HEXAGON TRANSPORTATION CONSULTANTS, INC.

Columbus Park Reconstruction

Draft Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of the local transportation analysis (LTA) conducted for the proposed reconstruction of Columbus Park located in San Jose, California. Columbus Park is located within Guadalupe Gardens along West Taylor Street and is bisected by Spring Street. Current park amenities include two multi-use softball fields, two basketball courts, two sand volleyball courts, three picnic areas, and 21 horseshoe pitches. Proposed plans for reconstruction of Columbus Park include demolition of all existing park facilities and the construction of two new multi-sport fields, four pickleball courts, one multisport court (one full-sized futsal court/two half basketball courts/four additional pickleball courts), and 14 horseshoe pitches. The proposed plans will also include a play area and picnic area. The plan also proposes constructing a new parking lot on the eastern project boundary, closing Spring Street between Asbury Street and West Taylor Street to connect the two halves of Columbus Park, and converting Irene Street, Asbury Street, and Walnut Street to one-way circulation with angled parking.

The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's Transportation Analysis Handbook, adopted in April 2020. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook, the Transportation Analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis and a Local Transportation Analysis (LTA).

CEQA Transportation Analysis

Transportation impacts under CEQA are evaluated based on vehicle miles traveled (VMT). The project proposes a reconstruction of Columbus Park by adding two new multi-sport fields, four pickleball courts, one multisport court , and a horseshoe court with the 14 horseshoe pitches. Since the City has not established thresholds of significance for parks, the project cannot be evaluated directly. Accordingly, based on direction from City staff, VMT analysis was conducted by converting vehicle trips generated by the proposed soccer fields and pickleball courts to an equivalent amount of retail square footage, for which the City has established a screening criterion and threshold of significance. Local-serving retail is defined as retail project below 100,000 square feet without drive-through operations. This is a reasonable approach to VMT analysis for the project since park facilities are typically local serving and exhibit similar trip length characteristics to that of local retail uses (e.g., both uses typically serve nearby residents). Based on the standard daily trip generation rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) for Soccer Complex (ITE Land Use 488), Tennis Courts (Land Use 490), and Shopping Center (ITE Land Use 820), two soccer fields, pickleball courts, and basketball courts are estimated to generate the same number of daily trips as 8,800 s.f. of retail space, which is below the 100,000 square feet threshold. Thus, the project's impact on VMT would be less-than-significant.

CEQA Cumulative Impacts

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site is located approximately 550 feet from the nearest bus stop at Coleman Avenue and Taylor Street.
- The project frontage has bicycle lanes along Taylor Street.
- The project proposes new sidewalks along Walnut Street, Asbury Street, and Irene Street.
- The project proposes to construct a pedestrian paseo on Spring Street between Asbury Street and Taylor Street, connecting the two multi-sport fields.

Therefore, based on the project description, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

The proposed project is estimated to generate 385 daily vehicle trips, with 2 trips (1 inbound and 1 outbound) occurring during the AM peak hour and 67 trips (41 inbound 26 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

The results of the analysis show that the Coleman Avenue and Taylor Street intersection would operate at an unacceptable level of service during the PM peak hour under background and background plus project conditions. However, the project would not cause the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more. Therefore, the project would not have an adverse effect at the intersection.

Signal Warrant Analysis

The results of the peak-hour traffic signal warrant checks indicate that the following unsignalized intersections would meet the signal warrant:

- Spring Street and Hedding Street – Existing and Background Conditions during both peak hours
- Walnut Street and Taylor Street – Background Plus Project Conditions during the PM peak hour

Spring Street and Hedding Street

The intersection of Spring Street and Hedding Street would warrant signalization based on the signal warrant analysis for existing and background conditions during both peak hours. However, the City plans to permanently close Spring Street from Hedding Street to Taylor Street as part of the project, closing off the south leg of the intersection. With this closure, signalization at this intersection would not be warranted.

Walnut Street and Taylor Street

The intersection of Walnut Street and Taylor Street would warrant signalization based on the signal warrant analysis for background plus project conditions during the PM peak hour.

Recommendation

While Walnut Street and Taylor Street would warrant signalization, Hexagon recommends not to signalize this intersection. Vehicles facing delay while turning or going through from the stop-controlled Walnut Street approach could instead access Coleman Avenue using Seymour Street. Vehicles could then turn right onto Coleman Avenue and right onto Taylor Street. Thus, because there are alternate routes that vehicles can use to avoid lengthy delays on the stop-controlled approach, signalization is not recommended at this intersection.

Other Transportation Analyses

The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the area. The proposed site plan shows adequate site access and on-site circulation, and no significant operational issues are expected to occur as a result of the project. Below are recommendations resulting from the site plan review.

Recommendations

- It is recommended that the project provide at least 20-foot driveway widths for the landscaped parking lot. Posted left-turn only signs should be installed to alert drivers entering and exiting the parking lot onto the proposed one-way southbound Irene Street.
- The site plan does not show any dimensions for parking. Therefore, it is recommended that that the project provide standard parking stalls compliant with the City of San Jose Design Standards.
- The project should coordinate with City's Fire Department to provide adequate roadway width along the proposed one-way streets.
- The project should remove the yellow flashing beacons and signs at the crosswalk on Taylor Street at Spring Street intersection and upgrade to RRFBs and realign an enhanced crosswalk with the proposed pedestrian paseo.
- The sidewalk widths for the project should be 10 feet, in accordance with the San Jose Public Works Standard Specifications. Bulb-outs should be constructed at each corner of the project frontage. The bulb-outs should shadow the angled parking along Walnut Street, Asbury Street, and Irene Street.
- The project should construct a protected Class IV bicycle facility along its West Taylor Street frontage per the Better Bikeways Plan 2025.
- The site plan does not show any bicycle parking. The project should provide the required number of bicycle parking in accordance with San Jose bicycle parking guidelines. Based on the project description, the project should provide 25 bicycle parking spaces.

1. Introduction

This report presents the results of the transportation analysis (TA) conducted for the proposed reconstruction of Columbus Park located in San Jose, California (see Figure 1). Columbus Park is located within Guadalupe Gardens along West Taylor Street and is bisected by Spring Street. Current park amenities include two multi-use softball fields, two basketball courts, two sand volleyball courts, three picnic areas, and 21 horseshoe pitches. Proposed plans for reconstruction of Columbus Park include demolition of all existing park facilities and the construction of two new multi-sport fields, four pickleball courts, one multisport court (one full-sized futsal court/two half basketball courts/four additional pickleball courts), and 14 horseshoe pitches. The proposed plans also include a play area and picnic area. The plan also proposes constructing a new parking lot on the eastern project boundary, closing Spring Street between Asbury Street and West Taylor Street to connect the two halves of Columbus Park, and converting Irene Street, Asbury Street, and Walnut Street to one-way circulation with angled parking (see Figure 2).

Scope of Work

The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's Transportation Analysis Handbook, adopted in April 2020. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook, the Transportation Analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis and a Local Transportation Analysis (LTA).

Transportation Policies

Council Policy 5-1

To align the City of San Jose's transportation analysis guidelines with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose adopted Transportation Analysis Policy 5-1 in March 2018. The policy establishes the thresholds for transportation impacts under the California Environmental Quality Act (CEQA) based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The Transportation Analysis Policy aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

General Plan Goals and Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. All projects are required to analyze transportation impacts using the VMT metric and conform to Policy 5-1. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand

existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);

- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages auto use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

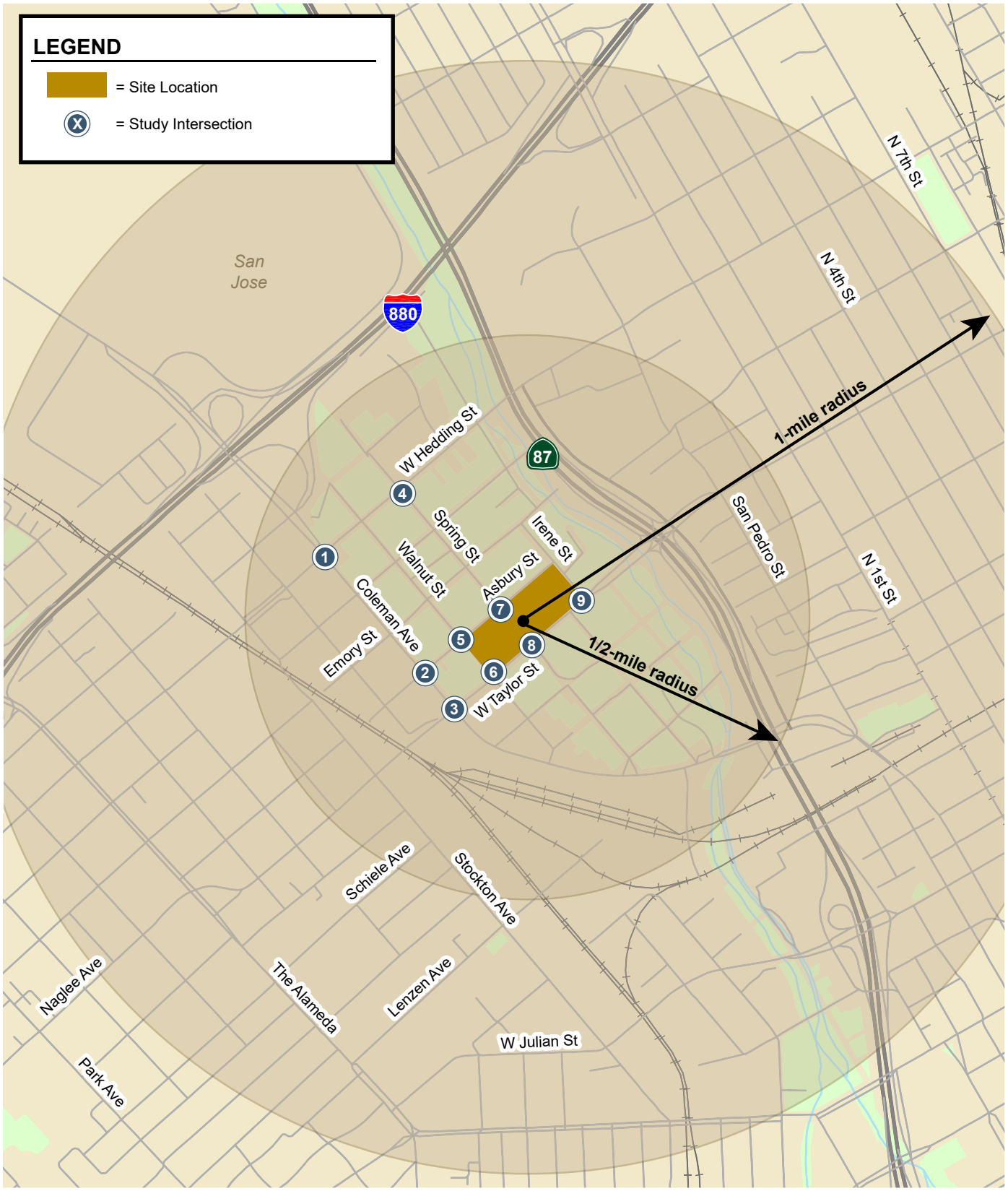


Figure 1
Project Location and Study Intersections

NORTH
Not to Scale

Figure 2
Site Plan

NORTH
Not to Scale

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required.

Council Policy 5-1 does not explicitly address parks. Therefore, in coordination with San Jose staff, the park was treated as being equivalent to a local serving retail project (retail project below 100,000 s.f.) without drive-through operations. These projects tend to redistribute existing trips instead of creating new trips. The proposed project, which is a park, would operate similar to local serving retail in that it would redistribute existing trips from surrounding parks instead of creating new trips. The equivalent retail square footage of the park is less than 100,000 s.f. (described in further detail in Chapter 3), therefore, the proposed project would meet the applicable VMT screening criteria for local serving retail projects without drive-through operation. Thus, the proposed project is anticipated to result in a less-than significant VMT impact.

Local Transportation Analysis Scope

A local transportation analysis (LTA) identifies potential adverse operational effects that may arise due to a development project, evaluates the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project, and supplements the VMT analysis.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy, however, the operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour is expected to occur between 7:00 AM and 9:00 AM and the PM peak hour is expected to occur between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways.

Traffic conditions were evaluated for the following scenarios: Existing, Background, and Background Plus Project conditions. These traffic scenarios are described below.

- ***Existing Conditions.*** Existing peak-hour intersection volumes were obtained from new traffic counts that were conducted in July 2020. Due to Covid-19 and regional shelter-in-place orders (starting March 2020), these traffic counts do not represent typical traffic conditions. January 2020 counts were available for the intersections of Coleman Avenue and Taylor Street and Coleman Avenue and Hedding Street. For the other study intersections where historic counts were not available, new counts were collected and adjusted to represent pre-Covid conditions using a factor derived from the January 2020 and July 2020 counts at the Coleman Avenue and Taylor Street and Coleman Avenue and Hedding Street intersections. The traffic volumes estimated using this methodology were balanced for adjacent intersections so that the volume leaving one intersection matched the volume approaching the adjacent intersection, subject to adjustments for intervening driveways and cross streets.

- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- ***Background Plus Project Conditions*.** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts to bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

This report has a total of four chapters. Chapter 2 describes the existing roadway network, transit service, bicycle, and pedestrian facilities. Chapter 3 presents the CEQA transportation analysis which evaluates the project's consistency with the Envision San Jose 2040 General Plan. Chapter 4 describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for existing, background and background plus project conditions, any adverse intersection traffic effects caused by the project, signal warrant analysis, ADT analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking supply. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Conditions

This chapter describes the existing conditions of the transportation system within the project study area. It describes the roadway network, transit service, and pedestrian and bicycle facilities in the vicinity of the project site. The analysis of existing intersection operations is included as part of the local transportation analysis (see Chapter 4).

Existing Roadway Network

Regional access to the project site is provided via SR 87, I-880, and I-280. Local access to the project site is provided via Coleman Avenue, Hedding Street, Taylor Street, Asbury Street, Spring Street, Walnut Street, and Irene Street. These facilities are described below.

SR 87 is a north-south freeway providing regional access to the project site via its connections to US 101 in the north and SR 85 in the south. These facilities allow for regional access from Bay Area cities, as well as Gilroy and Morgan Hill to San Jose. SR 87 is oriented in a northwest/southwest direction with two mixed-flow lanes and one HOV lane in each direction. SR 87 provides access to the project site via freeway ramps at Taylor Street.

I-880 extends from Oakland in north to I-280 in San Jose. It is generally a north-south oriented six-lane freeway in the vicinity of downtown San Jose. Access to the project site to and from I-880 is provided via freeway ramps at Coleman Avenue.

I-280 extends from US 101 in San Jose to I-80 in San Francisco. It is generally an east-west oriented eight-lane freeway in the vicinity of downtown San Jose. Access to the project site to and from I-280 is available via its interchange with SR 87.

Coleman Avenue is a north-south City Connector Street surrounded by a mix of residential and commercial land uses in the study area. In the vicinity of Columbus Park, Coleman Avenue consists of four travel lanes, left turn pockets, signalized intersections, and has a posted speed limit of 35 mph. North of Hedding Street and south of Taylor Street, Coleman Avenue has striped bicycle lanes. Sidewalks are located on both sides of the street. Coleman Avenue provides vehicular access to Columbus Park via Asbury Street and Taylor Street.

Hedding Street is an east-west On-Street Primary Bicycle Facility surrounded by commercial land uses in the study area. In the vicinity of Columbus Park, Hedding Street consists of four travel lanes, left turn pockets, signalized intersections, striped bicycle lanes, and a posted speed limit of 35 mph. Sidewalks are located on both sides of the street. Hedding Street provides vehicular access to Columbus Park via Spring Street and Coleman Avenue.

Taylor Street is an east-west City Connector Street surrounded by commercial land uses west of Coleman Avenue and the Guadalupe River Park & Gardens east of Coleman Avenue in the study area. In the vicinity of Columbus Park, Taylor Street consists of four travel lanes, left turn pockets, signalized intersections, and a posted speed limit of 35 mph. Sidewalks are located on both sides of the street. East of Walnut Street, Taylor Street has striped bike lanes and a center median. Taylor Street provides vehicular access to Columbus Park via Spring Street, Walnut Street, and Irene Street. There is also a pedestrian crosswalk on Taylor Street between Columbus Park and the Heritage Rose Gardens located along the southern edge of Taylor Street.

