	1583	1770	1863
Flt Permitted	0.96		1.00	1.00	0.61	1.00
Satd. Flow (perm)	1753		1863	1583	1135	1863
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.85	0.85
Adj. Flow (vph)	217	33	240	312	35	200
RTOR Reduction (vph)	9	0	0	160	0	0
Lane Group Flow (vph)	241	0	240	153	35	200
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	5		4			8
Permitted Phases				4	8	
Actuated Green, G (s)	12.4		20.0	20.0	20.0	20.0
Effective Green, g (s)	14.4		21.5	21.5	21.5	21.5
Actuated g/C Ratio	0.33		0.49	0.49	0.49	0.49
Clearance Time (s)	6.0		5.5	5.5	5.5	5.5
Vehicle Extension (s)	2.0		2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	575		912	775	555	912
v/s Ratio Prot	c0.14		c0.13			0.11
v/s Ratio Perm				0.10	0.03	
v/c Ratio	0.42		0.26	0.20	0.06	0.22
Uniform Delay, d1	11.5		6.6	6.3	5.9	6.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.1	0.1	0.0	0.1
Delay (s)	11.7		6.7	6.4	5.9	6.5
Level of Service	B		A	A	A	A
Approach Delay (s)	11.7		6.5			6.4
Approach LOS	B		A			A

Intersection Summary			
HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	43.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
7: Peck Road & West Main Street

05/30/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	200	30	230	300	30	170
Future Volume (veh/h)	200	30	230	300	30	170
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	217	33	240	312	35	200
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.96	0.96	0.85	0.85
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	472	72	933	793	532	933
Arrive On Green	0.31	0.31	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1510	230	1863	1583	852	1863
Grp Volume(v), veh/h	251	0	240	312	35	200
Grp Sat Flow(s),veh/h/ln	1747	0	1863	1583	852	1863
Q Serve(g_s), s	4.9	0.0	3.2	5.3	1.1	2.6
Cycle Q Clear(g_c), s	4.9	0.0	3.2	5.3	4.2	2.6
Prop In Lane	0.86	0.13		1.00	1.00	
Lane Grp Cap(c), veh/h	546	0	933	793	532	933
V/C Ratio(X)	0.46	0.00	0.26	0.39	0.07	0.21
Avail Cap(c_a), veh/h	1100	0	1521	1293	801	1521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	0.0	6.1	6.6	7.3	6.0
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.6	2.3	0.2	1.3
LnGrp Delay(d),s/veh	12.1	0.0	6.2	6.9	7.4	6.1
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	251		552			235
Approach Delay, s/veh	12.1		6.6			6.3
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.4		25.5				25.5
Change Period (Y+Rc), s		6.0		5.5				5.5
Max Green Setting (Gmax), s		25.0		33.5				33.5
Max Q Clear Time (g_c+I1), s		6.9		7.3				6.2
Green Ext Time (p_c), s		0.3		2.0				1.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

HCM Signalized Intersection Capacity Analysis
8: Peck Road & Telegraph Road/Harvard Boulevard

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	500	100	240	380	60	60	500	460	60	140	10
Future Volume (vph)	260	500	100	240	380	60	60	500	460	60	140	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3451		1770	1863	1583	1770	1863	1583	1770	1845	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.64	1.00	1.00	0.20	1.00	
Satd. Flow (perm)	1770	3451		1770	1863	1583	1194	1863	1583	368	1845	
Peak-hour factor, PHF	0.82	0.82	0.82	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	317	610	122	270	427	67	65	543	500	68	159	11
RTOR Reduction (vph)	0	25	0	0	0	0	0	0	241	0	4	0
Lane Group Flow (vph)	317	707	0	270	427	67	65	543	259	68	166	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases						2	4		4	8		
Actuated Green, G (s)	9.1	18.3		9.1	18.3	18.3	22.8	22.8	22.8	22.8	22.8	
Effective Green, g (s)	10.1	19.3		10.1	19.3	19.3	24.3	24.3	24.3	24.3	24.3	
Actuated g/C Ratio	0.15	0.29		0.15	0.29	0.29	0.37	0.37	0.37	0.37	0.37	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	272	1013		272	547	465	441	689	585	136	682	
v/s Ratio Prot	c0.18	0.20		0.15	c0.23			c0.29			0.09	
v/s Ratio Perm						0.04	0.05		0.16	0.18		
v/c Ratio	1.17	0.70		0.99	0.78	0.14	0.15	0.79	0.44	0.50	0.24	
Uniform Delay, d1	27.8	20.6		27.8	21.3	17.1	13.8	18.4	15.6	16.0	14.3	
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	106.9	1.9		52.2	6.9	0.1	0.1	5.8	0.4	2.1	0.1	
Delay (s)	134.7	22.6		80.0	28.1	17.2	13.9	24.2	16.0	18.1	14.5	
Level of Service	F	C		F	C	B	B	C	B	B	B	
Approach Delay (s)		56.4			45.5			19.9			15.5	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	37.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	65.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Faulkner Road & SR-126 WB Ramps

05/30/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	20	10	50	90	180	10	210	120	330	60	120
Future Volume (vph)	120	20	10	50	90	180	10	210	120	330	60	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.95		1.00	0.90		1.00	0.95		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1770		1770	1676		1770	3346		1770	3185	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1770		1770	1676		1770	3346		1770	3185	
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	22	11	52	94	188	11	228	130	359	65	130
RTOR Reduction (vph)	0	8	0	0	105	0	0	103	0	0	74	0
Lane Group Flow (vph)	130	25	0	52	177	0	11	255	0	359	121	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.1	17.1		2.1	13.1		0.7	13.0		14.9	27.2	
Effective Green, g (s)	6.1	17.1		2.1	13.1		0.7	13.0		14.9	27.2	
Actuated g/C Ratio	0.10	0.27		0.03	0.21		0.01	0.21		0.24	0.43	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	171	479		58	347		19	689		417	1372	
v/s Ratio Prot	c0.07	c0.01		0.03	c0.11		0.01	c0.08		c0.20	0.04	
v/s Ratio Perm												
v/c Ratio	0.76	0.05		0.90	0.51		0.58	0.37		0.86	0.09	
Uniform Delay, d1	27.8	17.0		30.4	22.2		31.1	21.5		23.1	10.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	17.9	0.0		80.9	1.2		36.3	0.3		16.4	0.0	
Delay (s)	45.7	17.1		111.3	23.3		67.3	21.9		39.5	10.6	
Level of Service	D	B		F	C		E	C		D	B	
Approach Delay (s)		39.9			37.0			23.2			29.4	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	63.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
9: Faulkner Road & SR-126 WB Ramps

05/30/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	20	10	50	90	180	10	210	120	330	60	120
Future Volume (veh/h)	120	20	10	50	90	180	10	210	120	330	60	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	130	22	11	52	94	188	11	228	130	359	65	130
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	310	155	71	117	234	20	362	199	418	687	615
Arrive On Green	0.09	0.26	0.26	0.04	0.21	0.21	0.01	0.16	0.16	0.24	0.39	0.39
Sat Flow, veh/h	1774	1173	586	1774	556	1111	1774	2207	1212	1774	1770	1583
Grp Volume(v), veh/h	130	0	33	52	0	282	11	181	177	359	65	130
Grp Sat Flow(s),veh/h/ln	1774	0	1759	1774	0	1667	1774	1770	1649	1774	1770	1583
Q Serve(g_s), s	3.9	0.0	0.8	1.6	0.0	8.7	0.3	5.2	5.4	10.5	1.3	3.0
Cycle Q Clear(g_c), s	3.9	0.0	0.8	1.6	0.0	8.7	0.3	5.2	5.4	10.5	1.3	3.0
Prop In Lane	1.00		0.33	1.00		0.67	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	166	0	465	71	0	352	20	291	271	418	687	615
V/C Ratio(X)	0.79	0.00	0.07	0.73	0.00	0.80	0.55	0.62	0.65	0.86	0.09	0.21
Avail Cap(c_a), veh/h	197	0	521	197	0	493	131	557	519	492	917	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	14.9	25.7	0.0	20.3	26.6	21.0	21.2	19.8	10.5	11.0
Incr Delay (d2), s/veh	15.9	0.0	0.1	13.4	0.0	6.4	21.5	2.2	2.7	12.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.4	1.0	0.0	4.6	0.3	2.7	2.7	6.5	0.6	1.3
LnGrp Delay(d),s/veh	39.9	0.0	15.0	39.0	0.0	26.6	48.1	23.2	23.8	32.4	10.6	11.2
LnGrp LOS	D		B	D		C	D	C	C	C	B	B
Approach Vol, veh/h		163			334			369			554	
Approach Delay, s/veh		34.9			28.6			24.2			24.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	12.9	6.2	18.3	4.6	25.0	9.0	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	17.0	6.0	16.0	4.0	28.0	6.0	16.0
Max Q Clear Time (g_c+I1), s	12.5	7.4	3.6	2.8	2.3	5.0	5.9	10.7
Green Ext Time (p_c), s	0.3	1.4	0.0	0.1	0.0	1.1	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

HCM Signalized Intersection Capacity Analysis
10: Peck Road & SR-126 EB Ramps/Acacia Way

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	610	80	20	10	10	100	10	90	10	100	80	300
Future Volume (vph)	610	80	20	10	10	100	10	90	10	100	80	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.97		1.00	0.86			0.99			0.92	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)	1770	1806		1770	1609			1831			1688	
Flt Permitted	0.95	1.00		0.95	1.00			0.96			0.91	
Satd. Flow (perm)	1770	1806		1770	1609			1760			1551	
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)	663	87	22	11	11	109	11	98	11	109	87	326
RTOR Reduction (vph)	0	9	0	0	95	0	0	3	0	0	59	0
Lane Group Flow (vph)	663	100	0	11	25	0	0	117	0	0	463	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	37.0	47.1		0.8	10.9			30.1			30.1	
Effective Green, g (s)	37.5	47.6		1.3	11.4			30.6			30.6	
Actuated g/C Ratio	0.41	0.52		0.01	0.12			0.33			0.33	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	725	939		25	200			588			518	
v/s Ratio Prot	c0.37	c0.06		0.01	0.02							
v/s Ratio Perm								0.07			c0.30	
v/c Ratio	0.91	0.11		0.44	0.12			0.20			0.89	
Uniform Delay, d1	25.5	11.1		44.7	35.6			21.7			28.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	16.0	0.1		11.9	0.3			0.2			17.7	
Delay (s)	41.5	11.2		56.6	35.9			21.9			46.6	
Level of Service	D	B		E	D			C			D	
Approach Delay (s)		37.2			37.6			21.9			46.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	39.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	91.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 AWSC
11: Steckel Drive & Main Street

05/29/2018

Intersection	
Intersection Delay, s/veh	29.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	420	80	60	320	50	70	180	80	30	110	110
Future Vol, veh/h	110	420	80	60	320	50	70	180	80	30	110	110
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	457	87	65	348	54	76	196	87	33	120	120
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	35.9	22.3	25.7	28.7
HCM LOS	E	C	D	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	28%	0%	34%	0%	27%	0%	12%
Vol Thru, %	72%	0%	66%	72%	73%	76%	44%
Vol Right, %	0%	100%	0%	28%	0%	24%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	80	320	290	220	210	250
LT Vol	70	0	110	0	60	0	30
Through Vol	180	0	210	210	160	160	110
RT Vol	0	80	0	80	0	50	110
Lane Flow Rate	272	87	348	315	239	228	272
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.687	0.199	0.831	0.719	0.589	0.542	0.675
Departure Headway (Hd)	9.104	8.231	8.596	8.217	8.863	8.547	8.942
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	437	421	441	407	422	405
Service Time	6.848	5.975	6.344	5.964	6.61	6.294	6.987
HCM Lane V/C Ratio	0.685	0.199	0.827	0.714	0.587	0.54	0.672
HCM Control Delay	29.7	13	41.7	29.4	23.6	21	28.7
HCM Lane LOS	D	B	E	D	C	C	D
HCM 95th-tile Q	5	0.7	7.8	5.6	3.7	3.1	4.8

HCM Signalized Intersection Capacity Analysis
12: Steckel Drive & Harvard Boulevard

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	900	30	80	640	140	30	30	55	130	30	50
Future Volume (vph)	80	900	30	80	640	140	30	30	55	130	30	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.97			0.94			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	
Satd. Flow (prot)	1770	3522		1770	3444			1719			1749	
Flt Permitted	0.29	1.00		0.21	1.00			0.89			0.78	
Satd. Flow (perm)	539	3522		385	3444			1552			1413	
Peak-hour factor, PHF	0.88	0.88	0.88	0.92	0.92	0.92	0.88	0.88	0.88	0.80	0.80	0.80
Adj. Flow (vph)	91	1023	34	87	696	152	34	34	62	162	38	62
RTOR Reduction (vph)	0	2	0	0	20	0	0	20	0	0	23	0
Lane Group Flow (vph)	91	1055	0	87	828	0	0	111	0	0	241	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	23.7	23.7		23.7	23.7			13.5			13.5	
Effective Green, g (s)	24.7	24.7		24.7	24.7			14.0			14.0	
Actuated g/C Ratio	0.53	0.53		0.53	0.53			0.30			0.30	
Clearance Time (s)	5.0	5.0		5.0	5.0			4.5			4.5	
Vehicle Extension (s)	4.0	4.0		4.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	285	1862		203	1821			465			423	
v/s Ratio Prot		c0.30			0.24							
v/s Ratio Perm	0.17			0.23				0.07			c0.17	
v/c Ratio	0.32	0.57		0.43	0.45			0.24			0.57	
Uniform Delay, d1	6.2	7.4		6.7	6.8			12.3			13.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.9	0.5		2.0	0.2			0.3			1.8	
Delay (s)	7.1	7.9		8.7	7.1			12.6			15.6	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		7.8			7.2			12.6			15.6	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	46.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 AWSC
13: Palm Avenue & Santa Paula Street

05/29/2018

Intersection	
Intersection Delay, s/veh	33.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	330	80	120	280	20	100	80	130	20	70	20
Future Vol, veh/h	10	330	80	120	280	20	100	80	130	20	70	20
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	347	84	128	298	21	109	87	141	22	76	22
Number of Lanes	0	1	0	0	1	1	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	44.1	40.6	15.7	15.5
HCM LOS	E	E	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	56%	0%	2%	30%	0%	18%
Vol Thru, %	44%	0%	79%	70%	0%	64%
Vol Right, %	0%	100%	19%	0%	100%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	130	420	400	20	110
LT Vol	100	0	10	120	0	20
Through Vol	80	0	330	280	0	70
RT Vol	0	130	80	0	20	20
Lane Flow Rate	196	141	442	426	21	120
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.453	0.283	0.884	0.869	0.038	0.293
Departure Headway (Hd)	8.329	7.219	7.305	7.454	6.581	8.828
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	434	495	500	489	547	409
Service Time	6.029	5.018	5.305	5.154	4.281	6.838
HCM Lane V/C Ratio	0.452	0.285	0.884	0.871	0.038	0.293
HCM Control Delay	17.7	12.9	44.1	42.2	9.5	15.5
HCM Lane LOS	C	B	E	E	A	C
HCM 95th-tile Q	2.3	1.2	9.7	9.2	0.1	1.2

HCM 2010 AWSC
14: Palm Avenue & Santa Barbara Street

05/29/2018

Intersection	
Intersection Delay, s/veh	30.7
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	110	40	150	160	80	50	240	120	40	190	30
Future Vol, veh/h	20	110	40	150	160	80	50	240	120	40	190	30
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	120	43	163	174	87	54	261	130	43	207	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.2	36.2	37.9	20.8
HCM LOS	C	E	E	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	12%	38%	15%
Vol Thru, %	59%	65%	41%	73%
Vol Right, %	29%	24%	21%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	410	170	390	260
LT Vol	50	20	150	40
Through Vol	240	110	160	190
RT Vol	120	40	80	30
Lane Flow Rate	446	185	424	283
Geometry Grp	1	1	1	1
Degree of Util (X)	0.85	0.405	0.83	0.591
Departure Headway (Hd)	6.87	7.884	7.152	7.524
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	521	458	509	483
Service Time	4.969	5.903	5.152	5.524
HCM Lane V/C Ratio	0.856	0.404	0.833	0.586
HCM Control Delay	37.9	16.2	36.2	20.8
HCM Lane LOS	E	C	E	C
HCM 95th-tile Q	8.9	1.9	8.3	3.8

HCM Signalized Intersection Capacity Analysis
15: Palm Avenue & East Main Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	360	90	100	170	40	70	290	220	30	250	70
Future Volume (vph)	100	360	90	100	170	40	70	290	220	30	250	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	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	0.97		1.00	0.94			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1809		1770	1742			1805	
Flt Permitted	0.62	1.00	1.00	0.44	1.00		0.41	1.00			0.85	
Satd. Flow (perm)	1157	1863	1583	817	1809		761	1742			1543	
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.97	0.97	0.97	0.72	0.72	0.72
Adj. Flow (vph)	109	391	98	104	177	42	72	299	227	42	347	97
RTOR Reduction (vph)	0	0	56	0	13	0	0	48	0	0	16	0
Lane Group Flow (vph)	109	391	42	104	206	0	72	478	0	0	470	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	18.1	18.1	18.1	20.1	20.1		18.0	18.0			18.0	
Effective Green, g (s)	20.1	20.1	20.1	20.1	20.1		19.0	19.0			19.0	
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43		0.40	0.40			0.40	
Clearance Time (s)	6.0	6.0	6.0	4.0	4.0		5.0	5.0			5.0	
Vehicle Extension (s)	5.0	5.0	5.0	3.0	3.0		1.5	1.5			1.5	
Lane Grp Cap (vph)	493	795	675	348	771		306	702			622	
v/s Ratio Prot		c0.21			0.11			0.27				
v/s Ratio Perm	0.09		0.03	0.13			0.09				c0.30	
v/c Ratio	0.22	0.49	0.06	0.30	0.27		0.24	0.68			0.76	
Uniform Delay, d1	8.5	9.8	7.9	8.9	8.7		9.3	11.6			12.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.5	1.0	0.1	0.5	0.2		0.1	2.2			4.7	
Delay (s)	9.0	10.8	8.0	9.4	8.9		9.4	13.7			16.7	
Level of Service	A	B	A	A	A		A	B			B	
Approach Delay (s)		10.0			9.1			13.2			16.7	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	47.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
16: Palm Avenue & Harvard Boulevard

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	740	160	170	670	110	190	270	100	80	220	90
Future Volume (vph)	160	740	160	170	670	110	190	270	100	80	220	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3445		1770	3465		1770	1787		1770	1781	
Flt Permitted	0.31	1.00		0.23	1.00		0.38	1.00		0.35	1.00	
Satd. Flow (perm)	569	3445		429	3465		707	1787		657	1781	
Peak-hour factor, PHF	0.92	0.92	0.92	0.98	0.98	0.98	0.97	0.97	0.97	0.86	0.86	0.86
Adj. Flow (vph)	174	804	174	173	684	112	196	278	103	93	256	105
RTOR Reduction (vph)	0	24	0	0	17	0	0	24	0	0	27	0
Lane Group Flow (vph)	174	954	0	173	779	0	196	357	0	93	334	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	28.4	28.4		28.4	28.4		16.7	16.7		16.7	16.7	
Effective Green, g (s)	29.4	29.4		29.4	29.4		17.7	17.7		17.7	17.7	
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.32	0.32		0.32	0.32	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lane Grp Cap (vph)	303	1838		228	1848		227	574		211	572	
v/s Ratio Prot		0.28			0.22			0.20			0.19	
v/s Ratio Perm	0.31			c0.40			c0.28			0.14		
v/c Ratio	0.57	0.52		0.76	0.42		0.86	0.62		0.44	0.58	
Uniform Delay, d1	8.6	8.3		10.1	7.7		17.6	15.9		14.8	15.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	0.1		12.1	0.1		26.3	1.5		0.5	1.0	
Delay (s)	10.3	8.4		22.1	7.8		43.8	17.4		15.3	16.6	
Level of Service	B	A		C	A		D	B		B	B	
Approach Delay (s)		8.7			10.4			26.4			16.3	
Approach LOS		A			B			C			B	