Asbury Street is an east-west local street surrounded by commercial land uses west of Coleman Avenue and the Guadalupe River Park & Gardens east of Coleman Avenue in the study area. In the west, Asbury Street ends at Chestnut Street. In the east, Asbury Street pivots south to become Irene Street. In the vicinity of Columbus Park, Asbury Street and Irene Street consist of two travel lanes, a posted speed limit of 25 mph, and permitted parking. Sidewalks are located along the southern edge of Asbury Street and western edge of Irene Street. Asbury Street and Irene Street provide direct vehicular access to Columbus Park.

Spring Street is a north-south local street that extends from Hedding Street in the north to Taylor Street in the South. It is a two-lane local street with permitted parking, discontinuous sidewalks, and a posted speed limit of 25 mph north of Taylor Street. Spring Street provides direct vehicular access to Columbus Park.

Walnut Street is a north-south local street that extends from Asbury Street in the north to Coleman Avenue in the South. It is a two-lane local street with permitted parking, discontinuous sidewalks, and a posted speed limit of 25 mph. Walnut Street provides direct vehicular access to Columbus Park.

Existing Pedestrian, Bicycle, and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing pedestrian, bicycle, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities near the project site include sidewalks and crosswalks. Sidewalks are found along at least one side of all the roadways in the study area. In the immediate vicinity of Columbus Park, sidewalks are missing along the eastern side of Irene Street, northern side of Asbury Street, southern side of Asbury Street between Coleman Avenue and Walnut Street, and the west side of Walnut Street (see Figure 3). In addition, ADA facilities are missing along Asbury Street at the Walnut Street, Spring Street, and Irene Street intersections. ADA facilities are also missing at the northwest corner of the Coleman Avenue and Taylor Street intersection.

Crosswalks and pedestrian signal heads are present on all four legs of the signalized intersections of Coleman Avenue and Taylor Street and Coleman Avenue and Hedding Street. Crosswalks, median islands, and pedestrian signal heads are present on the south and north legs of the signalized intersection of Taylor Street and SR 87 ramps. There is also a crosswalk and pedestrian yield sign at the intersection of Taylor Street and Spring Street connecting Columbus Park north of Taylor Street to the Heritage Rose Garden south of Taylor Street. There are out-of-date yellow circular flashing beacons at the mid-block crosswalk along Taylor Street at Spring Street. Stop-controlled intersections in the immediate vicinity of the project site do not have any painted crosswalks.

Existing Bicycle Facilities

The bicycle facilities that exist in the vicinity of the project site include bike lanes (Class II bikeway), bike routes (Class III bikeway), and bike paths (see Figure 3). Bike lanes are lanes designated for use by bicycles with special lane marking, pavement legends, and signage. Bike routes are streets shared by bikes and motor vehicles. Bike trails are bicycle facilities separated from motorized traffic and dedicated for cycling or shared with pedestrians.

Class II Bike lanes exist on the following roadways:

- Coleman Avenue between Hedding Street and Aviaton Avenue
- Coleman Avenue between Taylor Street and Santa Teresa Street
- Taylor Street between Walnut Street and N 1st Street
- Hedding Street between Winchester Boulevard and Berryessa Road

Class III bike routes exist on the following roadways:

- North San Pedro Street between Hedding Street and Ryland Street
- Santa Teresa Street between Coleman Avenue and Ryland Street
- Ryland Street between Santa Teresa Street and San Pedro Street
- Hawthorne Way between San Pedro Street and N 1st Street

Bike trails exist near the project site within Guadalupe River Park, along Spring Street between W Taylor Street and Coleman Avenue, within Guadalupe Gardens, and within the Heritage Rose Garden.

Existing Transit Services

Existing transit near the project area includes transit service provided by Caltrain and the Santa Clara County Valley Transportation Authority (VTA). VTA provides bus service and Light Rail Transit (LRT) service near the project area. The closest Caltrain stop to Columbus Park is the College Park Station at the intersection of Stockton Avenue and Emory Street, approximately 1,700 feet west of the project site. Caltrain operates between 4:30 am to 1:30 am during the weekdays with 1 stop at the College Park Station during the AM and PM peak hours in each direction. The closet LRT Blue and Green Line stop to Columbus Park is the Japantown/Ayer Station at North 1st Street and Ayer Avenue, approximately 3,000 feet east of the project site. The LRT Green Line operates between 6:00 am to 12:30 am on the weekdays with headways of approximately 30 minutes. The LRT Blue Line operates between 5:00 am to 1:00 am on the weekdays with headways of approximately 30 minutes. The closest bus stop to Columbus Park is located near the intersection of Coleman Avenue and Taylor Street. Due to COVID-19 and shelter-in-place, transit service has been temporarily reduced. Transit service described in Table 1 and Figure 4 below reflect transit service as of November 2021.

Table 1
Transit Service

Transit Route	Route Description	Closest Stop and Distance to Project Site	Weekday Hours of Operation[1]	Headway (minutes)[1]
Caltrain	Gilroy - San Francisco	College Park Station, 1,700 ft	4:30 am - 1:30 am	7:46 am, 8:14 am, 3:26 pm, & 4:24 pm at College Park Station
VTA Frequent Bus - 61	Sierra & Piedmont - Good Samartitan Hospital	Coleman/Taylor, 550 ft	5:30 am - 10:20 pm	15-20 mins
VTA Frequent Bus - Rapid 522	Palo Alto Transit Center - Eastridge Transit Center	The Alameda/Naglee, 4,000 ft	6:00 am - 10:30 pm	15-20 mins
VTA Frequent Bus - 22	Palo Alto Transit Center - Eastridge Transit Center	The Alameda/Naglee, 4,000 ft	5:00 am - 2:30 am	15-20 mins
LRT Green Line	Old Ironsides - Winchester	Japantown/Ayer Station, 3,000 ft	6:00 am - 12:30 am	30 mins
LRT Blue Line	Baypointe - Santa Teresa	Japantown/Ayer Station, 3,000 ft	5:00 am - 1:00 am	30 mins
VTA Frequent Bus - 60	Milpitas BART - Winchester Station via SJC Airport	Coleman/Earthquake, 5,000 ft	5:15 am - 12:00 am	15-20 mins

1. Approximate weekday operation hours and headways during peak commute periods in the project area, as of November 2021.

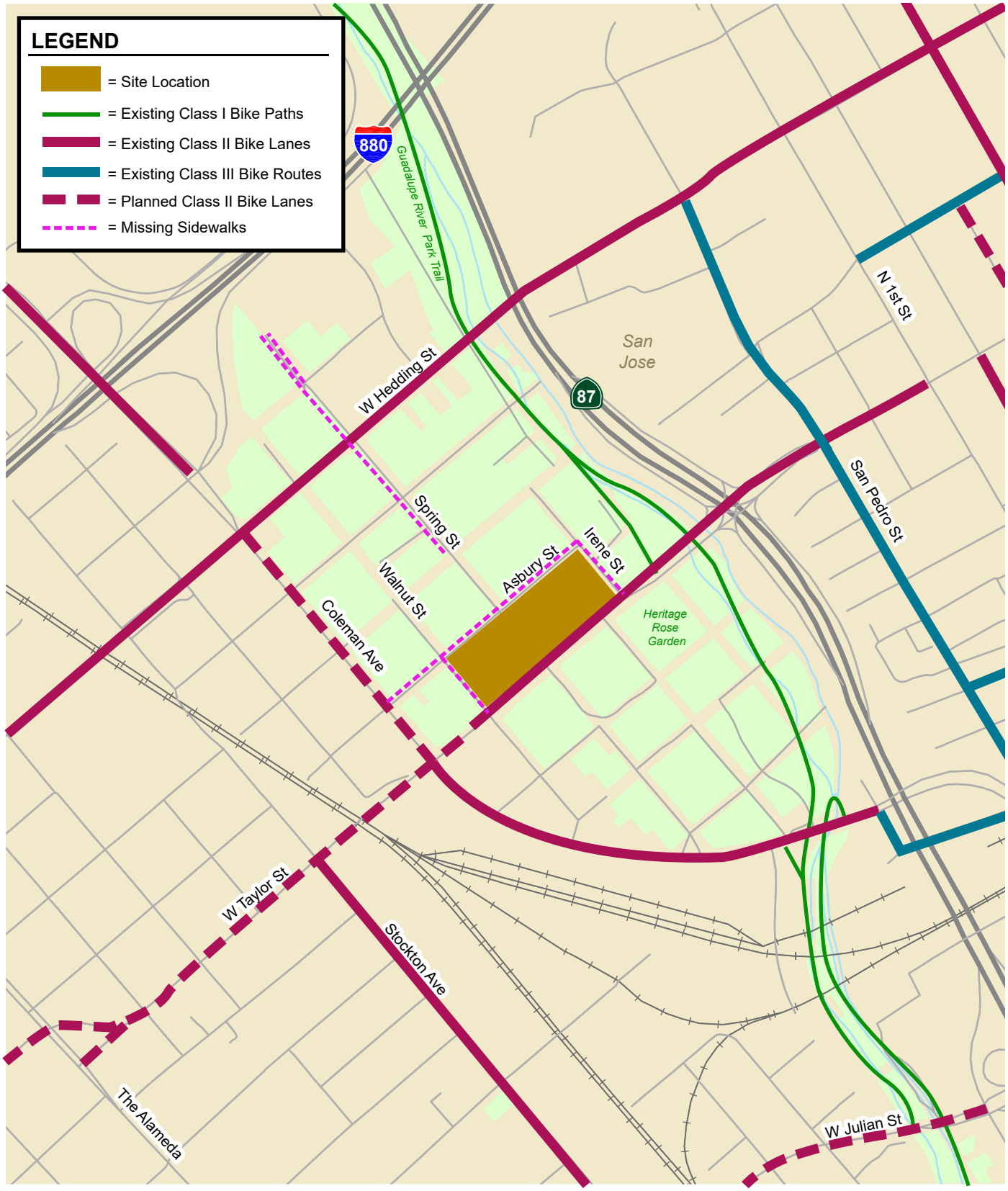


Figure 3
Existing Bicycle Facilties and Missing Sidewalk Segments

NORTH
Not to Scale

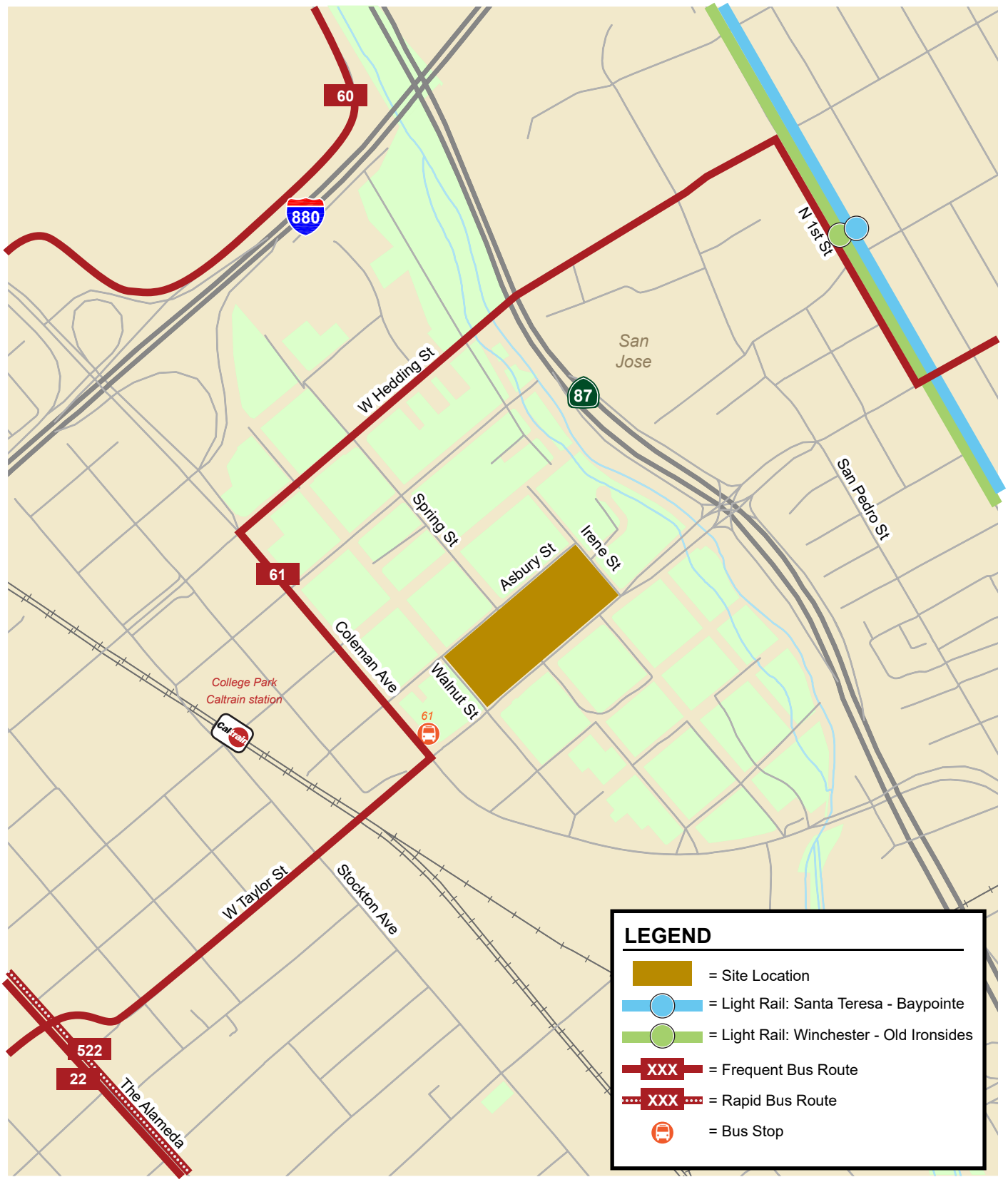


Figure 4
Existing Transit Service

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, and an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed CEQA VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail development
(3) local-serving public facilities
(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 2 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook.

Compliance with the City Council Policy 5-1

The proposed project as a reconstruction of a public park will meet the City's CEQA transportation analysis screening criteria when considered equivalent to Local-Serving Retail Projects outlined in Table 2 and summarized below. Therefore, the project is anticipated to result in less-than-significant VMT impact.

Table 2
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2018.

VMT Analysis Methodology and Criteria

Per Council Policy 5-1, the effects of the projects on VMT are evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

VMT Analysis

Screening for VMT Analysis

The proposed project plans to add two new multi-sport fields, four pickleball courts, one multisport court , and a horseshoe court with the 14 horseshoe pitches at Columbus Park. Since the City has not established thresholds of significance for parks, the project cannot be evaluated directly. Accordingly, based on direction from City staff, VMT analysis was conducted by converting vehicle trips generated by the proposed soccer fields and pickleball fields to an equivalent amount of retail square footage, for which the City has established a screening criterion and threshold of significance. This is a reasonable approach to VMT analysis for the project since park facilities are typically local serving and exhibit similar trip length characteristics to that of local retail uses (e.g., both uses typically serve nearby residents). Based on the standard daily trip generation rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) for Soccer Complex (ITE Land Use 488), Tennis Courts (Land Use 490), and Shopping Center (ITE Land Use 820), the two soccer fields and pickleball courts, are estimated to generate the same number of daily trips as 10,400 s.f. of retail space (see Table 3).

The amount of equivalent retail space meets the screening criterion set forth in the Transportation Analysis Handbook for local-serving retail, which is defined as 100,000 square feet of total gross floor area or less and without drive-through operations. Since the project would meet the screening criterion, the project's impact on VMT is considered less-than-significant.

Columbus Park is a part of the larger Guadalupe River Park & Gardens located along the banks of the Guadalupe River in downtown San Jose. As shown in Figure 5, there are no other soccer facilities within a ½-mile and 1-mile radius of Columbus Park and the Guadalupe River Park & Gardens. The construction of new multi-sport facilities to Columbus Park would attract residents to visit Guadalupe River Park & Gardens and would reduce the trip lengths and VMT of downtown San Jose residents who enjoy playing soccer and travel further away to access parks that do provide this facility.

Table 3
Conversion of Soccer Fields to Retail Land Use

Land Use		Size	Daily Rate	Daily Trips
Proposed Uses				
Soccer Fields[1]	2.0	Fields	71.33	143
Pickleball[23]	8.0	Tennis Courts	30.32	243
				385
Existing Use				
Retail[4]	10.4	KSF	37.01	385

Note:
Trip rates for soccer complex and tennis courts are from the ITE Trip Generation Manual, 11th Edition, 2021.