Intersection Summary			
HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	55.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 TWSC
17: Palm Avenue & SR-126 WB Ramps

06/01/2018

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	50	0	150	40	440	0	0	230	280
Future Vol, veh/h	0	0	0	50	0	150	40	440	0	0	230	280
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	82	82	82	87	87	87	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	61	0	183	46	506	0	0	247	301

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	996	-	506	548	0	-	-	-	0	
Stage 1	598	-	-	-	-	-	-	-	-	
Stage 2	398	-	-	-	-	-	-	-	-	
Critical Hdwy	6.42	-	6.22	4.12	-	-	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	-	3.318	2.218	-	-	-	-	-	
Pot Cap-1 Maneuver	271	0	566	1021	-	0	0	-	-	
Stage 1	549	0	-	-	-	0	0	-	-	
Stage 2	678	0	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	254	0	566	1021	-	-	-	-	-	
Mov Cap-2 Maneuver	254	0	-	-	-	-	-	-	-	
Stage 1	514	0	-	-	-	-	-	-	-	
Stage 2	678	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1021	-	254	566	-	-
HCM Lane V/C Ratio	0.045	-	0.24	0.323	-	-
HCM Control Delay (s)	8.7	0	23.6	14.4	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	1.4	-	-

HCM 2010 Signalized Intersection Summary
18: Palm Avenue & SR-126 EB Ramps

06/01/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	0	80	0	0	0	0	110	50	150	160	0
Future Volume (veh/h)	370	0	80	0	0	0	0	110	50	150	160	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	402	0	87				0	120	54	163	174	0
Adj No. of Lanes	1	0	1				0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	526	0	469				0	211	95	279	847	0
Arrive On Green	0.30	0.00	0.30				0.00	0.17	0.17	0.16	0.45	0.00
Sat Flow, veh/h	1774	0	1583				0	1218	548	1774	1863	0
Grp Volume(v), veh/h	402	0	87				0	0	174	163	174	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583				0	0	1766	1774	1863	0
Q Serve(g_s), s	6.6	0.0	1.3				0.0	0.0	2.9	2.7	1.8	0.0
Cycle Q Clear(g_c), s	6.6	0.0	1.3				0.0	0.0	2.9	2.7	1.8	0.0
Prop In Lane	1.00		1.00				0.00		0.31	1.00		0.00
Lane Grp Cap(c), veh/h	526	0	469				0	0	305	279	847	0
V/C Ratio(X)	0.76	0.00	0.19				0.00	0.00	0.57	0.58	0.21	0.00
Avail Cap(c_a), veh/h	884	0	789				0	0	880	884	2087	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	8.4				0.0	0.0	12.2	12.6	5.3	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.2				0.0	0.0	1.7	1.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.6				0.0	0.0	1.5	1.5	0.9	0.0
LnGrp Delay(d),s/veh	12.6	0.0	8.6				0.0	0.0	13.9	14.5	5.4	0.0
LnGrp LOS	B		A						B	B	A	
Approach Vol, veh/h		489						174			337	
Approach Delay, s/veh		11.9						13.9			9.8	
Approach LOS		B						B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	9.0	9.6		13.5		18.6		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	16.0	16.0		16.0		36.0		
Max Q Clear Time (g_c+I1), s	4.7	4.9		8.6		3.8		
Green Ext Time (p_c), s	0.3	0.7		1.0		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

HCM 2010 TWSC
19: Palm Avenue & Frontage Road

05/29/2018

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	35	15	15	5	25	5	15	5	200	35	75
Future Vol, veh/h	60	35	15	15	5	25	5	15	5	200	35	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	38	16	16	5	27	5	16	5	217	38	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	560	547	79	571	584	19	120	0	0	22	0	0
Stage 1	514	514	-	30	30	-	-	-	-	-	-	-
Stage 2	46	33	-	541	554	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	439	445	981	432	423	1059	1468	-	-	1593	-	-
Stage 1	543	535	-	987	870	-	-	-	-	-	-	-
Stage 2	968	868	-	525	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	374	378	981	348	360	1059	1468	-	-	1593	-	-
Mov Cap-2 Maneuver	374	378	-	348	360	-	-	-	-	-	-	-
Stage 1	541	456	-	984	867	-	-	-	-	-	-	-
Stage 2	934	865	-	404	438	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	12.1	1.5	4.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	410	558	1593	-	-
HCM Lane V/C Ratio	0.004	-	-	0.292	0.088	0.136	-	-
HCM Control Delay (s)	7.5	0	-	17.4	12.1	7.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.3	0.5	-	-

HCM Signalized Intersection Capacity Analysis
20: 8th Street & East Main Street

05/29/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	360	90	90	250	50	40	180	90	50	140	70
Future Volume (vph)	90	360	90	90	250	50	40	180	90	50	140	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.95		1.00	0.95	
Flt Protected		0.99	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1844	1583		1810		1770	1770		1770	1770	
Flt Permitted		0.86	1.00		0.82		0.60	1.00		0.48	1.00	
Satd. Flow (perm)		1595	1583		1501		1115	1770		897	1770	
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	99	396	99	97	269	54	43	196	98	53	149	74
RTOR Reduction (vph)	0	0	46	0	9	0	0	29	0	0	29	0
Lane Group Flow (vph)	0	495	53	0	411	0	43	265	0	53	194	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)		23.7	23.7		23.2		12.8	12.8		12.8	12.8	
Effective Green, g (s)		23.2	23.2		23.2		12.3	12.3		12.3	12.3	
Actuated g/C Ratio		0.53	0.53		0.53		0.28	0.28		0.28	0.28	
Clearance Time (s)		3.5	3.5		4.0		3.5	3.5		3.5	3.5	
Vehicle Extension (s)		3.0	3.0		3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)		850	844		800		315	500		253	500	
v/s Ratio Prot								c0.15			0.11	
v/s Ratio Perm		c0.31	0.03		0.27		0.04			0.06		
v/c Ratio		0.58	0.06		0.51		0.14	0.53		0.21	0.39	
Uniform Delay, d1		6.9	4.9		6.5		11.6	13.2		11.9	12.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.0	0.0		0.6		0.3	1.4		0.6	0.7	
Delay (s)		7.9	4.9		7.1		11.9	14.5		12.5	13.3	
Level of Service		A	A		A		B	B		B	B	
Approach Delay (s)		7.4			7.1			14.2			13.1	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	43.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
21: 8th Street & Harvard Boulevard

06/01/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	730	10	75	720	90	10	50	90	80	30	140
Future Volume (veh/h)	150	730	10	75	720	90	10	50	90	80	30	140
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	163	793	11	79	758	95	13	65	117	92	34	127
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.77	0.77	0.77	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	474	2055	28	496	1820	228	115	128	212	382	116	338
Arrive On Green	0.57	0.57	0.55	0.57	0.57	0.55	0.21	0.21	0.19	0.21	0.21	0.21
Sat Flow, veh/h	644	3574	50	674	3166	397	61	601	993	1016	546	1583
Grp Volume(v), veh/h	163	393	411	79	424	429	195	0	0	126	0	127
Grp Sat Flow(s),veh/h/ln	644	1770	1854	674	1770	1793	1655	0	0	1562	0	1583
Q Serve(g_s), s	7.2	4.6	4.6	2.7	5.1	5.1	0.4	0.0	0.0	0.0	0.0	2.6
Cycle Q Clear(g_c), s	12.3	4.6	4.6	7.3	5.1	5.1	3.9	0.0	0.0	2.2	0.0	2.6
Prop In Lane	1.00		0.03	1.00		0.22	0.07		0.60	0.73		1.00
Lane Grp Cap(c), veh/h	474	1017	1066	496	1017	1031	455	0	0	498	0	338
V/C Ratio(X)	0.34	0.39	0.39	0.16	0.42	0.42	0.43	0.00	0.00	0.25	0.00	0.38
Avail Cap(c_a), veh/h	530	1171	1227	555	1171	1187	1490	0	0	1338	0	1342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	4.4	4.4	6.4	4.5	4.6	13.5	0.0	0.0	12.5	0.0	12.7
Incr Delay (d2), s/veh	0.9	0.5	0.5	0.3	0.6	0.6	0.6	0.0	0.0	0.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.3	2.4	0.5	2.5	2.6	1.9	0.0	0.0	1.1	0.0	1.2
LnGrp Delay(d),s/veh	8.9	4.9	4.9	6.7	5.1	5.1	14.1	0.0	0.0	12.8	0.0	13.4
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		967			932			195			253	
Approach Delay, s/veh		5.6			5.2			14.1			13.1	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.7		12.1		25.7		12.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		31.0		24.0		31.0
Max Q Clear Time (g_c+I1), s		9.3		5.9		14.3		4.6
Green Ext Time (p_c), s		8.5		1.2		6.4		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

HCM Signalized Intersection Capacity Analysis
22: Ojai Road & Virginia Terrace

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	5	40	5	5	5	65	640	25	5	495	100
Future Volume (vph)	70	5	40	5	5	5	65	640	25	5	495	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.95		1.00	0.99		1.00	0.97	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1723			1750		1770	1852		1770	1816	
Flt Permitted		0.80			0.90		0.33	1.00		0.30	1.00	
Satd. Flow (perm)		1424			1609		615	1852		554	1816	
Peak-hour factor, PHF	0.73	0.73	0.73	0.75	0.75	0.75	0.91	0.91	0.91	0.88	0.88	0.88
Adj. Flow (vph)	96	7	55	7	7	7	71	703	27	6	562	114
RTOR Reduction (vph)	0	41	0	0	6	0	0	2	0	0	11	0
Lane Group Flow (vph)	0	117	0	0	15	0	71	728	0	6	666	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.5			7.5		28.1	28.1		28.1	28.1	
Effective Green, g (s)		7.5			7.5		28.1	28.1		28.1	28.1	
Actuated g/C Ratio		0.17			0.17		0.64	0.64		0.64	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		244			276		396	1193		357	1170	
v/s Ratio Prot								c0.39			0.37	
v/s Ratio Perm		c0.08			0.01		0.12			0.01		
v/c Ratio		0.48			0.06		0.18	0.61		0.02	0.57	
Uniform Delay, d1		16.3			15.1		3.1	4.5		2.8	4.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5			0.1		0.2	0.9		0.0	0.6	
Delay (s)		17.8			15.2		3.3	5.5		2.8	5.0	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		17.8			15.2			5.3			5.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	43.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
23: 10th Street & Santa Paula Street

05/31/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	320	50	80	240	40	30	880	180	20	530	150
Future Volume (veh/h)	150	320	50	80	240	40	30	880	180	20	530	150
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	163	348	32	87	261	21	33	957	120	22	576	141
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	304	27	131	361	27	406	1116	140	176	972	238
Arrive On Green	0.36	0.36	0.35	0.35	0.35	0.35	0.69	0.69	0.67	0.67	0.67	0.67
Sat Flow, veh/h	355	845	75	243	1016	76	731	1623	204	522	1446	354
Grp Volume(v), veh/h	543	0	0	369	0	0	33	0	1077	22	0	717
Grp Sat Flow(s),veh/h/ln	1276	0	0	1335	0	0	731	0	1827	522	0	1800
Q Serve(g_s), s	12.6	0.0	0.0	0.0	0.0	0.0	2.6	0.0	45.0	3.5	0.0	21.7
Cycle Q Clear(g_c), s	36.0	0.0	0.0	23.4	0.0	0.0	25.7	0.0	45.0	50.8	0.0	21.7
Prop In Lane	0.30		0.06	0.24		0.06	1.00		0.11	1.00		0.20
Lane Grp Cap(c), veh/h	506	0	0	518	0	0	406	0	1256	176	0	1211
V/C Ratio(X)	1.07	0.00	0.00	0.71	0.00	0.00	0.08	0.00	0.86	0.12	0.00	0.59
Avail Cap(c_a), veh/h	506	0	0	526	0	0	406	0	1256	176	0	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.00	0.00	1.00	0.00	0.00	0.66	0.00	0.66	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	0.0	27.5	0.0	0.0	15.5	0.0	12.0	33.4	0.0	9.0
Incr Delay (d2), s/veh	59.3	0.0	0.0	4.4	0.0	0.0	0.3	0.0	5.2	1.5	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.3	0.0	0.0	9.6	0.0	0.0	0.5	0.0	24.0	0.6	0.0	11.3
LnGrp Delay(d),s/veh	93.8	0.0	0.0	31.9	0.0	0.0	15.7	0.0	17.3	34.9	0.0	11.1
LnGrp LOS	F			C			B		B	C		B
Approach Vol, veh/h		543			369			1110			739	
Approach Delay, s/veh		93.8			31.9			17.2			11.8	
Approach LOS		F			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		72.9		40.0		72.9		40.0
Change Period (Y+Rc), s		* 6		5.0		6.0		* 5
Max Green Setting (Gmax), s		* 56		35.0		54.0		* 36
Max Q Clear Time (g_c+I1), s		52.8		38.0		47.0		25.4
Green Ext Time (p_c), s		1.4		0.0		6.3		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Notes

HCM Signalized Intersection Capacity Analysis
24: 10th Street & Santa Barbara Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	100	50	20	110	30	70	770	30	30	600	70
Future Volume (vph)	180	100	50	20	110	30	70	770	30	30	600	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1770		1770	1803		1770	1852		1770	1833	
Flt Permitted	0.58	1.00		0.58	1.00		0.30	1.00		0.22	1.00	
Satd. Flow (perm)	1085	1770		1085	1803		552	1852		418	1833	
Peak-hour factor, PHF	0.92	0.92	0.92	0.86	0.86	0.86	0.96	0.96	0.96	0.95	0.95	0.95
Adj. Flow (vph)	196	109	54	23	128	35	73	802	31	32	632	74
RTOR Reduction (vph)	0	25	0	0	14	0	0	1	0	0	4	0
Lane Group Flow (vph)	196	138	0	23	149	0	73	832	0	32	702	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	18.5	18.5		18.5	18.5		52.5	52.5		52.5	52.5	
Effective Green, g (s)	19.0	19.0		19.0	19.0		53.0	53.0		53.0	53.0	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.66	0.66		0.66	0.66	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	257	420		257	428		365	1226		276	1214	
v/s Ratio Prot		0.08			0.08			c0.45			0.38	
v/s Ratio Perm	c0.18			0.02			0.13			0.08		
v/c Ratio	0.76	0.33		0.09	0.35		0.20	0.68		0.12	0.58	
Uniform Delay, d1	28.4	25.2		23.8	25.4		5.3	8.3		4.9	7.4	
Progression Factor	1.00	1.00		1.00	1.00		1.10	0.87		1.00	1.00	
Incremental Delay, d2	12.6	0.5		0.2	0.5		0.8	2.0		0.9	2.0	
Delay (s)	41.0	25.7		23.9	25.9		6.6	9.1		5.8	9.4	
Level of Service	D	C		C	C		A	A		A	A	
Approach Delay (s)		34.0			25.6			8.9			9.2	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
25: 10th Street & East Main Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	270	70	100	280	40	60	740	80	60	620	60
Future Volume (vph)	70	270	70	100	280	40	60	740	80	60	620	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	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	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1828		1770	1835		1770	1838	
Flt Permitted	0.26	1.00	1.00	0.37	1.00		0.22	1.00		0.16	1.00	
Satd. Flow (perm)	477	1863	1583	686	1828		415	1835		293	1838	
Peak-hour factor, PHF	0.88	0.88	0.88	0.84	0.84	0.84	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	80	307	80	119	333	48	66	813	88	70	721	70
RTOR Reduction (vph)	0	0	58	0	7	0	0	4	0	0	4	0
Lane Group Flow (vph)	80	307	22	119	374	0	66	897	0	70	787	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			2			6	
Permitted Phases	8		8	4			2			6		
Actuated Green, G (s)	21.6	21.6	21.6	21.6	21.6		48.9	48.9		48.9	48.9	
Effective Green, g (s)	22.1	22.1	22.1	22.1	22.1		49.9	49.9		49.9	49.9	
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28		0.62	0.62		0.62	0.62	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	131	514	437	189	504		258	1144		182	1146	
v/s Ratio Prot		0.16			c0.20			c0.49			0.43	
v/s Ratio Perm	0.17		0.01	0.17			0.16			0.24		
v/c Ratio	0.61	0.60	0.05	0.63	0.74		0.26	0.78		0.38	0.69	
Uniform Delay, d1	25.2	25.1	21.2	25.4	26.4		6.7	11.1		7.4	9.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.79	0.71	
Incremental Delay, d2	8.2	1.9	0.0	6.4	5.8		2.4	5.4		5.5	3.1	
Delay (s)	33.4	27.0	21.3	31.8	32.2		9.1	16.5		11.4	10.1	
Level of Service	C	C	C	C	C		A	B		B	B	
Approach Delay (s)		27.1			32.1			16.0			10.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
26: 10th Street & Harvard Boulevard

12/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	420	120	150	490	70	70	540	160	40	400	200
Future Volume (veh/h)	180	420	120	150	490	70	70	540	160	40	400	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	189	442	63	158	516	63	74	568	126	42	421	148
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	726	103	177	706	86	413	788	175	260	993	844
Arrive On Green	0.11	0.23	0.22	0.10	0.22	0.21	0.53	0.53	0.52	0.53	0.53	0.53
Sat Flow, veh/h	1774	3113	441	1774	3177	387	839	1477	328	747	1863	1583
Grp Volume(v), veh/h	189	250	255	158	287	292	74	0	694	42	421	148
Grp Sat Flow(s),veh/h/ln	1774	1770	1785	1774	1770	1795	839	0	1805	747	1863	1583
Q Serve(g_s), s	9.5	11.4	11.5	7.9	13.5	13.6	5.2	0.0	26.3	4.1	12.3	4.3
Cycle Q Clear(g_c), s	9.5	11.4	11.5	7.9	13.5	13.6	17.5	0.0	26.3	30.4	12.3	4.3
Prop In Lane	1.00		0.25	1.00		0.22	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	197	413	416	177	393	399	413	0	963	260	993	844
V/C Ratio(X)	0.96	0.61	0.61	0.89	0.73	0.73	0.18	0.00	0.72	0.16	0.42	0.18
Avail Cap(c_a), veh/h	197	602	607	177	582	590	413	0	963	260	993	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.93	0.93	0.93	1.00	0.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	39.8	30.8	31.0	40.0	32.5	32.7	17.9	0.0	16.0	27.5	12.7	10.8
Incr Delay (d2), s/veh	50.5	1.4	1.4	36.6	2.4	2.4	0.9	0.0	4.7	1.0	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	5.7	5.8	5.7	6.9	7.0	1.3	0.0	14.2	0.9	6.6	2.0
LnGrp Delay(d),s/veh	90.3	32.2	32.4	76.6	34.9	35.1	18.9	0.0	20.7	28.4	13.6	11.1
LnGrp LOS	F	C	C	E	C	D	B		C	C	B	B
Approach Vol, veh/h		694			737			768			611	
Approach Delay, s/veh		48.1			43.9			20.5			14.0	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		52.0	13.0	25.0		52.0	14.0	24.0
Change Period (Y+Rc), s		5.5	4.0	5.5		5.5	4.0	5.5
Max Green Setting (Gmax), s		36.9	9.0	29.1		36.9	10.0	28.1
Max Q Clear Time (g_c+I1), s		28.3	9.9	13.5		32.4	11.5	15.6
Green Ext Time (p_c), s		5.2	0.0	2.7		2.2	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