1. Soccer Complex (Land Use 488), average rates expressed in trips per field are used.
2. The trip rates for the proposed pickleball courts are not available in the ITE Trip Generation Manual. Therefore, tennis courts (Land Use 490) were assumed for the proposed uses.
3. Tennis Courts (Land Use 490) average rates expressed in trips per tennis courts are used.
4. Shopping Center (Land Use 820), average rates expressed in trip per 1,000 square feet (KSF) was used.

The reconstruction of Columbus Park to connect the multi-sport fields, pickleball courts, and a multisport court together would require closing the segment of Spring Street between Asbury Avenue and Taylor Street, which is approximately 400 feet in length. Currently, this segment of Spring Street breaks up Columbus Park into two sites and is used primarily for parking and accessing the park. With the closure of Spring Street, Asbury Street, Walnut Street, and Irene Street would be converted to one-way streets with diagonal parking for park visitors. Spring Street has no fronting development and, thus, carries entirely through traffic. With the closure of the Spring Street segment, that traffic would be diverted to Coleman Avenue, which would not involve any increase in distance traveled. Thus, the closure of this street segment is not anticipated to increase driving distance or VMT. Furthermore, by closing Spring Street and consolidating both park sites, overall pedestrian safety near the park would be improved.

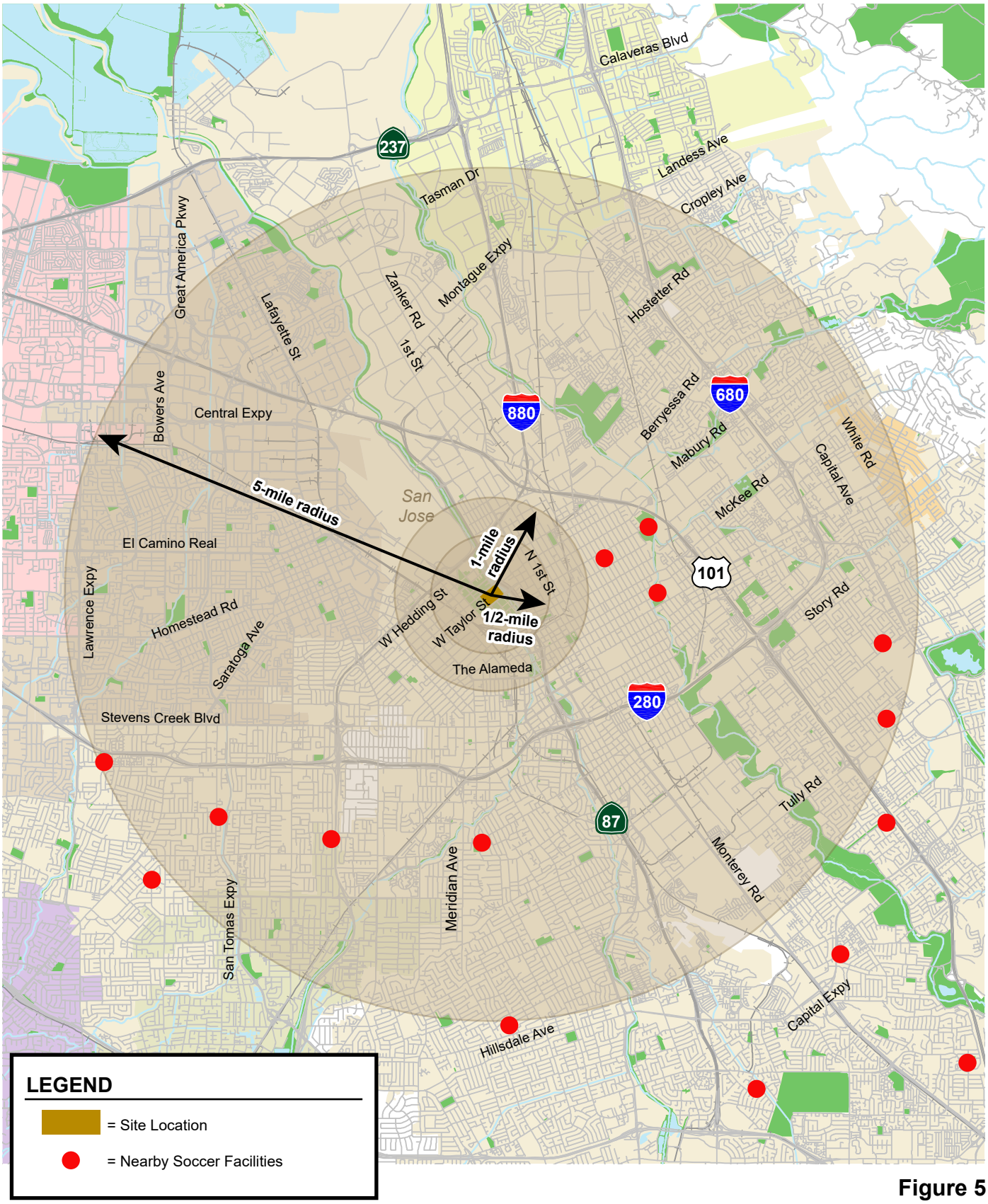


Figure 5
Soccer Facilities in the Vicinity of Columbus Park

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address potential cumulative VMT impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site is located approximately 550 feet from the nearest bus stop at Coleman Avenue and Taylor Street.
- The project frontage has bicycle lanes along Taylor Street.
- The project proposes new sidewalks along Walnut Street, Asbury Street, and Irene Street.
- The project proposes to construct a pedestrian paseo on Spring Street between Asbury Street and Taylor Street, connecting the two multi-sport fields.

Therefore, based on the project description, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative VMT impact.

4.
Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis, any adverse intersection traffic effects caused by the project, site access and on-site circulation review, effects on bicycle and pedestrian facilities, effects on transit services, and parking.

The LTA supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvement of the transportation system with a focus on improving multi-modal travel.

Project Description

Columbus Park is located within Guadalupe Gardens along West Taylor Street and is bisected by Spring Street. Current park amenities include two multi-use softball fields, two basketball courts, two sand volleyball courts, three picnic areas, and 21 horseshoe pitches. Proposed plans for reconstruction of Columbus Park include demolition of all existing park facilities and the construction of two new multi-sport fields, four pickleball courts, one multisport court (one full-sized futsal court/two half basketball courts/four additional pickleball courts), and 14 horseshoe pitches. The proposed plans also include a play area and picnic area. The plan also proposes constructing a new parking lot on the eastern project boundary, closing Spring Street between Asbury Street and West Taylor Street to connect the two halves of Columbus Park, and converting Irene Street, Asbury Street, and Walnut Street to one-way circulation with angled parking.

The site plan shows inbound access on Walnut Street, outbound egress to Irene Street, and clockwise circulation around the park. There is an existing median on Taylor Street that precludes left-turns out of Irene Street. Outbound egress vehicles would not be able to turn right and then make a U-turn because U-turns are prohibited on Coleman Avenue. Therefore, outbound vehicles could make a left turn at Walnut Street and Taylor Street and then make right turns to Seymour Street, to Coleman Avenue, and to eastbound Taylor Street.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site

is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Vehicle trips generated by the project were estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The ITE trip generation rate for Soccer Complex (Land Use 488) was utilized for the soccer field portion of the proposed project. Pickleball courts are not included in the ITE Trip Generation Manual. Therefore, the ITE trip generation rate for Tennis Courts (Land Use 490) was used for the proposed pickleball and basketball courts. The in/out percentage for Tennis Courts is not included in the ITE Trip Generation Manual. Therefore, the in/out percentages for Public Park (Land Use 411) were used.

After applying ITE rates, the proposed project is estimated to generate 385 daily vehicle trips, with 2 trips (1 inbound and 1 outbound) occurring during the AM peak hour and 67 trips (41 inbound 26 outbound) occurring during the PM peak hour (see Table 4).

Trip credits for the existing park have not been assumed, because the park is currently underutilized.

Table 4
Project Trip Generation Estimates

			Daily		AM Peak Hour						PM Peak Hour					
Land Use	Size		Rate	Trips	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Uses																
Soccer Fields[1]	2.0	Fields	71.33	143	0.99	61%	39%	1	1	2	16.43	66%	34%	22	11	33
Pickleball[234]	8.0	Tennis Courts	30.32	243				0	0	0	4.21	55%	45%	19	15	34
Net Project Trips				**385**				**1**	**1**	**2**				**41**	**26**	**67**

Note:
Trip rates for soccer complex and tennis courts are from the ITE Trip Generation Manual, 11th Edition, 2021.

1. Soccer Complex (Land Use 488), average rates expressed in trips per field are used.
2. The trip rates for the proposed pickleball courts are not available in the ITE Trip Generation Manual. Therefore, tennis courts (Land Use 490) were assumed for the proposed uses.
3. Tennis Courts (Land Use 490) average rates expressed in trips per tennis courts are used. The AM trip rate for Tennis Courts is not available in the ITE Trip Generation Manual.
4. The in/out percentage distribution for Tennis Courts is not available in the ITE Trip Generation Manual. Therefore, the in/out percentages for Public Park (Land Use 411) were used. Public Park average rates expressed in trips per acre.

Special Events

The Parks, Recreation, and Neighborhood Services (PRNS) provided a year 2015/2016 calendar of events for Columbus Park (Appendix G). The calendar shows the type of events that occurred at the existing park. These types of events included organized league and tournament play for softball, soccer, rugby and cricket games. With the park reconstruction, there may be an increase in special events. Special events typically comprise sports tournaments. During special events, trips to Columbus Park could be higher than normal weekday hour trips. However, special events were not analyzed because they are infrequent and usually occur on weekends. Thus, they do not represent typical weekly peak hour traffic, which is the subject of transportation analysis in accordance with transportation study guidelines.

Trip Distribution and Assignment

The proposed park trip distribution patterns for the project were estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute

patterns, the locations of complementary land uses, previous traffic studies in the area, and freeway access points.

The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern and the roadway network. The site plan shows that the proposed project would reconfigure Walnut Street, Asbury Street, and Irene Street to be one-way perimeter streets with Irene Street providing outbound egress from the project site and Walnut Street providing inbound access to the project site. Outbound vehicles on Irene Street would only be able to make a right turn at Taylor Street, Vehicles exiting the project site and wanting to access the SR-87 interchange via eastbound Taylor Street would not be able to make a U-turn on Taylor Street. Therefore, vehicles would make a left turn at Walnut Street and right turns to Seymour Street, to Coleman Avenue, and to eastbound Taylor Street.

The project also proposes to provide a pedestrian paseo on Spring Street between Asbury Street and Taylor Street and intends close this portion of the street to vehicles. Furthermore, the City has plans to permanently close Spring Street from Taylor Street to Hedding Street. Prior to permanent closure of Spring Street, the City would temporarily close Spring Street to allow for construction of the proposed project. Temporary closure would last approximately two years, during which time the City would seek out permanent closure of Spring Street. Therefore, no project trips were assigned to use Spring Street between Hedding Street and Taylor Street.

Figure 6 shows project trip distribution pattern. Figure 7 shows the trip assignment for the project.

Intersection Operations Analysis Methodology

This section presents the methods used to evaluate the traffic operations at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards for identifying deficiencies.

The study includes an analysis of AM and PM peak-hour traffic conditions for three signalized intersections and two unsignalized intersections within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgement of Public Works.

The ½ a mile and 1-mile radii from the project site are shown in Figure 1. Based on the above criteria, the following City of San Jose study intersections were selected and are shown in Figure 1.

1. Coleman Avenue and Hedding Street (CMP)
2. Coleman Avenue and Asbury Street (Stop-Controlled)
3. Coleman Avenue and Taylor Street (CMP)
4. Spring Street and Hedding Street (Stop-Controlled)
5. Walnut Street and Asbury Street (Stop-Controlled)

6. Walnut Street and Taylor Street (Stop-Controlled)
7. Spring Street and Asbury Street (Stop-Controlled)
8. Spring Street and Taylor Street (Stop-Controlled)
9. Irene Street and Taylor Street (Stop-Controlled)

Data Requirements

The data required for the analysis were obtained from the City of San Jose, new traffic counts, and field observations. The following data were collected from these sources:

- existing traffic volumes
- approved project trips
- existing lane configurations
- signal timing and phasing

Traffic Volumes and Lane Configurations Under All Scenarios

Existing Traffic Volumes and Lane Configurations

Existing peak-hour intersection volumes were obtained by conducting traffic counts. The counts were collected in July 2020, between 7:00 and 9:00 AM and between 4:00 and 6:00 PM.

Due to Covid-19 and regional shelter-in-place orders (starting March 2020), these traffic counts do not represent typical traffic conditions. January 2020 counts were available for the intersections of Coleman Avenue and Taylor Street and Coleman Avenue and Hedding Street. For the other study intersections where historic counts were not available, new counts were collected and adjusted to represent pre-Covid conditions using a factor derived from the January 2020 and July 2020 counts at the Coleman Avenue and Taylor Street and Coleman Avenue and Hedding Street intersections. Comparing the January 2020 and July 2020 counts at the Coleman Avenue and Taylor Street and Coleman Avenue and Hedding Street intersections, the July 2020 AM peak hour counts were lower by a factor of 2.83, and the PM peak hour counts were lower by a factor of 1.95. These factors were used to adjust the remaining intersection counts to pre-COVID conditions. The traffic volumes estimated using this methodology were balanced for adjacent intersections, so that the volume leaving one intersection matched the volume approaching the adjacent intersection, subject to adjustments for intervening driveways and cross streets.

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 8.

Background Traffic Volumes and Lane Configurations

Background AM and PM peak hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects. The approved projects are listed as part of the Approved Trips Inventory (ATI) contained in Appendix C.

The roadway network under background conditions would be the same as the existing roadway network because there are no approved projects in the area that would alter the existing roadway network.

Background Plus Project Traffic Volumes and Lane Configurations

The roadway network under project conditions would be altered due to the project as described in the previous section. Existing trips were redistributed to reflect the changes in travel patterns that would occur due to the proposed change in vehicular access and circulation around the park. Due to the

closure of Spring Street, trips on Spring Street between Hedding Street and Taylor Street were redistributed to travel along Hedding Street, Coleman Avenue, and Taylor Street. Trips along Asbury Street, Walnut Street, and Irene Street that traveled in a counterclockwise direction around the perimeter of the project site were also redistributed along Taylor Street and Coleman Avenue. Figure 9 shows the reassignment of the trips. Project trips were added to adjusted background trips for background plus project volumes.

Traffic counts for all intersections are included in Appendix A. Traffic volumes for all traffic scenarios are tabulated in Appendix B and are shown on Figure 10, Figure 11, and Figure 12.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

Signalized Intersections

All signalized study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service is shown in Table 5.

Unsignalized Intersections

Seven of the study intersections are unsignalized. The need for signalization of unsignalized intersections was assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the Manual on Uniform Traffic Control Devices (MUTCD 2010 Edition, Part 4). This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are or are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions and intersection spacing.

Signalized study intersections are subject to the City of San Jose level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.

Table 5
Signalized Intersection of Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines* , Santa Clara County Transportation Authority Congestion Management Program, June 2003.