HCM 2010 TWSC
27: 10th Street & SR-126 WB Ramps

05/29/2018

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	5	120	30	740	0	0	210	550
Future Vol, veh/h	0	0	0	10	5	120	30	740	0	0	210	550
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	88	88	88	92	92	92	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	6	136	33	804	0	0	231	604

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	1403	1705	804	835	0	-	-	-	0
Stage 1	870	870	-	-	-	-	-	-	-
Stage 2	533	835	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	154	91	383	798	-	0	0	-	-
Stage 1	410	369	-	-	-	0	0	-	-
Stage 2	588	383	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	142	0	383	798	-	-	-	-	-
Mov Cap-2 Maneuver	142	0	-	-	-	-	-	-	-
Stage 1	379	0	-	-	-	-	-	-	-
Stage 2	588	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	798	-	142	383	-	-
HCM Lane V/C Ratio	0.041	-	0.08	0.371	-	-
HCM Control Delay (s)	9.7	0	32.5	19.8	-	-
HCM Lane LOS	A	A	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	1.7	-	-

HCM Signalized Intersection Capacity Analysis
28: 10th Street & SR-126 EB Ramps

05/29/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	690	50	0	50	180	0
Future Volume (vph)	690	50	0	50	180	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1770	1583		1863	1863	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1770	1583		1863	1863	
Peak-hour factor, PHF	0.96	0.96	0.92	0.92	0.92	0.94
Adj. Flow (vph)	719	52	0	54	196	0
RTOR Reduction (vph)	0	24	0	0	0	0
Lane Group Flow (vph)	719	28	0	54	196	0
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Actuated Green, G (s)	20.4	20.4		9.9	9.9	
Effective Green, g (s)	20.4	20.4		9.9	9.9	
Actuated g/C Ratio	0.53	0.53		0.26	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	942	843		481	481	
v/s Ratio Prot	c0.41			0.03	c0.11	
v/s Ratio Perm		0.02				
v/c Ratio	0.76	0.03		0.11	0.41	
Uniform Delay, d1	7.0	4.3		10.8	11.8	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.7	0.0		0.1	0.6	
Delay (s)	10.8	4.3		10.9	12.3	
Level of Service	B	A		B	B	
Approach Delay (s)	10.3			10.9	12.3	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	38.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
29: E. Santa Maria Street & 126 EB On-Ramp & 10th Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	5	5	0	0	0	5	30	10	210	5	10
Future Volume (vph)	30	5	5	0	0	0	5	30	10	210	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.98						0.97			0.99	
Flt Protected		0.96						0.99			0.96	
Satd. Flow (prot)		1765						1796			1769	
Flt Permitted		0.96						0.98			0.72	
Satd. Flow (perm)		1765						1770			1328	
Peak-hour factor, PHF	0.88	0.88	0.88	0.92	0.92	0.92	0.79	0.79	0.79	0.94	0.94	0.94
Adj. Flow (vph)	34	6	6	0	0	0	6	38	13	223	5	11
RTOR Reduction (vph)	0	6	0	0	0	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	40	0	0	0	0	0	55	0	0	238	0
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)		3.0						46.6			46.6	
Effective Green, g (s)		3.0						46.6			46.6	
Actuated g/C Ratio		0.05						0.81			0.81	
Clearance Time (s)		4.0						4.0			4.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		91						1431			1074	
v/s Ratio Prot												
v/s Ratio Perm		0.02						0.03			c0.18	
v/c Ratio		0.44						0.04			0.22	
Uniform Delay, d1		26.5						1.1			1.3	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		3.4						0.0			0.5	
Delay (s)		29.9						1.1			1.8	
Level of Service		C						A			A	
Approach Delay (s)		29.9			0.0			1.1			1.8	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	57.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
30: 12th Street & East Main Street

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	210	30	20	360	230	30	220	20	160	160	60
Future Volume (vph)	90	210	30	20	360	230	30	220	20	160	160	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.94		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1828		1770	1754		1770	1839		1770	1786	
Flt Permitted	0.27	1.00		0.54	1.00		0.54	1.00		0.49	1.00	
Satd. Flow (perm)	503	1828		999	1754		1008	1839		920	1786	
Peak-hour factor, PHF	0.73	0.73	0.73	0.89	0.89	0.89	0.87	0.87	0.87	0.90	0.90	0.90
Adj. Flow (vph)	123	288	41	22	404	258	34	253	23	178	178	67
RTOR Reduction (vph)	0	7	0	0	33	0	0	6	0	0	23	0
Lane Group Flow (vph)	123	322	0	22	629	0	34	270	0	178	222	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	28.1	28.1		28.1	28.1		16.1	16.1		16.1	16.1	
Effective Green, g (s)	28.1	28.1		28.1	28.1		15.6	15.6		15.6	15.6	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.30	0.30		0.30	0.30	
Clearance Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	273	993		542	953		304	554		277	538	
v/s Ratio Prot		0.18			c0.36			0.15			0.12	
v/s Ratio Perm	0.24			0.02			0.03			c0.19		
v/c Ratio	0.45	0.32		0.04	0.66		0.11	0.49		0.64	0.41	
Uniform Delay, d1	7.1	6.5		5.5	8.4		13.0	14.8		15.6	14.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.2		0.0	1.7		0.2	0.9		5.6	0.7	
Delay (s)	8.3	6.7		5.5	10.1		13.3	15.7		21.2	15.1	
Level of Service	A	A		A	B		B	B		C	B	
Approach Delay (s)		7.2			10.0			15.4			17.7	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	51.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
31: 12th Street & Harvard Boulevard

12/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	410	80	100	430	20	160	100	80	10	30	150
Future Volume (veh/h)	190	410	80	100	430	20	160	100	80	10	30	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	207	446	87	132	566	26	176	110	88	11	34	170
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.76	0.76	0.76	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	491	1436	278	516	1673	77	336	170	116	103	98	414
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.32	0.32	0.30	0.32	0.32	0.30
Sat Flow, veh/h	821	2958	573	868	3446	158	650	531	363	35	307	1291
Grp Volume(v), veh/h	207	266	267	132	290	302	374	0	0	215	0	0
Grp Sat Flow(s),veh/h/ln	821	1770	1762	868	1770	1835	1544	0	0	1633	0	0
Q Serve(g_s), s	8.5	3.7	3.8	4.5	4.2	4.2	4.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.7	3.7	3.8	8.3	4.2	4.2	8.5	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.09	0.47		0.24	0.05		0.79
Lane Grp Cap(c), veh/h	491	859	855	516	859	891	623	0	0	615	0	0
V/C Ratio(X)	0.42	0.31	0.31	0.26	0.34	0.34	0.60	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	730	1375	1369	769	1375	1425	1028	0	0	1072	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.4	6.4	6.4	8.9	6.5	6.5	12.3	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.2	0.3	0.2	0.2	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.8	1.8	1.1	2.1	2.2	3.9	0.0	0.0	2.0	0.0	0.0
LnGrp Delay(d),s/veh	11.0	6.6	6.6	9.2	6.8	6.7	13.0	0.0	0.0	11.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B			B		
Approach Vol, veh/h		740			724			374			215	
Approach Delay, s/veh		7.9			7.2			13.0			11.5	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.0		17.2		24.0		17.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		31.0		24.0		31.0		24.0
Max Q Clear Time (g_c+I1), s		14.7		6.3		10.3		10.5
Green Ext Time (p_c), s		4.3		1.0		4.4		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

HCM 2010 Signalized Intersection Summary
32: Harvard Boulevard/Telegraph Road & East Main Street

12/09/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	410	450	600	370	30
Future Volume (veh/h)	20	410	450	600	370	30
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	22	451	517	690	462	38
Adj No. of Lanes	1	2	2	1	0	0
Peak Hour Factor	0.91	0.91	0.87	0.87	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	35	2043	1791	801	518	43
Arrive On Green	0.02	0.58	0.51	0.51	0.32	0.32
Sat Flow, veh/h	1774	3632	3632	1583	1621	133
Grp Volume(v), veh/h	22	451	517	690	501	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1583	1758	0
Q Serve(g_s), s	1.0	4.8	6.5	29.5	21.0	0.0
Cycle Q Clear(g_c), s	1.0	4.8	6.5	29.5	21.0	0.0
Prop In Lane	1.00			1.00	0.92	0.08
Lane Grp Cap(c), veh/h	35	2043	1791	801	562	0
V/C Ratio(X)	0.64	0.22	0.29	0.86	0.89	0.00
Avail Cap(c_a), veh/h	137	3611	3154	1411	1431	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.7	7.9	11.1	16.7	25.1	0.0
Incr Delay (d2), s/veh	17.8	0.1	0.1	2.9	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.3	3.2	13.5	11.0	0.0
LnGrp Delay(d),s/veh	55.5	8.0	11.1	19.6	30.3	0.0
LnGrp LOS	E	A	B	B	C	
Approach Vol, veh/h		473	1207		501	
Approach Delay, s/veh		10.2	16.0		30.3	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		48.7		28.7	5.5	43.2		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		79.0		63.0	6.0	69.0		
Max Q Clear Time (g_c+I1), s		6.8		23.0	3.0	31.5		
Green Ext Time (p_c), s		3.4		1.7	0.0	7.7		

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
33: Hallock Drive & Telegraph Road

12/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	40	860	40	30	20	900	840	30	5	680	200
Future Volume (veh/h)	320	40	860	40	30	20	900	840	30	5	680	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	348	44	945	43	33	22	1059	913	35	5	739	217
Adj No. of Lanes	1	2	2	1	2	0	2	2	0	1	2	1
Peak Hour Factor	0.92	0.91	0.91	0.92	0.92	0.92	0.85	0.92	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	772	1543	55	92	56	1154	1989	76	9	857	709
Arrive On Green	0.21	0.22	0.22	0.03	0.04	0.04	0.34	0.57	0.57	0.01	0.24	0.24
Sat Flow, veh/h	1774	3539	2787	1774	2120	1285	3442	3476	133	1774	3539	1583
Grp Volume(v), veh/h	348	44	945	43	27	28	1059	465	483	5	739	217
Grp Sat Flow(s),veh/h/ln	1774	1770	1393	1774	1770	1636	1721	1770	1839	1774	1770	1583
Q Serve(g_s), s	17.9	0.9	20.1	2.2	1.4	1.5	27.3	14.1	14.1	0.3	18.5	8.1
Cycle Q Clear(g_c), s	17.9	0.9	20.1	2.2	1.4	1.5	27.3	14.1	14.1	0.3	18.5	8.1
Prop In Lane	1.00		1.00	1.00		0.79	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	365	772	1543	55	77	71	1154	1013	1052	9	857	709
V/C Ratio(X)	0.95	0.06	0.61	0.78	0.35	0.39	0.92	0.46	0.46	0.54	0.86	0.31
Avail Cap(c_a), veh/h	365	772	1543	365	345	319	1231	1016	1056	77	920	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	28.6	13.9	44.4	42.9	43.0	29.4	11.5	11.5	45.8	33.5	16.3
Incr Delay (d2), s/veh	34.9	0.0	0.7	21.1	2.7	3.5	10.6	0.3	0.3	41.2	8.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.4	8.2	1.4	0.7	0.8	14.6	6.9	7.2	0.2	10.0	3.5
LnGrp Delay(d),s/veh	71.1	28.6	14.6	65.5	45.6	46.5	40.0	11.8	11.8	87.0	41.6	16.5
LnGrp LOS	E	C	B	E	D	D	D	B	B	F	D	B
Approach Vol, veh/h		1337			98			2007			961	
Approach Delay, s/veh		29.8			54.6			26.7			36.1	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	56.8	6.9	24.1	35.0	26.3	23.0	8.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	53.0	19.0	18.0	33.0	24.0	19.0	18.0
Max Q Clear Time (g_c+I1), s	2.3	16.1	4.2	22.1	29.3	20.5	19.9	3.5
Green Ext Time (p_c), s	0.0	7.4	0.1	0.0	1.7	1.9	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

HCM Signalized Intersection Capacity Analysis
34: Hallock Drive & SR126

05/29/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	660	1750	110	100	945	640	370	440	70	620	360	590
Future Volume (vph)	660	1750	110	100	945	640	370	440	70	620	360	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.91	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	3433	3539	1583	3433	3164	1441
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	3433	3539	1583	3433	3164	1441
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	695	1842	116	105	995	674	389	463	74	653	379	621
RTOR Reduction (vph)	0	0	65	0	0	48	0	0	61	0	109	37
Lane Group Flow (vph)	695	1842	51	105	995	626	389	463	13	653	574	280
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	7	4		3	8	5
Permitted Phases			2			6			4			8
Actuated Green, G (s)	29.1	55.1	55.1	8.9	34.9	60.9	17.5	22.4	22.4	26.0	30.9	60.0
Effective Green, g (s)	29.6	58.6	58.6	9.4	38.4	60.9	17.5	23.4	23.4	26.0	31.9	61.0
Actuated g/C Ratio	0.22	0.44	0.44	0.07	0.29	0.46	0.13	0.18	0.18	0.19	0.24	0.46
Clearance Time (s)	4.5	7.5	7.5	4.5	7.5	4.0	4.0	5.0	5.0	4.0	5.0	4.5
Vehicle Extension (s)	4.0	8.0	8.0	2.0	8.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	761	2233	695	124	1463	722	450	620	277	669	756	658
v/s Ratio Prot	c0.20	c0.36		0.06	0.20	0.17	0.11	0.13		c0.19	c0.18	0.09
v/s Ratio Perm			0.03			0.23			0.01			0.10
v/c Ratio	0.91	0.82	0.07	0.85	0.68	0.87	0.86	0.75	0.05	0.98	0.76	0.42
Uniform Delay, d1	50.6	32.9	21.7	61.3	42.1	32.6	56.8	52.2	45.7	53.4	47.2	24.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.6	3.4	0.2	37.1	2.6	10.7	15.7	5.2	0.1	28.6	4.7	0.6
Delay (s)	66.2	36.3	21.9	98.4	44.6	43.3	72.5	57.4	45.8	82.0	51.9	25.0
Level of Service	E	D	C	F	D	D	E	E	D	F	D	C
Approach Delay (s)		43.5			47.3			62.8			58.6	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	50.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	133.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Appendix J

Preferred Plan Freeway/State Highway LOS Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1479*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*30182*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1479*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*798*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*11.4*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3386*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*69100*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*3386*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1827*	pc/h/ln
S	*65.4*	mph
D = v_p / S	*27.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1479*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*30182*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1479*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*806*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*11.5*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3273*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*66800*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*3273*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1783*	pc/h/ln
S	*66.1*	mph
D = v_p / S	*27.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1363*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*27823*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1363*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*742*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*10.6*	pc/mi/ln
LOS	*A*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3121*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*63700*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*3121*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1700*	pc/h/ln
S	*67.1*	mph
D = v_p / S	*25.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 EB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*AM*	Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1243*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*25377*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1243*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*2*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*1.65*	ramps/mi	TRD Adjustment	*4.9*	mph
FFS (measured)		mph	FFS	*70.5*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*680*	pc/h/ln	Design LOS	
S	*70.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*9.7*	pc/mi/ln	S	mph
LOS	*A*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 WB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*AM*	Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2847*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*58100*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*2847*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*2*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*1.65*	ramps/mi	TRD Adjustment	*4.9*	mph
FFS (measured)		mph	FFS	*70.5*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

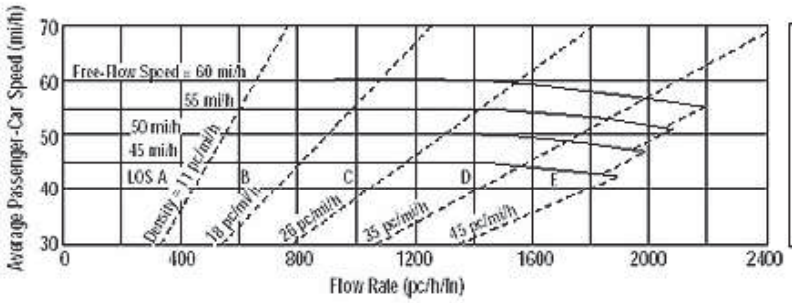
LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1558*	pc/h/ln	Design LOS	
S	*68.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*22.7*	pc/mi/ln	S	mph
LOS	*C*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Proposed

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	966	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	528
Speed, S (mi/h)	55.0
D (pc/mi/ln)	9.6
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

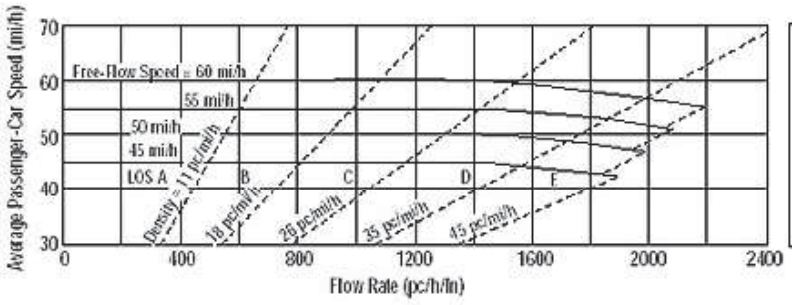
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	508.4

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.33*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Proposed

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2211	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1210
Speed, S (mi/h)	55.0
D (pc/mi/ln)	22.0
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

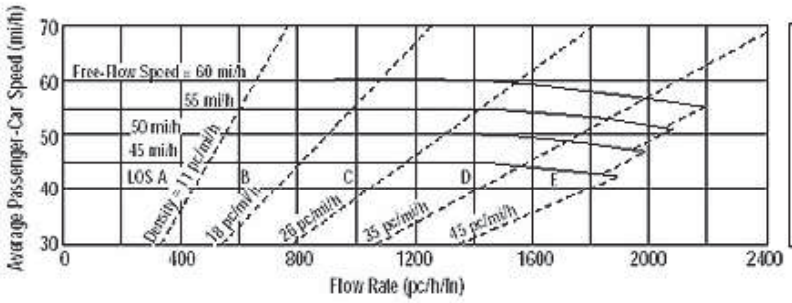
Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1163.7*

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.75*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Proposed

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1091	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	597
Speed, S (mi/h)	55.0
D (pc/mi/ln)	10.9
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

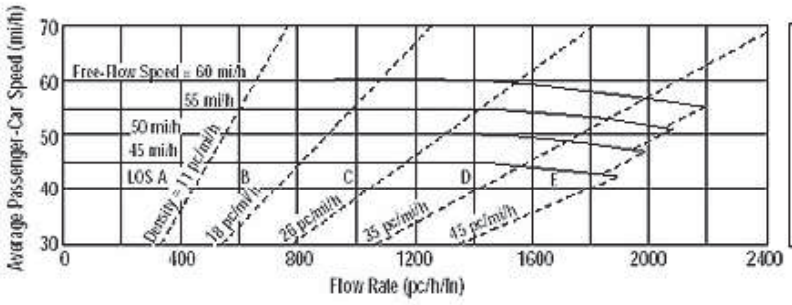
Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	574.2

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.39*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Adopted

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2513	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1375
Speed, S (mi/h)	55.0
D (pc/mi/ln)	25.0
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1322.6*

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Appendix D, page 892

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.82*
Bicycle level of service (Exhibit 15-4)	*E*

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3856*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*69100*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*3856*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2080*	pc/h/ln
S	*61.0*	mph
D = v_p / S	*34.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2361*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*42316*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2361*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1274*	pc/h/ln
S	*69.9*	mph
D = v_p / S	*18.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3727*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*66800*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*3727*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2030*	pc/h/ln
S	*62.0*	mph
D = v_p / S	*32.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2283*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*40907*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2283*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1244*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*17.8*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3554*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*63700*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*3554*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1936*	pc/h/ln
S	*63.7*	mph
D = v_p / S	*30.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2177*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*39009*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2177*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1186*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*16.9*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 EB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*PM*	Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3242*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*58100*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*3242*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*2*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*1.65*	ramps/mi	TRD Adjustment	*4.9*	mph
FFS (measured)		mph	FFS	*70.5*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1775*	pc/h/ln	Design LOS	
S	*66.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*26.8*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Palm Avenue to 10th St./SR-150*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Proposed*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1985*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*35579*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*1985*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.65*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.9*	mph
FFS	*70.5*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1087*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*15.5*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