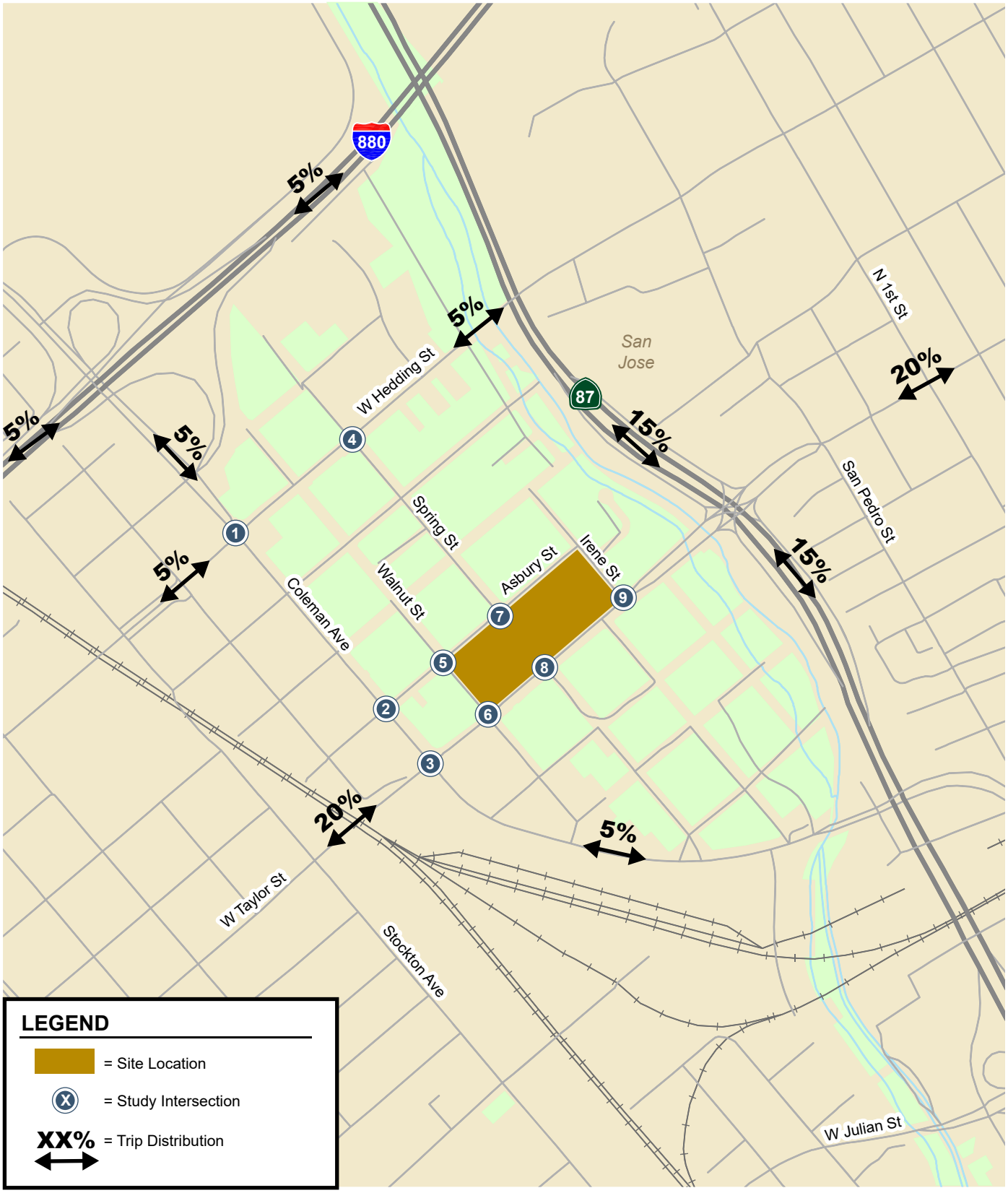
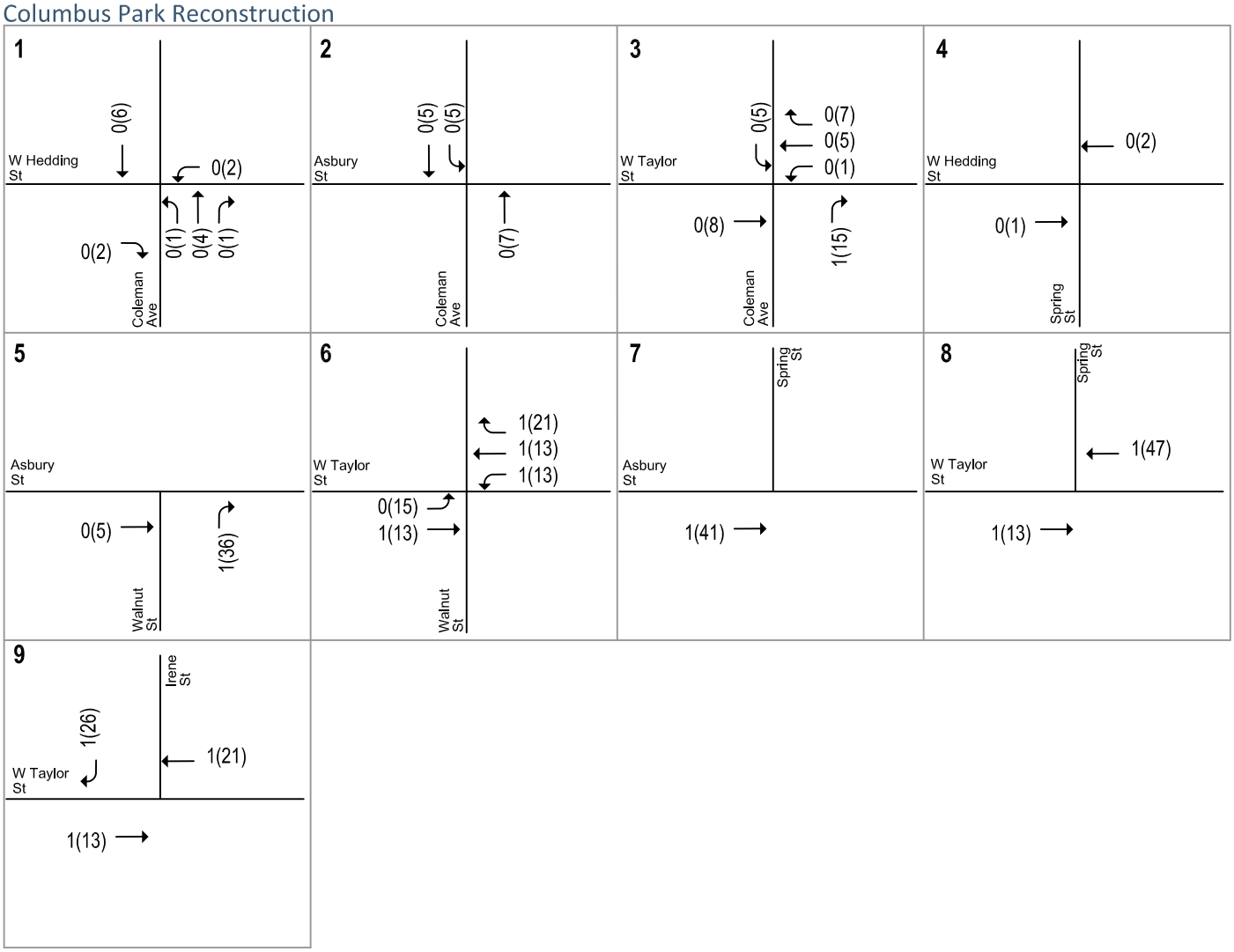


Figure 6
Project Trip Distribution



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7
Project Trip Assignment

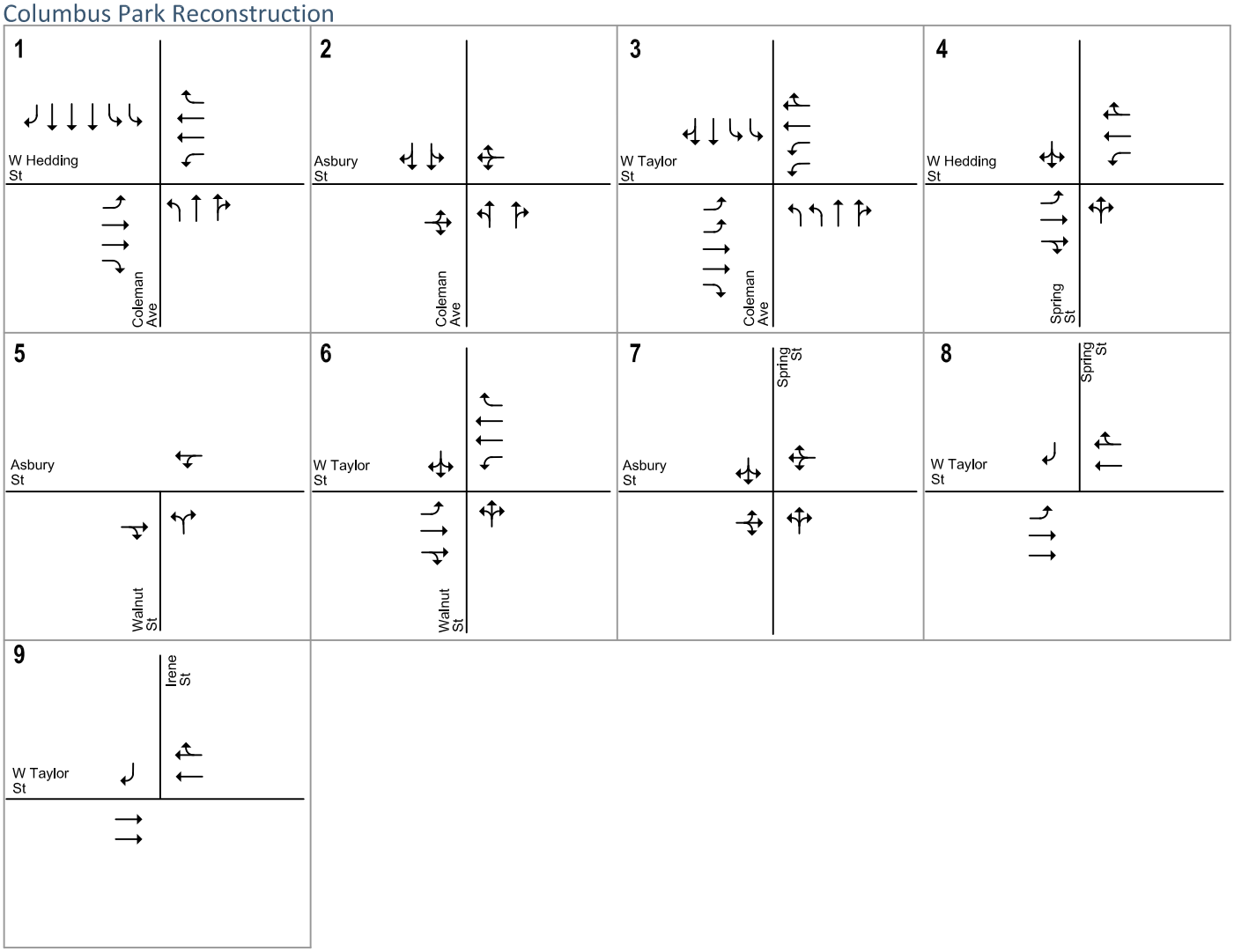


Figure 8
Existing Lane Configurations

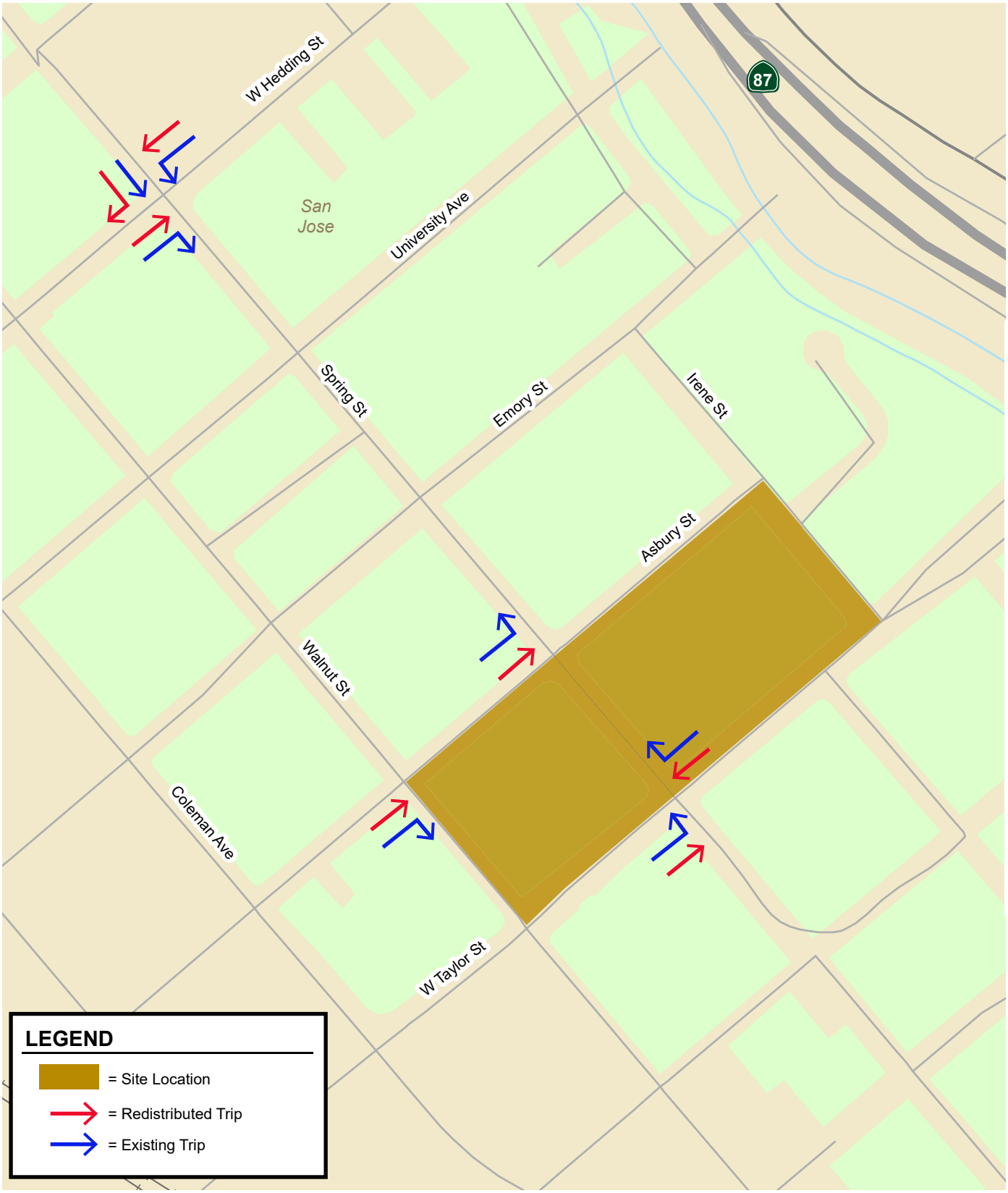
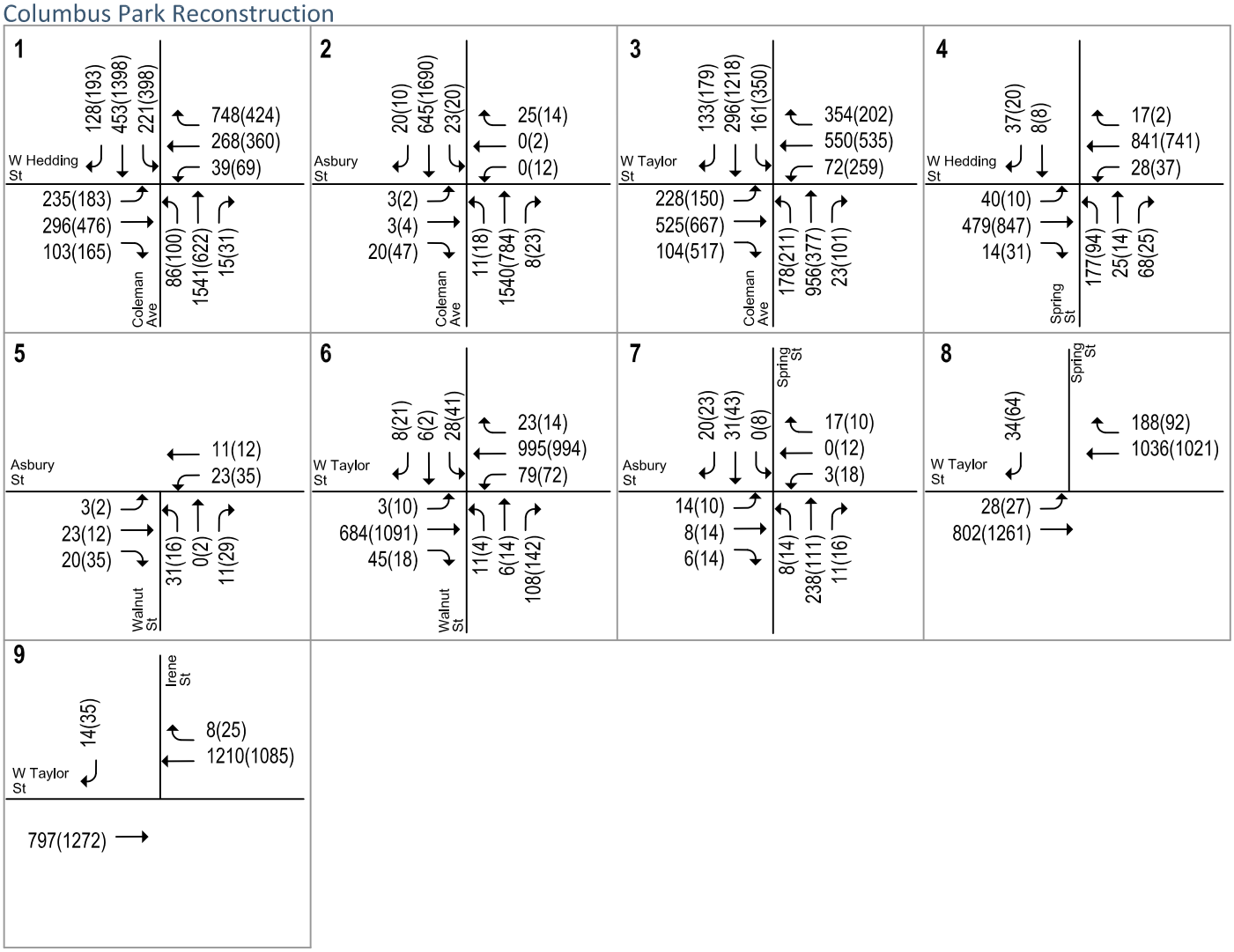