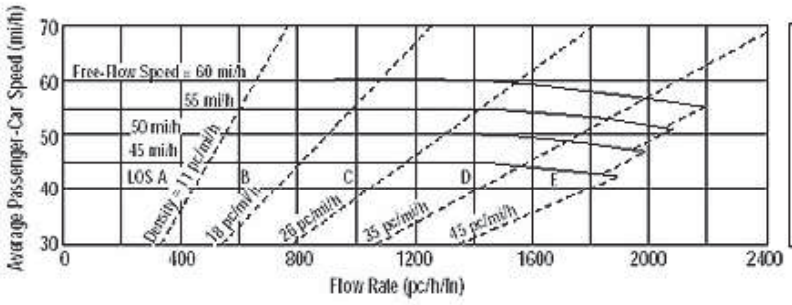
N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Proposed

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2510	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1373
Speed, S (mi/h)	55.0
D (pc/mi/ln)	25.0
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

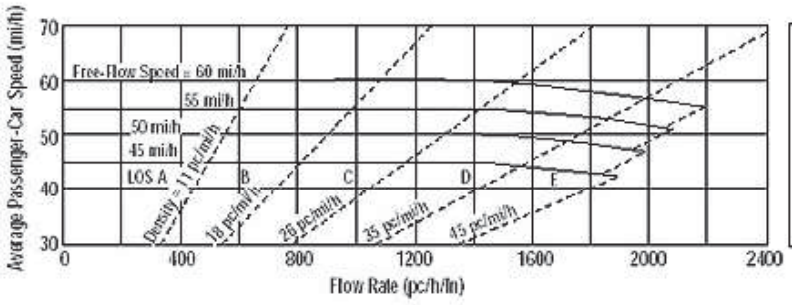
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1321.1*

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.81*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Proposed

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1537	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	841
Speed, S (mi/h)	55.0
D (pc/mi/ln)	15.3
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

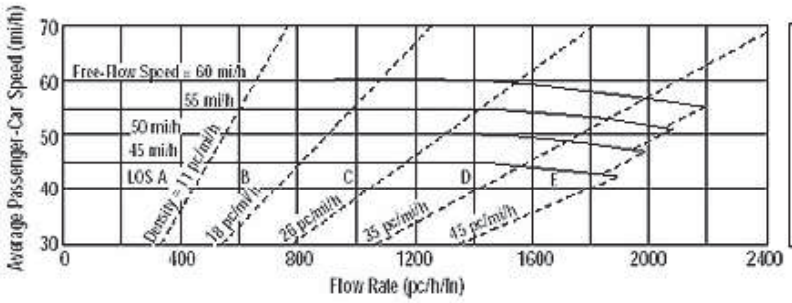
Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*808.9*

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.57*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Proposed

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2836	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1552
Speed, S (mi/h)	54.5
D (pc/mi/ln)	28.5
LOS	D

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

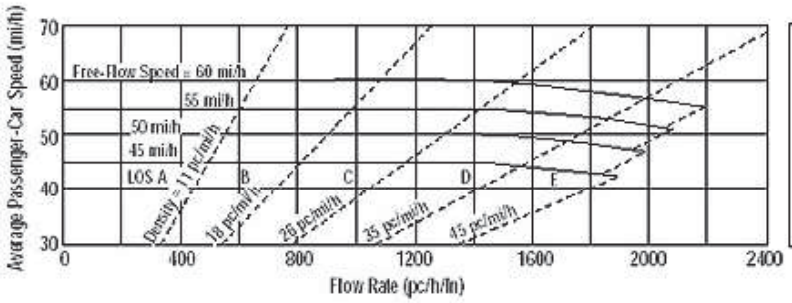
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1492.6*

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.88*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Proposed

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1737	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	950
Speed, S (mi/h)	55.0
D (pc/mi/ln)	17.3
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*914.2*

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.63*
Bicycle level of service (Exhibit 15-4)	*E*

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Appendix K

No Project Scenario Arterial LOS Worksheets

Arterial Level of Service

05/31/2018

Arterial Level of Service: NB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-126 EB Ramps	IV	25	3.9	8.6	12.5	0.01	4.2	F
Harvard Boulevard	IV	25	14.7	27.8	42.5	0.06	4.7	F
East Main Street	IV	25	39.2	9.2	48.4	0.26	19.1	B
Santa Barbara Street	IV	25	23.0	6.8	29.8	0.13	15.5	C
Santa Paula Street	IV	25	22.6	36.3	58.9	0.13	7.7	E
Total	IV		103.4	88.7	192.1	0.58	10.9	D

Arterial Level of Service: SB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Santa Paula Street	IV	25	37.0	70.9	107.9	0.22	7.5	E
Santa Barbara Street	IV	25	22.6	20.8	43.4	0.13	10.4	D
East Main Street	IV	25	23.0	23.6	46.6	0.13	9.9	D
Harvard Boulevard	IV	25	39.2	42.4	81.6	0.26	11.3	D
SR-126 EB Ramps	IV	25	14.7	11.1	25.8	0.06	7.7	E
E. Santa Maria Stree	IV	25	3.9	1.1	5.0	0.01	10.5	D
Total	IV		140.4	169.9	310.3	0.80	9.3	D

Arterial Level of Service

05/31/2018

Arterial Level of Service: NB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Virginia Terrace	II	25	35.5	5.8	41.3	0.23	20.2	D
City Limits	II	39	156.8	0.6	157.4	1.69	38.6	A
Total	II		192.3	6.4	198.7	1.92	34.8	B

Arterial Level of Service: SB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Virginia Terrace	II	39	156.8	11.7	168.5	1.69	36.1	A
Santa Paula Street	II	25	37.0	70.9	107.9	0.22	7.5	F
Total	II		193.8	82.6	276.4	1.91	24.9	C

Arterial Level of Service

05/31/2018

Arterial Level of Service: NB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-126 EB Ramps	IV	25	3.5	9.4	12.9	0.01	3.7	F
Harvard Boulevard	IV	25	14.9	29.2	44.1	0.06	4.6	F
East Main Street	IV	25	39.2	18.7	57.9	0.26	15.9	C
Santa Barbara Street	IV	25	23.0	10.3	33.3	0.13	13.8	C
Santa Paula Street	IV	25	22.6	54.4	77.0	0.13	5.9	F
Total	IV		103.2	122.0	225.2	0.58	9.3	D

Arterial Level of Service: SB 10th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Santa Paula Street	IV	25	37.1	22.6	59.7	0.22	13.6	C
Santa Barbara Street	IV	25	22.6	9.9	32.5	0.13	13.9	C
East Main Street	IV	25	23.0	10.5	33.5	0.13	13.8	C
Harvard Boulevard	IV	25	39.2	17.0	56.2	0.26	16.4	C
SR-126 EB Ramps	IV	25	14.9	12.4	27.3	0.06	7.4	E
E. Santa Maria Stree	IV	25	3.5	0.0	3.5	0.01	13.6	C
Total	IV		140.3	72.4	212.7	0.80	13.6	C

Arterial Level of Service

05/31/2018

Arterial Level of Service: NB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Virginia Terrace	II	25	35.0	8.1	43.1	0.23	19.1	D
City Limits	II	39	157.0	1.0	158.0	1.69	38.5	A
Total	II		192.0	9.1	201.1	1.92	34.4	B

Arterial Level of Service: SB Ojai Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Virginia Terrace	II	39	157.0	7.3	164.3	1.69	37.1	A
Santa Paula Street	II	25	37.1	22.6	59.7	0.22	13.6	E
Total	II		194.1	29.9	224.0	1.92	30.8	B

Appendix L

No Project Scenario Freeway/State Highway LOS Worksheet

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1479*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*30182*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1479*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*798*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*11.4*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3386*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*69100*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*3386*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1827*	pc/h/ln
S	*65.4*	mph
D = v_p / S	*27.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1430*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*29177*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1430*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*779*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*11.1*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3273*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*66800*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*3273*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1783*	pc/h/ln
S	*66.1*	mph
D = v_p / S	*27.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1363*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*27823*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1363*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*742*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*10.6*	pc/mi/ln
LOS	*A*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3121*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*63700*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*3121*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1700*	pc/h/ln
S	*67.1*	mph
D = v_p / S	*25.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 EB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*AM*	Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1248*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*25464*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*1248*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*2*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*1.65*	ramps/mi	TRD Adjustment	*4.9*	mph
FFS (measured)		mph	FFS	*70.5*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*683*	pc/h/ln	Design LOS	
S	*70.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*9.8*	pc/mi/ln	S	mph
LOS	*A*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Palm Avenue to 10th St./SR-150*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2857*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*58300*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*70*		General Terrain:	*Level*
DDHV = AADT x K x D	*2857*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.65*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.9*	mph
FFS	*70.5*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1564*	pc/h/ln
S	*68.5*	mph
D = v_p / S	*22.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

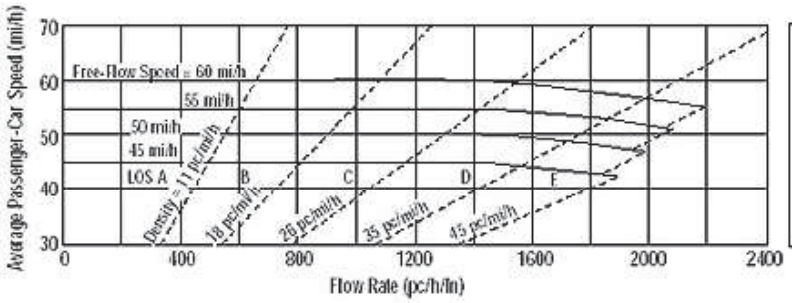
N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Adopted