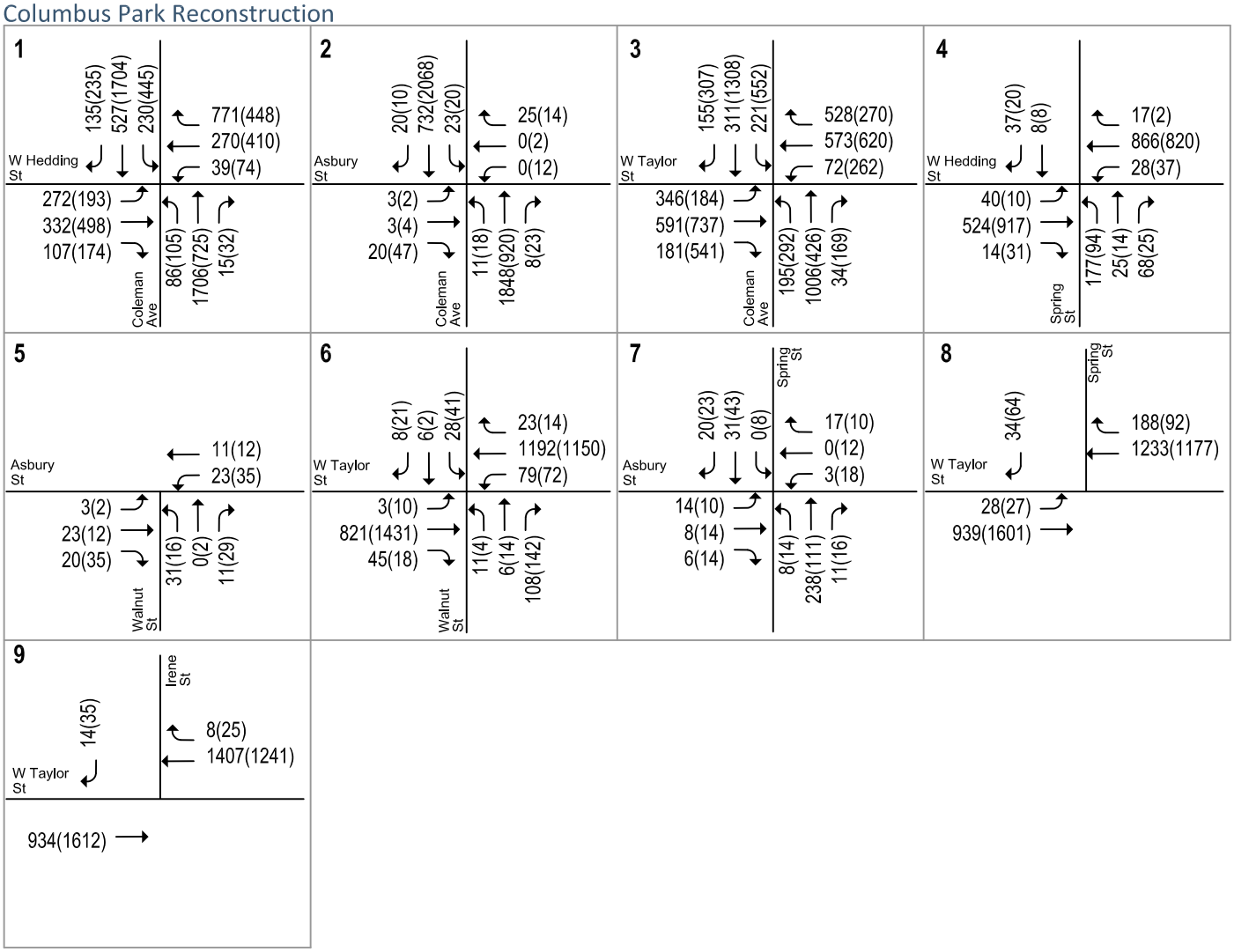
Figure 9
Redistributed Trips around Columbus Park



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

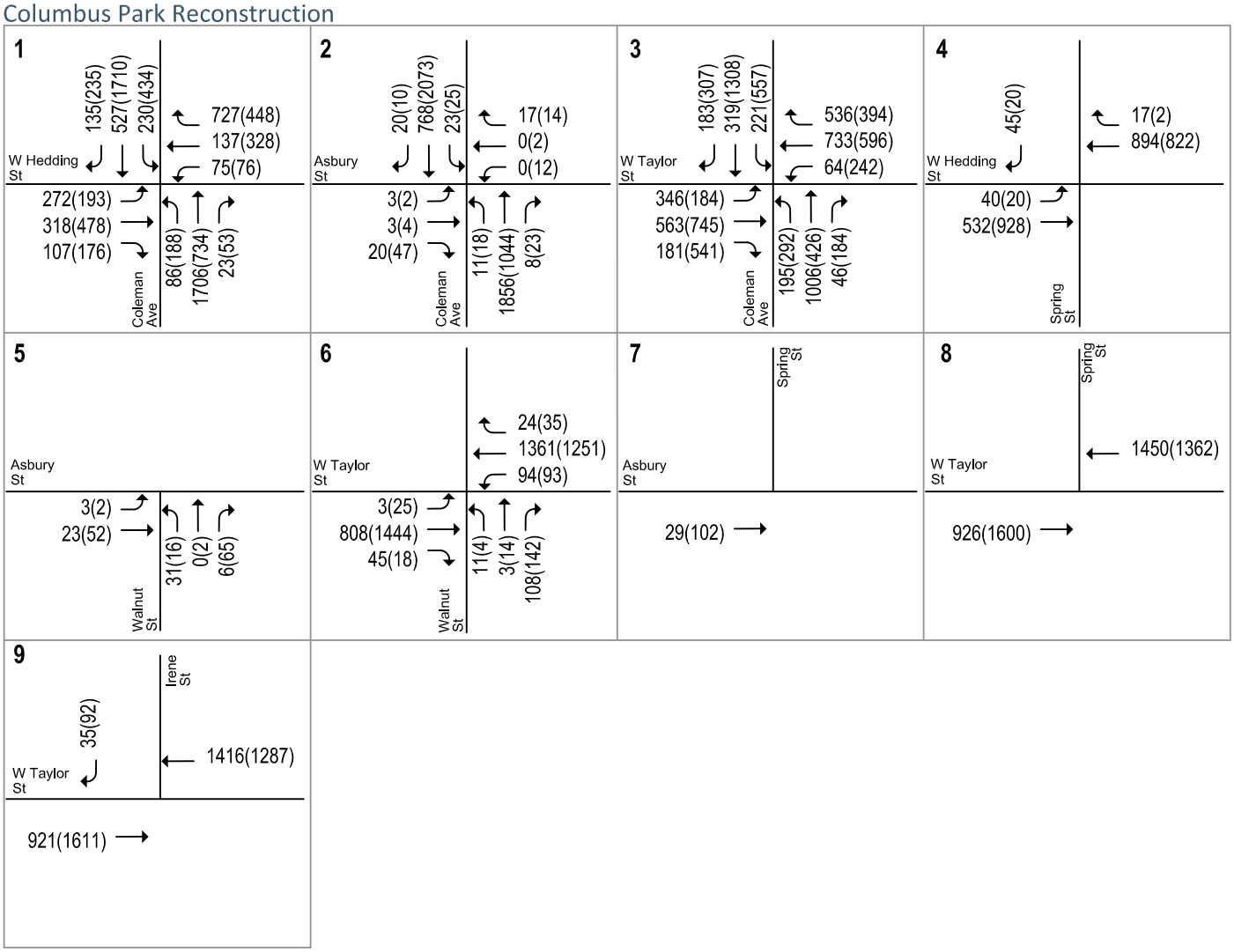
Figure 10
Existing Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Background Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Plus Project Traffic Volumes

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to rule #2 above applies when the addition of project trips reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, a deficiency is identified if there is an increase in the critical V/C value by .01 or more.

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures.

Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Intersection Traffic Operations

Signalized intersection levels of service were evaluated against the standards of the City of San Jose. The results of the analysis show that the Coleman Avenue and Taylor Street intersection would operate at an unacceptable level of service during the PM peak hour under background and background plus project conditions (see Table 6). However, the project would not cause the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more. Therefore, the project would not have an adverse effect at the intersection.

It should be noted that in some cases the signalized intersections show a slight improvement (decrease in average vehicle delay) with the increase in traffic from the project. This occurs because the average delay is a weighted average of all movements at these intersections. When the redistributed trips and background trips are added to individual intersection movements with low vehicle delays, the average delay for the entire intersection can decrease.

The detailed intersection level of service calculation sheets are included in Appendix D.

Table 6
Signalized Intersection Level of Service Summary

ID	Signalized Intersection	Peak Hour	Count Date	Existing Avg. Delay (sec)[1]	Existing LOS	Background Avg. Delay (sec)[1]	Background LOS	Background Plus Project Avg. Delay (sec)[1]	Background Plus Project LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1	Coleman Ave & Hedding St*	AM		38.0	D	40.7	D	36.2	D	-6.0	-0.032
		PM		35.6	D	36.0	D	36.8	D	2.2	0.027
3	Coleman Ave & Taylor St*	AM		42.6	D	48.7	D	50.2	D	3.0	0.062
		PM		50.5	D	**66.5**	**E**	**66.5**	**E**	**-2.3**	**-0.006**

Notes:
* Denotes a CMP intersection
[1] Delays based on worst approach delay for unsignalized intersections and average delay for signalized intersections.
Bold indicates a substandard level of service per City of San Jose standards.

Signal Warrant Analysis

The City of San Jose does not have a level of service standard for unsignalized intersections. The unsignalized intersections were evaluated for signalization, based on the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual Uniform Traffic Control Devices* (MUTCD), 2014 Edition. This method provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

The results of the peak-hour traffic signal warrant checks indicate that the following unsignalized intersections would meet the signal warrant (see Table 7):

- Spring Street and Hedding Street – Existing and Background Conditions during both peak hours
- Walnut Street and Taylor Street – Background Plus Project Conditions during the PM peak hour

The peak-hour signal warrant sheets are contained in Appendix E.

Spring Street and Hedding Street

The intersection of Spring Street and Hedding Street would warrant signalization based on the signal warrant analysis for existing and background conditions during both peak hours. However, the City plans to permanently close Spring Street from Hedding Street to Taylor Street. With this closure, signalization at this intersection would not be warranted.

Walnut Street and Taylor Street

The intersection of Walnut Street and Taylor Street would warrant signalization based on the analysis for the background plus project conditions during the PM peak hour.

Recommendation

While Walnut Street and Taylor Street would warrant signalization, Hexagon recommends not to signalize this intersection. Typically, when facing high delays at a stop-controlled approach, vehicles will reroute to a signalized intersection, if possible, to avoid waiting for an acceptable gap in traffic on a

busy major street. Vehicles facing delay while turning or going through from the stop-controlled Walnut Street approach could instead access Coleman Avenue using Seymour Street. Vehicles could then turn right onto Coleman Avenue and right onto Taylor Street. Thus, because there are alternate routes that vehicles can use to avoid lengthy delays on the stop-controlled approach, signalization is not recommended at this intersection.

Table 7
Unsignalized Intersection Signal Warrant

ID	Intersection	Peak Hour	Existing Meets Warrant?	Background Meets Warrant?	Background Plus Project Meets Warrant?
2	Coleman Ave & Asbury St	AM	No	No	No
		PM	No	No	No
4	Spring St & Hedding St	AM	**Yes**	**Yes**	No
		PM	**Yes**	**Yes**	No
5	Walnut St & Asbury St	AM	No	No	No
		PM	No	No	No
6	Walnut St & Taylor St	AM	No	No	No
		PM	No	No	**Yes**
7	Spring St & Asbury St	AM	No	No	No
		PM	No	No	No
8	Spring St & Taylor St	AM	No	No	No
		PM	No	No	No
9	Irene St & Taylor St	AM	No	No	No
		PM	No	No	No

Intersection Vehicle Queuing Analysis

For selected high-demand movements at the study intersections, the estimated maximum vehicle queues were compared to the existing or planned storage capacity. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were calculated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x = n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x = n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr. per lane/signal cycles per hr.)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement. Therefore, left-turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement.

A vehicle queuing and storage analysis was conducted for turn movements at the selected study intersections where the project would add more than 10 trips per lane. The following intersections/movements were studied:

- Walnut Street and Taylor Street – westbound and eastbound left turn lanes

The estimated queue lengths based on the Poisson numerical calculations show that the existing queue lanes provide adequate vehicle storage for the left turn lanes during both peak hours (See Table 8).

Table 8
Intersection Vehicle Queuing Analysis

	Walnut Street and Taylor Street			
	WBL		EBL	
Measurement	AM	PM	AM	PM
Background				
Cycle/Delay [1] (sec)	10.1	14.0	11.2	11.0
Volume (vphpl)	79	72	3	10
Total 95th %. Queue (veh.)	1	1	1	1
Total 95th %. Queue (ft.) [2]	25	25	25	25
Total Storage	175	175	125	125
Adequate (Y/N)	Y	Y	Y	Y
Background Plus Project				
Cycle/Delay [1] (sec)	10.1	14.5	12.2	11.9
Volume (vphpl)	94	93	3	25
Total 95th %. Queue (veh.)	1	2	1	1
Total 95th %. Queue (ft.) [2]	25	50	25	25
Total Storage	175	175	125	125
Adequate (Y/N)	Y	Y	Y	Y

Notes:
WBL = westbound left movement; EBL = eastbound left movement
[1] Vehicle queue calculations based on cycle length for signalized intersections and worst approach delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.

Vehicular Access and Circulation

The site access and circulation evaluation is based on the March 9, 2022 site plan prepared by RRM Design Group (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, geometric design, sight distance and operations (e.g., queuing and delay). On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards.

Site Access and On-site Circulation

The project would have access to/from Irene Street, Taylor Street, Walnut Street, and Asbury Street. Currently, Irene Street, Asbury Street, Walnut Street, and Spring Street are two lane streets with two-way vehicular travel. The site plan shows that Irene Street, Walnut Street, and Asbury Street would be reconfigured to be one-way streets with clockwise circulation around the park. Irene Street would operate as outbound, right-turn only, and Walnut Street would operate as inbound only. Spring Street would be closed to vehicular travel and converted to a pedestrian paseo. The eastbound left-turn lane on Taylor Street at Spring Street would be closed and the median rebuilt.

Walnut Street, Asbury Street, and Irene Street would provide access to angled parking around the perimeter of the site and a landscaped surface parking lot that would be constructed adjacent to the eastern project boundary, east of Irene Street.

The site plan shows 60-degree angled parking around the site along Walnut Street, Asbury Street, and Irene Street in a clockwise flow around the park. According to San Jose Parking Design Standards, the minimum one-way drive aisle width with 60-degree parking is 16 feet, and the length of a parking space should be 18.7 feet. The streets measure to approximately 38 feet wide, which would provide sufficient space to accommodate for angled parking and one-way travel.

The parking lot at the eastern end of the project site would also provide parking for the project. Access to the parking lot would be provided via two driveways at each end of the parking lot on Irene Street. The site plan shows that the driveways would provide two-way access. However, there are no dimensions shown for the two driveways at each end of the parking lot. According to the San Jose Municipal Code, a driveway shall not be less than 10 feet wide for ingress and egress. Therefore, it is recommended that the driveways widths be at least 20 feet wide. Since Irene Street would be a one-way street traveling in the southbound direction, the driveways would operate left-in/left-out only. Thus, posted left-turn only signs should be installed to alert drivers entering and exiting the parking lot. Adequate sight distance would be provided at the driveways of the parking lot. The parking lot has two-way drive aisles that would lead to 90-degree parking spaces. There are no drive aisle dimensions shown on the site plan. According to the San Jose Municipal Code, the minimum width for a two-way drive aisle is 26 feet.

Recommendation

It is recommended that the project provide at least 20-foot driveway widths for the landscaped parking lot. Posted left-turn only signs should be installed to alert drivers entering and exiting the parking lot onto the proposed one-way southbound Irene Street.

Parking Stall Dimensions

The City of San Jose Off-Street Parking Design Standards for Uniform Car Spaces require that standard 60 and 90-degree parking stalls be a minimum of 8.5 feet wide by 17 feet long. The site plan does not show the parking stall dimensions.

Recommendation

It is recommended that the project provide standard parking stalls compliant with the City of San Jose Design Standards.

Planned Closure of Spring Street

The project would close Spring Street between Taylor Street and Asbury Street. The project proposes to replace the portion of Spring Street between West Taylor Street and Asbury Street with a pedestrian paseo. The City intends to permanently close Spring Street from West Taylor Street to West Hedding Street in the future. Prior to the permanent closure of Spring Street, the City would temporarily close Spring Street to allow for construction of the proposed project. The temporary closure would last approximately two years. Then, the City would seek out permanent closure of Spring Street.

With the closure of Spring Street, the left turn lane on Taylor Street at Spring Street would need to be closed.

There are main gates at each end of the pedestrian paseo that would close the path at night when the park is closed. Pedestrian and bicyclists would have to circulate around the park via Walnut Street, Asbury Street, Irene Street, and Taylor Street to reach the opposite side of the park.

Truck Access and Circulation

The site plan shows the trash enclosure would be located on the north end of the eastern soccer field on Asbury Street. It is expected that garbage would be rolled to the loading zone in front of the trash enclosure for trash collection. Garbage collection is not expected to impact pedestrian or traffic operations.

The site plan also shows food truck parking along Asbury Street. Truck access would be provided to the food truck parking via Irene Street and Taylor Street.

Emergency Vehicle Access

Emergency vehicle access (EVA) to the site would be from Irene Street, Taylor Street, Asbury Street, and Walnut Street. Therefore, the reconfigured Walnut Street, Asbury Street, and Irene Street should provide the minimum fire access that would comply with the City's fire code.

Recommendation

The project should coordinate with City's Fire Department to provide adequate roadway width along the proposed one-way streets.

Pedestrian, Bicycle and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The

Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

Pedestrian Facilities

Pedestrian facilities consist of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. A crosswalk and pedestrian yield sign are present on Taylor Street at the Spring Street intersection that connects the Heritage Rose Garden to the project site frontage. The project should remove the yellow flashing beacons and signs at the crosswalk on Taylor Street at the Spring Street intersection and upgrade to Rectangular Rapid Flashing Beacons (RRFBs) and realign an enhanced crosswalk with the proposed pedestrian paseo.

The site plan indicates that the existing sidewalks along the project frontages on Asbury Street between Walnut Street and Irene Street would be reconstructed to provide sidewalks with trees. The new sidewalks would provide pedestrian access to the project site. There are no dimensions for the sidewalks shown on the site plan. The sidewalk widths for the proposed project should be 10 feet, in accordance with the San Jose Public Works Standard Specifications. The project should also provide ADA facilities at the Walnut Street and Asbury Street and the Irene Street and Asbury Street intersections. In addition, bulb-outs should be constructed at each corner at the following intersections:

- Walnut Street/Taylor Street
- Walnut Street/Asbury Street
- Irene Street/Asbury Street
- Irene Street/Taylor Street

These bulb-outs should shadow the angled parking along project's site frontage. This would shorten the pedestrian crossing distance, thus, improving the pedestrian facilities around the project site. The project would provide a pedestrian paseo along Spring Street between Asbury Street and Taylor Street to connect the two multi-sport fields together. The paseo would be closed off to vehicle traffic and provide a walkway for pedestrians and bicyclists. There are main gates at each end of the pedestrian

paseo that would close the path at night when the park is closed. Pedestrians and bicyclists would have to circulate around the park via Walnut Street, Asbury Street, Irene Street, and Taylor Street to reach the opposite side of the park.

Overall, the network of sidewalks and crosswalks exhibits good connectivity and would provide pedestrians with safe routes to transit services and other points of interest in the area.

Recommendation

The project should remove the yellow flashing beacons and signs at the crosswalk on Taylor Street at Spring Street intersection and upgrade to using RRFBs and realign an enhanced crosswalk with the proposed pedestrian paseo. The sidewalk widths for the project should be 10 feet, in accordance with the San Jose Public Works Standard Specifications. Bulb-outs should be constructed at each corner of the project frontage. The bulb-outs should shadow the angled parking along Walnut Street, Asbury Street, and Irene Street.

Bicycle Facilities

Striped bike lanes (Class II bike facilities) are provided in both directions on Coleman Avenue, Taylor Street, and Hedding Street. Coleman Avenue provides connections to the San Jose Airport to the north and downtown San Jose to the south. North San Pedro Street, Santa Teresa Street, Ryland Street and Hawthorne Way are designated Class III bike routes. The Guadalupe River Park Trails, Spring Street, Guadalupe Gardens Trails, and the Heritage Rose Garden Trails provide bike paths around the project area.

The San Jose Better Bike Plan 2025 has plans to improve the existing Class II bike lanes along Taylor Street between N. 1st Street and The Alameda to Class IV protected bike lanes. This would improve bicycle access to the project site.

Recommendation

The project should construct a protected Class IV bicycle facility along its West Taylor St frontage per the Better Bikeways Plan 2025.

As mentioned in the previous section, a pedestrian paseo on Spring Street between Asbury Street and Taylor Street would be provided for pedestrian and bicycle traffic. The project would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Recommendation

The site plan does not show any bicycle parking. The project should provide the required number of bicycle parking in accordance to San Jose bicycle parking guidelines. Based on the project description, the project should provide 25 bicycle parking spaces.

Transit Services

The project site is served by VTA local bus routes 61. Local route 61 operates along Coleman Avenue. The nearest bus stop is at the intersection of Coleman Avenue and Taylor Street. The Blue and Green LRT Line stop is located approximately 4,500 feet east of the project site and is served by local bus route 61.

The project is expected to generate a small increase in transit demand, which could be accommodated by the available capacity of the bus service near the project site.

Neighborhood Interface

The project site is situated adjacent to an existing light industrial neighborhood. The nearest school is Bellarmine College Preparatory located at University Avenue and Elm Street, approximately 3,500 feet west of the project site. The project site can be accessed from the school via sidewalks along Taylor Street and Stockton Avenue and bicycle lanes along Taylor Street.

The nearest residential neighborhood is situated on San Pedro Street and George Street, approximately 2,000 feet east of the project site. The project site can be accessed from the residential neighborhood via sidewalks and bicycle lanes along Taylor Street.

Average Daily Traffic (ADT)

The average daily traffic (ADT) volumes on four roadway segments are shown in Table 9 and attached in Appendix F. It is important to note that the ADT counts were conducted in July 2020, during the COVID-19 pandemic. As such, the volumes are lower than normal conditions. Since the City of San Jose has no established standard or significance threshold regarding daily traffic on local streets, the roadway volume data are presented here for informational purposes.

Table 9
Average Daily Traffic on Surrounding Streets

Roadway Segment	Existing Weekday ADT Counts [1]
Spring Street b/t Asbury Street and Taylor Street	***1,546***
Asbury Street b/t Spring Street and Irene Street	***751***
Walnut Street b/t Asbury Street and Taylor Street	***732***
Irene Street b/t Asbury Street and Taylor Street	***486***

Notes:
1. 24-hour tube counts were conducted July 2020. These ADT counts were taken from the highest day on a typical weekday.

Based on the project trip generation table (see Table 4), the project is expected to add 325 daily trips to the roads in the vicinity of the project site. No daily trips would be added to Spring Street due to the project's proposed closure of the street for a pedestrian paseo. Asbury Street, Walnut Street, and Irene Street would be reconfigured to one-way circulation around the project perimeter. Therefore, most of the daily traffic would be added to Asbury Street, Walnut Street, and Irene Street. Typically, a local street should have less than 2,500 daily vehicles to maintain livability. As shown by the ADT counts,

these streets are currently operating well below capacity. Asbury Street, Walnut Street, and Irene Street would have sufficient capacity for the project trips.

Parking

Parking provided on the site was evaluated based on the City of San Jose's off-street parking requirements (San Jose Municipal Code Chapter 20.90, Table 20-190 and Table 20-250).

Vehicle Parking Requirements

The City of San Jose's off-street vehicle parking requirement for the proposed park is 20 spaces per acre of site. The project is 12.5 acres (544,500 square feet). Therefore, the park is required to provide 250 spaces. The project proposes to provide 32 spaces on Walnut Street, 70 spaces on Asbury Street, 29 spaces on Irene Street, and 121 spaces at the eastern parking lot, which totals to 252 spaces. Therefore, the project meets the City's parking requirements. There is also food truck parking shown on Asbury Street.

Bicycle Parking Supply Requirement

In accordance with the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide 2 bicycle parking spaces for every acre of site. This equates to a total bicycle parking requirement of 25 spaces (2 spaces per acre x 12.5 acres = 25 spaces). Short-term bicycle parking facilities should be provided around the project site.

Short-term bicycle parking facilities are accessible and usable by visitors and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

The site plan does not show any bicycle parking spaces. Therefore, the project should provide bicycle parking around the project site that complies with the City of San Jose bicycle parking requirements.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk closures, crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to develop a construction management plan that addresses the construction schedule, street closures and/or detours, construction staging areas, construction vehicle parking, and the planned truck routes.

5. Conclusions

This report presents the results of the local transportation analysis (LTA) conducted for the proposed reconstruction of Columbus Park located in San Jose, California. Columbus Park is located within Guadalupe Gardens along West Taylor Street and is bisected by Spring Street. Current park amenities include two multi-use softball fields, two basketball courts, two sand volleyball courts, three picnic areas, and 21 horseshoe pitches. Proposed plans for reconstruction of Columbus Park include demolition of all existing park facilities and the construction of two new multi-sport fields, four pickleball courts, one multisport court (one full-sized futsal court/two half basketball courts/four additional pickleball courts), and 14 horseshoe pitches. The proposed plans will also include a play area and picnic area. The plan also proposes constructing a new parking lot on the eastern project boundary, closing Spring Street between Asbury Street and West Taylor Street to connect the two halves of Columbus Park, and converting Irene Street, Asbury Street, and Walnut Street to one-way circulation with angled parking.

The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's Transportation Analysis Handbook, adopted in April 2020. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook, the Transportation Analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis and a Local Transportation Analysis (LTA).

CEQA Transportation Analysis

Transportation impacts under CEQA are evaluated based on vehicle miles traveled (VMT). The project proposes a reconstruction of Columbus Park by adding two new multi-sport fields, four pickleball courts, one multisport court , and a horseshoe court with the 14 horseshoe pitches. Since the City has not established thresholds of significance for parks, the project cannot be evaluated directly. Accordingly, based on direction from City staff, VMT analysis was conducted by converting vehicle trips generated by the proposed soccer fields and pickleball courts to an equivalent amount of retail square footage, for which the City has established a screening criterion and threshold of significance. Local-serving retail is defined as retail project below 100,000 square feet without drive-through operations. This is a reasonable approach to VMT analysis for the project since park facilities are typically local serving and exhibit similar trip length characteristics to that of local retail uses (e.g., both uses typically serve nearby residents). Based on the standard daily trip generation rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) for Soccer Complex (ITE Land Use 488), Tennis Courts (Land Use 490), and Shopping Center (ITE Land Use 820), two soccer fields, pickleball courts, and basketball courts are estimated to generate the same number of daily trips as 8,800 s.f. of retail space, which is below the 100,000 square feet threshold. Thus, the project's impact on VMT would be less-than-significant.

CEQA Cumulative Impacts

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site is located approximately 550 feet from the nearest bus stop at Coleman Avenue and Taylor Street.
- The project frontage has bicycle lanes along Taylor Street.
- The project proposes new sidewalks along Walnut Street, Asbury Street, and Irene Street.
- The project proposes to construct a pedestrian paseo on Spring Street between Asbury Street and Taylor Street, connecting the two multi-sport fields.

Therefore, based on the project description, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

The proposed project is estimated to generate 325 daily vehicle trips, with 2 trips (1 inbound and 1 outbound) occurring during the AM peak hour and 58 trips (36 inbound 22 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

The results of the analysis show that the Coleman Avenue and Taylor Street intersection would operate at an unacceptable level of service during the PM peak hour under background and background plus project conditions. However, the project would not cause the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more. Therefore, the project would not have an adverse effect at the intersection.

Signal Warrant Analysis

The results of the peak-hour traffic signal warrant checks indicate that the following unsignalized intersections would meet the signal warrant:

- Spring Street and Hedding Street – Existing and Background Conditions during both peak hours
- Walnut Street and Taylor Street – Background Plus Project Conditions during the PM peak hour

Spring Street and Hedding Street

The intersection of Spring Street and Hedding Street would warrant signalization based on the signal warrant analysis for existing and background conditions during both peak hours. However, the City plans to permanently close Spring Street from Hedding Street to Taylor Street as part of the project, closing off the south leg of the intersection. With this closure, signalization at this intersection would not be warranted.

Walnut Street and Taylor Street

The intersection of Walnut Street and Taylor Street would warrant signalization based on the signal warrant analysis for background plus project conditions during the PM peak hour.

Recommendation

While Walnut Street and Taylor Street would warrant signalization, Hexagon recommends not to signalize this intersection. Vehicles facing delay while turning or going through from the stop-controlled Walnut Street approach could instead access Coleman Avenue using Seymour Street. Vehicles could then turn right onto Coleman Avenue and right onto Taylor Street. Thus, because there are alternate routes that vehicles can use to avoid lengthy delays on the stop-controlled approach, signalization is not recommended at this intersection.

Other Transportation Analyses

The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the area. The proposed site plan shows adequate site access and on-site circulation, and no significant operational issues are expected to occur as a result of the project. Below are recommendations resulting from the site plan review.

Recommendations

- It is recommended that the project provide at least 20-foot driveway widths for the landscaped parking lot. Posted left-turn only signs should be installed to alert drivers entering and exiting the parking lot onto the proposed one-way southbound Irene Street.
- The site plan does not show any dimensions for parking. Therefore, it is recommended that that the project provide standard parking stalls compliant with the City of San Jose Design Standards.
- The project should coordinate with City's Fire Department to provide adequate roadway width along the proposed one-way streets.
- The project should remove the yellow flashing beacons and signs at the crosswalk on Taylor Street at Spring Street intersection and upgrade to RRFBs and realign an enhanced crosswalk with the proposed pedestrian paseo.
- The sidewalk widths for the project should be 10 feet, in accordance with the San Jose Public Works Standard Specifications. Bulb-outs should be constructed at each corner of the project frontage. The bulb-outs should shadow the angled parking along Walnut Street, Asbury Street, and Irene Street.
- The project should construct a protected Class IV bicycle facility along its West Taylor St frontage per the Better Bikeways Plan 2025.
- The site plan does not show any bicycle parking. The project should provide the required number of bicycle parking in accordance with San Jose bicycle parking guidelines. Based on the project description, the project should provide 25 bicycle parking spaces.