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	972	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	532
Speed, S (mi/h)	55.0
D (pc/mi/ln)	9.7
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

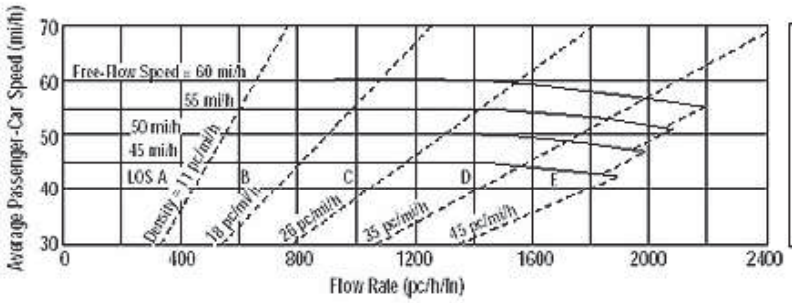
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	511.6

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Appendix D, page 924

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.33*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Adopted

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2226	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1218
Speed, S (mi/h)	55.0
D (pc/mi/ln)	22.1
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

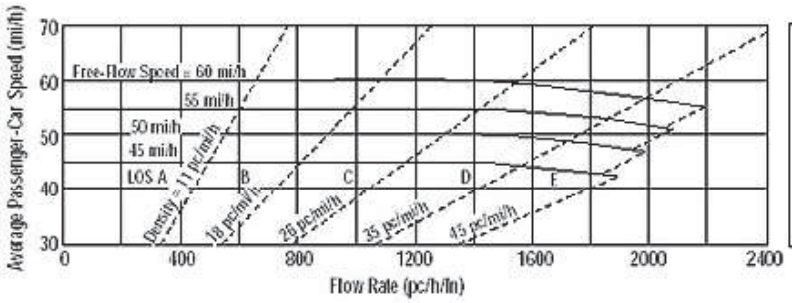
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1171.6*

City of Santa Paula - 2040 General Plan Update - Draft Program EIR
Appendix D, page 926

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.75*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Adopted

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1098	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	601
Speed, S (mi/h)	55.0
D (pc/mi/ln)	10.9
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

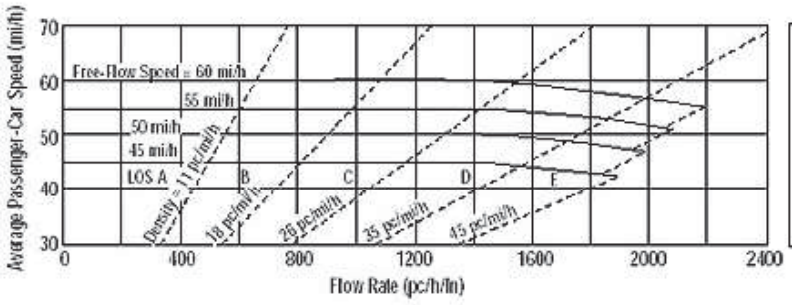
Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	577.9

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.40*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	AM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Adopted

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2513	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1375
Speed, S (mi/h)	55.0
D (pc/mi/ln)	25.0
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1322.6*

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.82*
Bicycle level of service (Exhibit 15-4)	*E*

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3856*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*69100*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*3856*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2080*	pc/h/ln
S	*61.0*	mph
D = v_p / S	*34.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*SR-118 to Briggs Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2361*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*42316*	veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2361*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.11*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1274*	pc/h/ln
S	*69.9*	mph
D = v_p / S	*18.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3727*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*66800*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*3727*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2030*	pc/h/ln
S	*62.0*	mph
D = v_p / S	*32.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Briggs Road to Peck Road*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2283*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*40907*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2283*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.09*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*3.5*	mph
FFS	*71.9*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1244*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*17.8*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 EB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3554*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*63700*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*3554*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1936*	pc/h/ln
S	*63.7*	mph
D = v_p / S	*30.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	*Chen Ryan Associates*
Agency or Company	*Chen Ryan Associates*
Date Performed	*5/25/2018*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*SR-126 WB*
From/To	*Peck Road to Palm Avenue*
Jurisdiction	*City of Santa Paula*
Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*2177*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*39009*	veh/day	%Trucks and Buses, P_T	*7*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*2177*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.966*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.37*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.2*	mph
FFS	*71.2*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1186*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*16.9*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 EB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*PM*	Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3253*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*58300*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*3253*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Side Lat. Clearance	*6.0*	ft
Number of Lanes, N	*2*	
Total Ramp Density, TRD	*1.65*	ramps/mi
FFS (measured)		mph
Base free-flow Speed, BFFS	*75.4*	mph

Calc Speed Adj and FFS

f_{LW}	*0.0*	mph
f_{LC}	*0.0*	mph
TRD Adjustment	*4.9*	mph
FFS	*70.5*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1781*	pc/h/ln
S	*66.1*	mph
D = v_p / S	*27.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*Chen Ryan Associates*	Highway/Direction of Travel	*SR-126 WB*
Agency or Company	*Chen Ryan Associates*	From/To	*Palm Avenue to 10th St./SR-150*
Date Performed	*5/25/2018*	Jurisdiction	*City of Santa Paula*
Analysis Time Period	*PM*	Analysis Year	*2040*

Project Description *Adopted*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*1992*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*35702*	veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K	*0.09*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*62*		General Terrain:	*Level*
DDHV = AADT x K x D	*1992*	veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

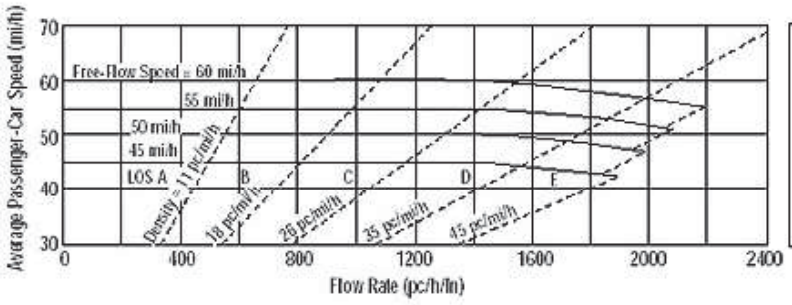
Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*2*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*1.65*	ramps/mi	TRD Adjustment	*4.9*	mph
FFS (measured)		mph	FFS	*70.5*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1090*	pc/h/ln	Design LOS		
S	*70.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*15.6*	pc/mi/ln	S		mph
LOS	*B*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Adopted

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2527	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1383
Speed, S (mi/h)	55.0
D (pc/mi/ln)	25.1
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

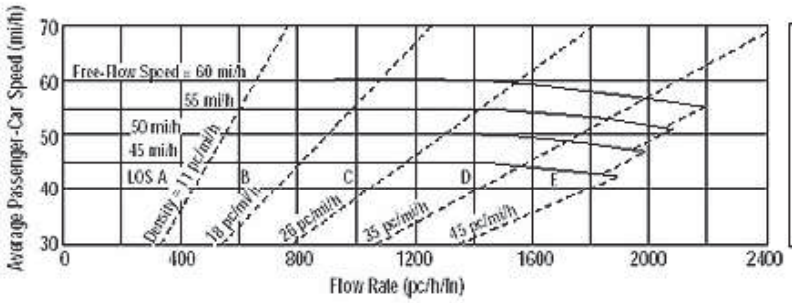
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1330.0*

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.82*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	10th St./SR-150 to Hallock Dr.
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Adopted

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1548	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Rolling
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	2.0
E_T	2.5	f_{HV}	0.893

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	912
Speed, S (mi/h)	55.0
D (pc/mi/ln)	16.6
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

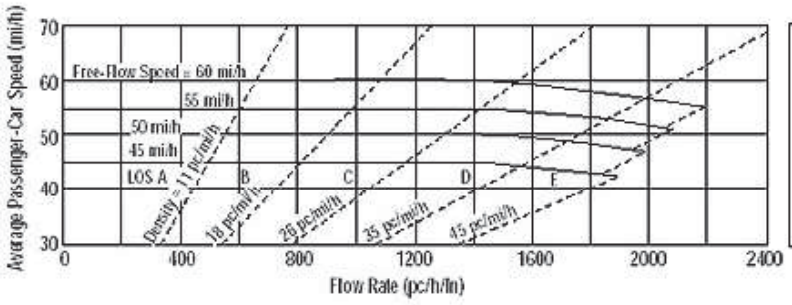
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	814.7

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.57*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Adopted

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2854	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1562
Speed, S (mi/h)	54.4
D (pc/mi/ln)	28.7
LOS	D

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

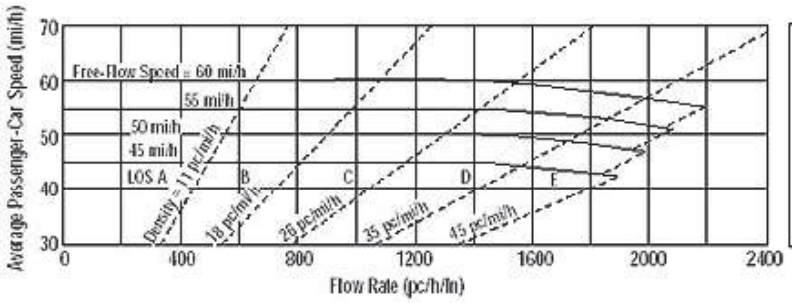
Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1502.1*

Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.88*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	Chen Ryan Associates
Agency or Company	Chen Ryan Associates
Date Performed	5/30/2018
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	SR-126
From/To	Hallock Dr. to Sespe Ranch UC
Jurisdiction	Santa Paula
Analysis Year	2040

Project Description Adopted

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1747	Peak-Hour Factor, PHF	0.95
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Mountainous
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	4.0
E_T	4.5	f_{HV}	0.781

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1176
Speed, S (mi/h)	55.0
D (pc/mi/ln)	21.4
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*919.5*

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Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.63*
Bicycle level of service (Exhibit 15-4)	*E*

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