Columbus Park Reconstruction LTA

Technical Appendices

Appendix A

Traffic Counts

ATTACHMENT A

7/17/2020

X - Indicates required or included. (ATI: approved trips inventory, CMP: congestion management program)

STUDY INTERSECTIONS FOR COLUMBUS PARK RECONSTRUCTION

	NODE #	INTERSECTION	PEAK	Date[1]	New Count Req'd[1]	CMP	ATI	COMMENTS
1.	3413.	COLEMAN AVENUE / HEDDING STREET	AM	01/28/2020		X	X	
			PM	01/28/2020			X	
2.	N/A	COLEMAN AVENUE / ASBURY STREET	AM					UNSIGNALIZED
			PM					
3.	3417.	COLEMAN AVENUE / TAYLOR STREET	AM	01/23/2020		X	X	
			PM	01/23/2020			X	
4.	N/A	SPRING STREET / HEDDING STREET	AM					UNSIGNALIZED
			PM					
5.	N/A	WALNUT STREET / ASBURY STREET	AM					UNSIGNALIZED
			PM					
6.	N/A	WALNUT STREET / TAYLOR STREET	AM					UNSIGNALIZED
			PM					
7.	N/A	SPRING STREET / ASBURY STREET	AM					UNSIGNALIZED
			PM					
8.	N/A	SPRING STREET / TAYLOR STREET	AM					UNSIGNALIZED
			PM					
9.	N/A	IRENE STREET / TAYLOR STREET	AM					UNSIGNALIZED
			PM					

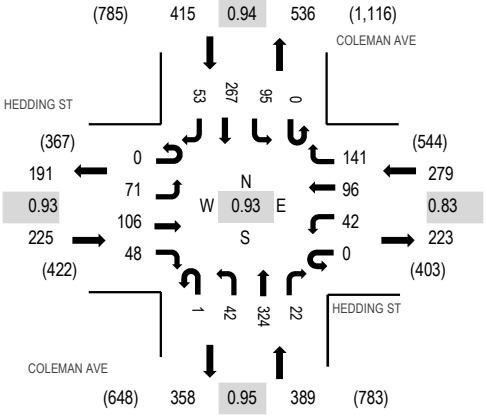
Node	Intersection	Period	Peak Hr	Northbound			Eastbound			Southbound			Westbound			Count Date
				L	T	R	L	T	R	L	T	R	L	T	R	
3417	COLEMAN/TAYLOR	AM	7:15-8:15	178	956	23	228	525	104	161	296	133	72	550	354	1/28/20
		PM	5:00-6:00	211	377	101	150	667	517	350	1218	179	259	535	202	1/28/20
3413	COLEMAN/HEDDING	AM	7:45-8:45	86	1541	15	235	296	103	221	453	128	39	268	748	1/23/20
		PM	4:30-5:30	100	622	31	183	476	165	398	1398	193	69	360	424	1/23/20

[1] - Due to the COVID-19 situation, all traffic counts are to be put on hold until further notice.
[2] - A compounded growth factor of 1% should be applied per year from previous existing count date.
[3] - Reach out to other city jurisdictions regarding their own practices for collecting count data.

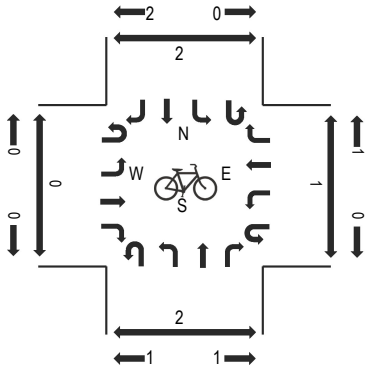
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COLEMAN AVE & HEDDING ST AM
Date: Wednesday, July 22, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

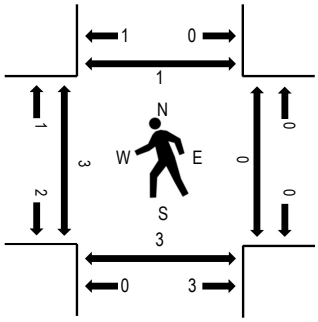
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	19	22	8	0	3	11	51	0	7	97	3	0	28	51	19	319	1,282	0	0	1	0
7:15 AM	0	20	19	13	0	10	19	48	0	13	80	2	0	14	52	13	303	1,295	0	0	6	1
7:30 AM	0	24	25	12	0	13	30	46	1	12	83	8	0	28	54	16	352	1,308	1	0	0	0
7:45 AM	0	16	32	9	0	9	14	25	0	8	86	8	0	13	77	11	308	1,240	0	0	0	0
8:00 AM	0	16	26	14	0	16	29	38	0	11	73	3	0	26	65	15	332	1,252	2	0	2	1
8:15 AM	0	15	23	13	0	4	23	32	0	11	82	3	0	28	71	11	316		0	0	1	0
8:30 AM	0	18	25	7	0	7	26	29	0	8	84	2	0	17	49	12	284		0	0	2	0
8:45 AM	0	22	14	10	0	9	18	34	0	16	78	4	0	30	71	14	320		0	0	2	0

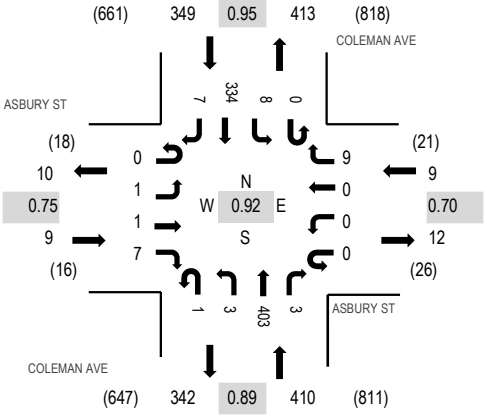
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	0	1	0	2	0	2	0	0	5	1	0	1	4	3	24
Bikes on Road	0	0	6	0	0	0	4	1	0	0	1	0	0	0	0	0	12
Lights	0	59	100	46	0	37	92	135	1	41	305	19	0	92	252	46	1,225
Mediums	0	7	0	1	0	3	0	3	0	1	13	2	0	2	11	4	47
Total	0	71	106	48	0	42	96	141	1	42	324	22	0	95	267	53	1,308

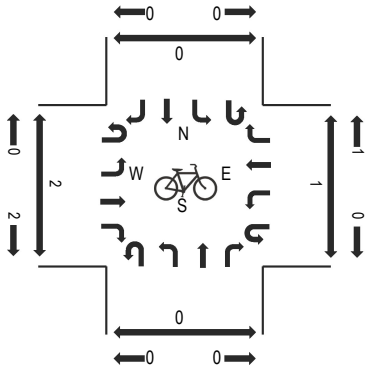
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 COLEMAN AVE & ASBURY ST AM
Date: Wednesday, July 22, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

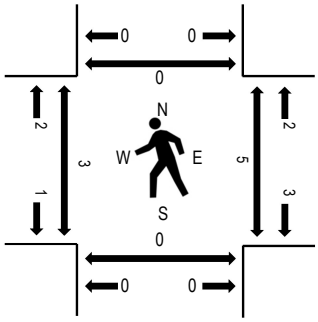
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ASBURY ST Eastbound				ASBURY ST Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	2	0	0	0	1	0	0	92	2	0	3	51	2	153	751	2	1	0	0
7:15 AM	0	0	1	2	0	0	0	1	0	1	116	1	0	2	70	2	196	777	0	2	0	0
7:30 AM	0	0	0	1	0	0	0	4	0	0	97	0	0	4	83	2	191	774	0	0	0	0
7:45 AM	0	1	0	2	0	0	0	1	1	1	108	1	0	0	95	1	211	771	0	3	0	0
8:00 AM	0	0	0	2	0	0	0	3	0	1	82	1	0	2	86	2	179	758	3	0	0	0
8:15 AM	0	0	0	1	0	0	0	2	0	1	99	0	0	1	88	1	193		1	0	1	0
8:30 AM	0	0	1	0	0	1	0	4	0	0	101	3	0	1	75	2	188		1	0	0	1
8:45 AM	0	1	0	2	1	0	0	3	0	0	102	1	0	1	85	2	198		2	0	1	0

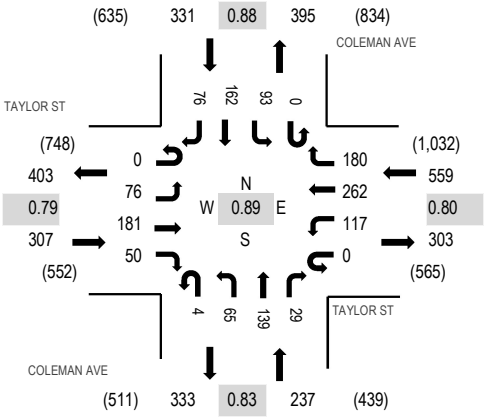
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	9	0	0	0	10	0	19
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	1	1	7	0	0	0	8	1	3	381	3	0	7	304	7	723
Mediums	0	0	0	0	0	0	0	1	0	0	13	0	0	0	20	0	34
Total	0	1	1	7	0	0	0	9	1	3	403	3	0	8	334	7	777

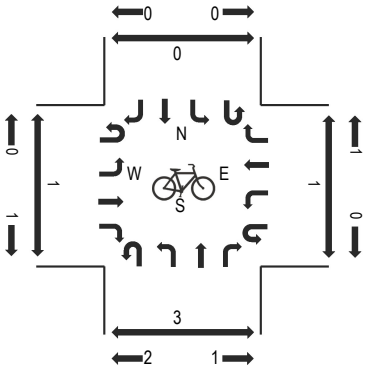
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 COLEMAN AVE & TAYLOR ST AM
Date: Wednesday, July 22, 2020
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

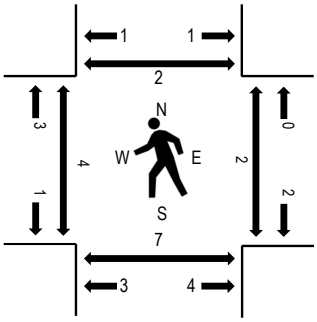
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	18	19	2	0	6	59	47	0	4	35	4	0	20	25	16	255	1,224	3	1	0	1
7:15 AM	0	29	37	1	0	9	46	59	1	5	36	5	0	29	25	19	301	1,295	0	3	0	0
7:30 AM	0	15	28	5	0	16	52	38	0	7	45	6	0	31	26	25	294	1,344	0	1	0	0
7:45 AM	3	30	51	7	0	18	66	57	0	19	30	5	0	27	37	24	374	1,403	0	0	2	0
8:00 AM	0	17	30	9	0	24	58	40	1	12	34	1	0	27	46	27	326	1,434	2	2	0	0
8:15 AM	0	15	49	12	0	23	59	41	2	14	42	13	0	25	41	14	350		0	0	1	1
8:30 AM	0	20	47	11	0	31	55	53	0	19	32	8	0	16	45	16	353		0	0	0	1
8:45 AM	0	24	55	18	0	39	90	46	1	20	31	7	0	25	30	19	405		2	0	6	0

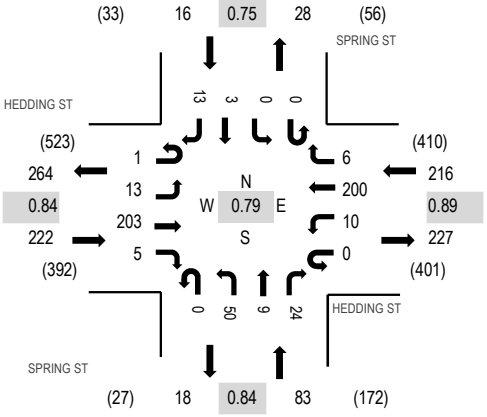
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	2	0	0	0	2	0	0	0	3	0	0	1	0	4	17
Bikes on Road	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3
Lights	0	67	175	50	0	116	251	173	4	64	131	28	0	87	158	56	1,360
Mediums	0	4	4	0	0	1	8	6	0	1	5	1	0	5	4	15	54
Total	0	76	181	50	0	117	262	180	4	65	139	29	0	93	162	76	1,434

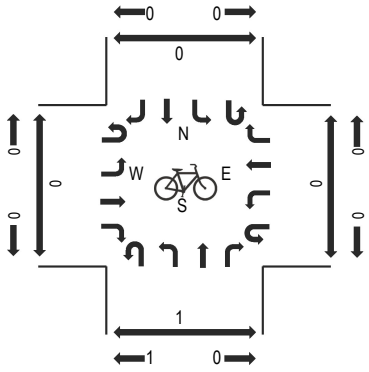
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SPRING ST & HEDDING ST AM
Date: Wednesday, July 22, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

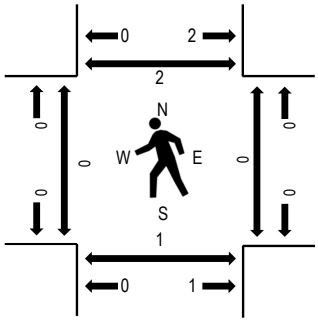
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				SPRING ST Northbound				SPRING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	35	0	0	1	39	2	0	19	5	2	0	0	0	4	113	515	0	0	2	0
7:15 AM	0	1	33	0	0	1	49	0	0	20	6	6	0	0	1	6	123	534	0	0	0	0
7:30 AM	0	4	60	2	0	4	65	1	0	17	6	5	0	0	1	6	171	537	0	0	0	0
7:45 AM	0	7	45	1	0	1	28	2	0	12	2	7	0	0	1	2	108	478	0	0	0	0
8:00 AM	1	2	45	0	0	4	56	1	0	13	1	6	0	0	1	2	132	492	0	0	0	0
8:15 AM	0	0	53	2	0	1	51	2	0	8	0	6	0	0	0	3	126		0	0	1	2
8:30 AM	0	3	42	0	0	2	44	0	0	13	2	5	0	0	0	1	112		0	0	1	0
8:45 AM	0	1	48	1	0	3	53	0	0	8	2	1	0	2	0	3	122		0	0	0	0

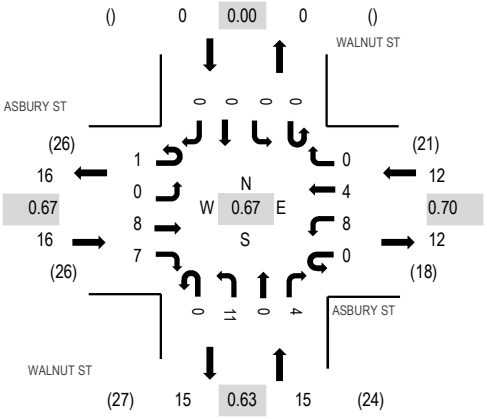
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	1	5
Bikes on Road	0	0	11	0	0	0	5	1	0	2	0	0	0	0	0	0	19
Lights	0	12	189	4	0	8	189	5	0	47	8	24	0	0	3	11	500
Mediums	1	0	3	0	0	2	5	0	0	0	1	0	0	0	0	1	13
Total	1	13	203	5	0	10	200	6	0	50	9	24	0	0	3	13	537

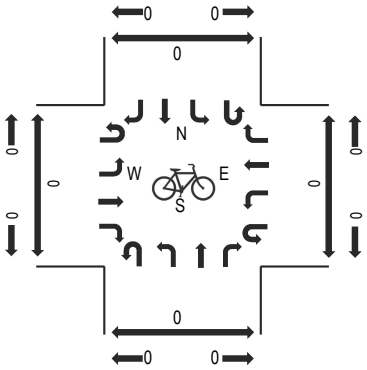
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 WALNUT ST & ASBURY ST AM
Date: Wednesday, July 22, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

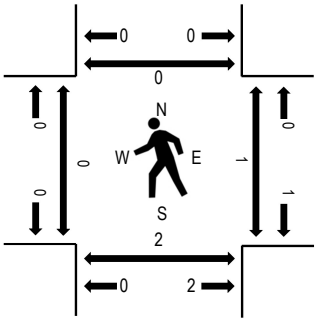
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ASBURY ST Eastbound				ASBURY ST Westbound				WALNUT ST Northbound				WALNUT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	35	0	0	0	0
7:15 AM	0	0	5	1	0	2	0	0	0	4	0	0	0	0	0	0	12	43	0	0	1	0
7:30 AM	1	0	1	4	0	3	1	0	0	3	0	3	0	0	0	0	16	37	0	0	1	0
7:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	4	33	0	1	0	0
8:00 AM	0	0	2	1	0	2	3	0	0	3	0	0	0	0	0	0	11	36	0	0	0	0
8:15 AM	0	0	0	2	0	2	0	0	0	1	0	1	0	0	0	0	6		0	0	1	0
8:30 AM	0	0	3	2	0	1	3	0	0	1	0	2	0	0	0	0	12		0	0	0	0
8:45 AM	0	0	0	1	0	2	1	0	0	3	0	0	0	0	0	0	7		0	1	0	0

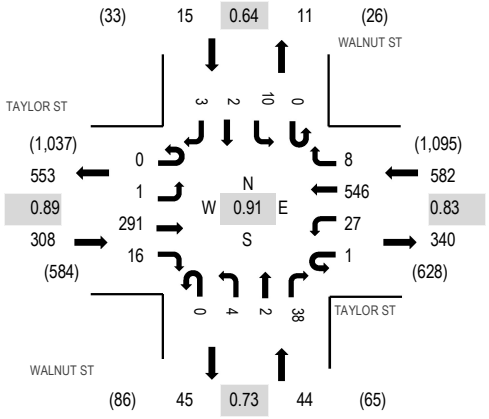
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Bikes on Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	1	0	7	7	0	7	3	0	0	11	0	3	0	0	0	0	39
Mediums	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	1	0	8	7	0	8	4	0	0	11	0	4	0	0	0	0	43

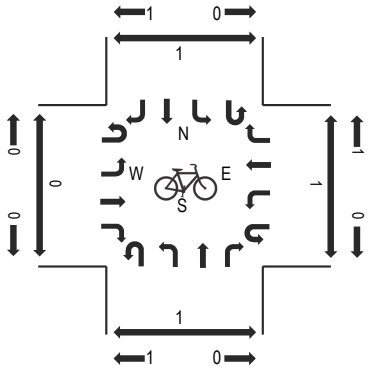
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 WALNUT ST & TAYLOR ST AM
Date: Wednesday, July 22, 2020
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

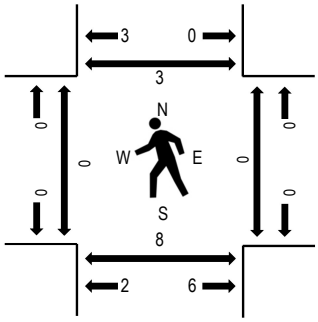
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				WALNUT ST Northbound				WALNUT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	41	6	0	4	109	1	0	0	0	3	0	6	1	0	171	828	0	0	0	0
7:15 AM	0	3	77	2	1	8	111	3	0	0	0	4	0	1	1	1	212	857	0	0	2	0
7:30 AM	0	3	65	2	1	5	116	0	0	0	2	8	0	4	1	1	208	872	0	0	3	0
7:45 AM	0	1	71	5	0	6	146	2	0	0	0	4	0	2	0	0	237	925	0	0	2	0
8:00 AM	0	0	65	5	0	3	116	2	0	0	0	6	0	3	0	0	200	949	0	0	2	2
8:15 AM	0	1	74	4	0	11	120	2	0	0	1	9	0	3	0	2	227		0	0	1	1
8:30 AM	0	0	83	5	0	8	143	2	0	2	1	12	0	4	0	1	261		0	0	0	0
8:45 AM	0	0	69	2	1	5	167	2	0	2	0	11	0	0	2	0	261		0	0	5	0

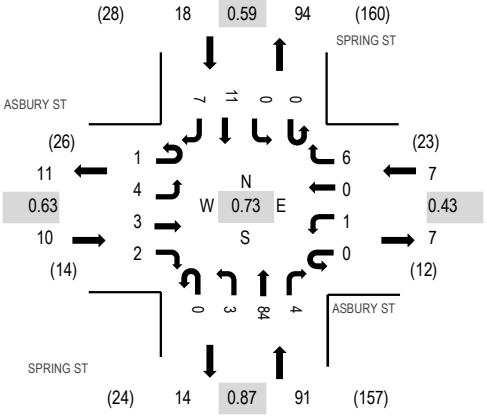
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	2	3	0	0	0	0	2	0	0	0	0	13
Bikes on Road	0	0	2	2	0	0	1	0	0	0	0	1	0	0	0	0	6
Lights	0	1	277	12	1	23	527	8	0	2	2	30	0	9	1	3	896
Mediums	0	0	6	2	0	2	15	0	0	2	0	5	0	1	1	0	34
Total	0	1	291	16	1	27	546	8	0	4	2	38	0	10	2	3	949

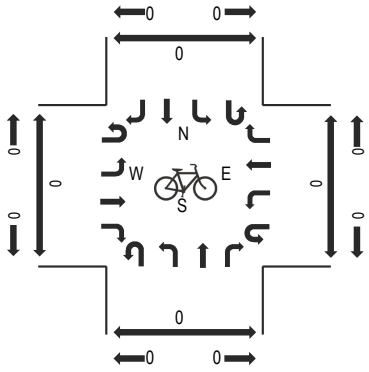
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 SPRING ST & ASBURY ST AM
Date: Wednesday, July 22, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

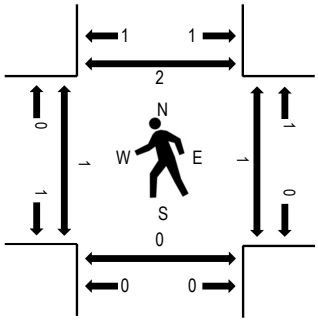
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ASBURY ST Eastbound				ASBURY ST Westbound				SPRING ST Northbound				SPRING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	1	0	0	23	0	0	0	1	0	25	125	1	0	0	1
7:15 AM	0	3	1	0	0	0	0	0	0	2	23	2	0	0	2	0	33	126	1	1	0	0
7:30 AM	0	1	1	1	0	1	0	3	0	0	27	1	0	0	5	3	43	115	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	2	0	0	18	1	0	0	1	1	24	102	0	0	0	2
8:00 AM	1	0	0	1	0	0	0	1	0	1	16	0	0	0	3	3	26	97	0	0	0	0
8:15 AM	0	2	0	0	0	1	1	2	1	0	11	1	0	0	2	1	22		0	1	0	0
8:30 AM	0	0	2	0	0	0	8	2	0	2	12	1	0	0	2	1	30		1	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	1	13	1	0	0	2	1	19		0	0	0	0

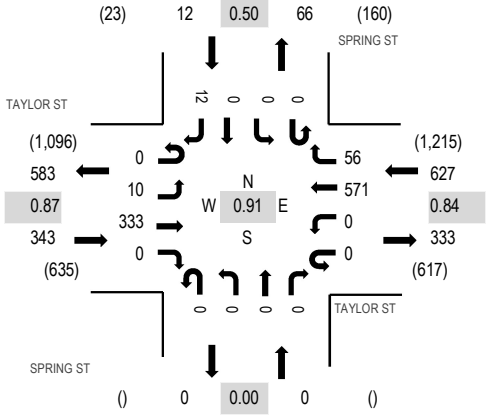
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bikes on Road	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Lights	1	3	2	2	0	1	0	6	0	3	82	3	0	0	11	5	119
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
Total	1	4	3	2	0	1	0	6	0	3	84	4	0	0	11	7	126

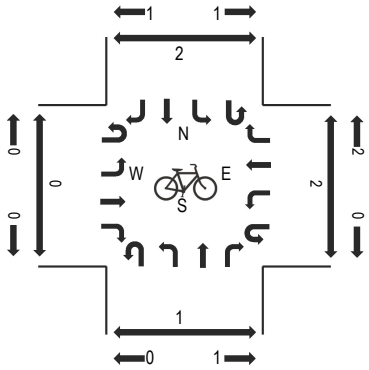
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 SPRING ST & TAYLOR ST AM
Date: Wednesday, July 22, 2020
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

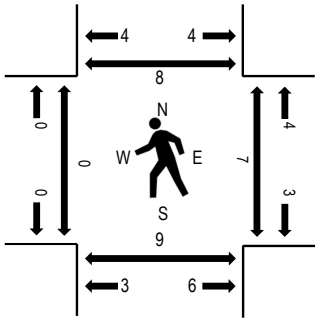
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				SPRING ST Northbound				SPRING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	1	50	0	0	0	109	22	0	0	0	0	0	0	0	2	185	891	0	0	0	0
7:15 AM	0	4	80	0	0	0	122	19	0	0	0	0	0	0	0	2	227	919	0	3	2	2
7:30 AM	0	0	79	0	0	0	114	29	0	0	0	0	0	0	0	6	228	919	0	0	2	0
7:45 AM	0	2	75	0	0	0	156	17	0	0	0	0	0	0	0	1	251	962	1	2	2	1
8:00 AM	0	0	74	0	0	0	119	17	0	0	0	0	0	0	0	3	213	982	0	2	2	2
8:15 AM	0	3	85	0	0	0	127	10	0	0	0	0	0	0	0	2	227		0	2	1	3
8:30 AM	0	5	94	0	0	0	150	18	0	0	0	0	0	0	0	4	271		0	0	2	0
8:45 AM	0	2	80	0	0	0	175	11	0	0	0	0	0	0	0	3	271		0	3	4	3

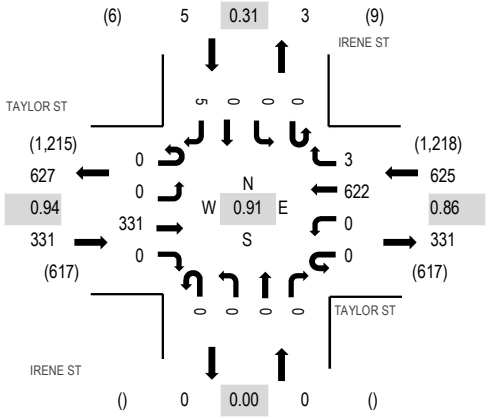
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	9
Bikes on Road	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
Lights	0	8	310	0	0	0	547	53	0	0	0	0	0	0	0	11	929
Mediums	0	2	15	0	0	0	19	3	0	0	0	0	0	0	0	0	39
Total	0	10	333	0	0	0	571	56	0	0	0	0	0	0	0	12	982

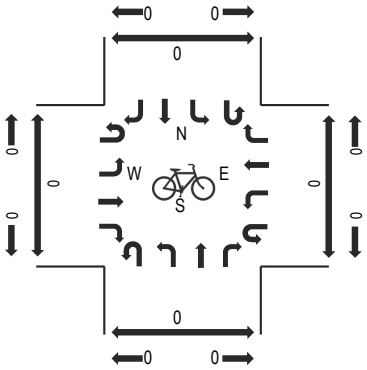
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 IRENE ST & TAYLOR ST AM
Date: Wednesday, July 22, 2020
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

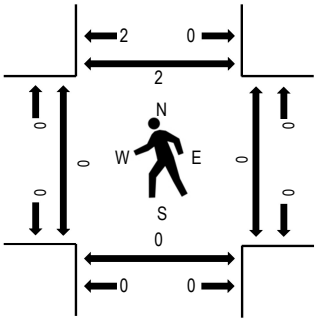
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				IRENE ST Northbound				IRENE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	60	0	0	0	134	0	0	0	0	0	0	0	0	0	194	880	0	0	0	0
7:15 AM	0	0	71	0	0	0	142	2	0	0	0	0	0	0	0	1	216	898	0	0	0	0
7:30 AM	0	0	85	0	0	0	143	1	0	0	0	0	0	0	0	0	229	911	0	0	0	0
7:45 AM	0	0	70	0	0	0	168	3	0	0	0	0	0	0	0	0	241	938	0	0	0	0
8:00 AM	0	0	74	0	0	0	138	0	0	0	0	0	0	0	0	0	212	961	0	0	0	1
8:15 AM	0	0	86	0	0	0	138	1	0	0	0	0	0	0	0	4	229		0	0	0	1
8:30 AM	0	0	88	0	0	0	167	0	0	0	0	0	0	0	0	1	256		0	0	0	0
8:45 AM	0	0	83	0	0	0	179	2	0	0	0	0	0	0	0	0	264		0	0	0	0

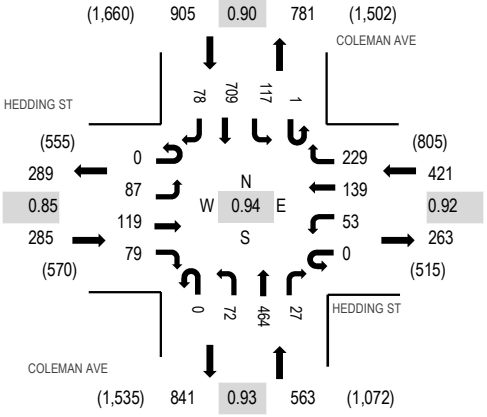
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	312	0	0	0	598	3	0	0	0	0	0	0	0	5	918
Mediums	0	0	14	0	0	0	21	0	0	0	0	0	0	0	0	0	35
Total	0	0	331	0	0	0	622	3	0	0	0	0	0	0	0	5	961

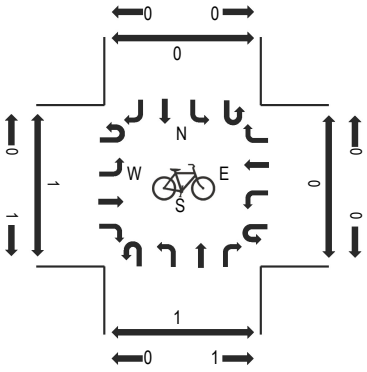
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COLEMAN AVE & HEDDING ST PM
Date: Wednesday, July 22, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

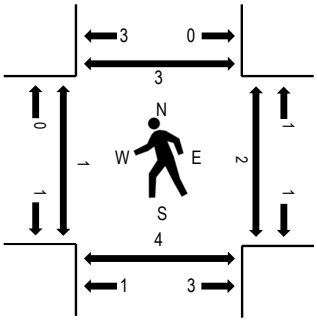
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	22	38	6	0	19	34	55	0	21	125	6	0	34	191	27	578	2,174	0	0	0	0
4:15 PM	0	20	35	24	0	13	23	61	0	15	115	7	0	32	193	18	556	2,152	0	0	1	1
4:30 PM	0	31	16	25	0	8	43	58	0	15	100	11	1	34	168	18	528	2,080	0	1	1	2
4:45 PM	0	14	30	24	0	13	39	55	0	21	124	3	0	17	157	15	512	2,011	1	1	2	0
5:00 PM	0	41	34	17	0	9	48	59	0	13	118	7	0	27	158	25	556	1,933	0	0	2	3
5:15 PM	0	9	39	19	0	13	28	50	0	17	97	6	0	32	159	15	484		1	1	0	0
5:30 PM	0	16	30	11	0	9	40	46	0	9	104	6	0	27	145	16	459		1	1	0	0
5:45 PM	0	21	24	24	0	8	29	45	0	12	115	5	0	15	122	14	434		0	0	0	0

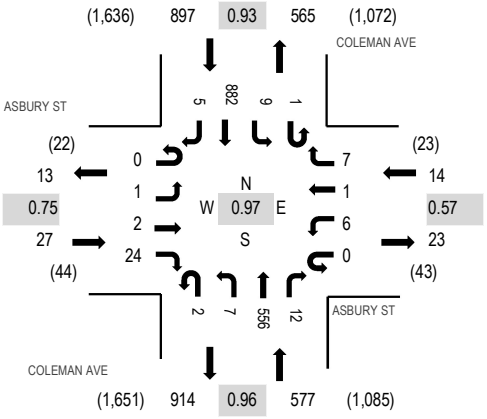
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	2	7
Bikes on Road	0	0	3	0	0	3	9	0	0	0	2	0	0	0	1	0	18
Lights	0	85	116	76	0	47	127	223	0	70	455	24	1	112	699	71	2,106
Mediums	0	2	0	3	0	3	2	5	0	2	5	3	0	5	8	5	43
Total	0	87	119	79	0	53	139	229	0	72	464	27	1	117	709	78	2,174

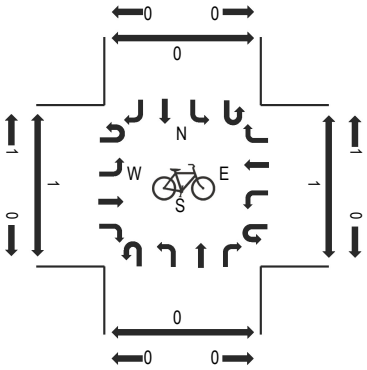
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 COLEMAN AVE & ASBURY ST PM
Date: Wednesday, July 22, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

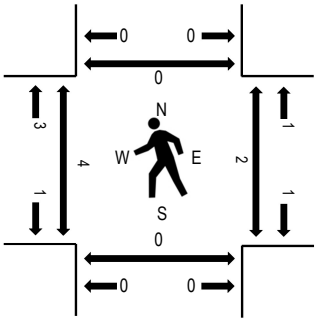
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ASBURY ST Eastbound				ASBURY ST Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	6	0	1	0	0	0	1	148	1	0	2	228	3	391	1,515	1	0	0	0
4:15 PM	0	0	0	4	0	1	1	2	0	1	141	2	0	1	237	2	392	1,470	1	0	0	0
4:30 PM	0	0	1	6	0	3	0	4	2	4	127	4	0	2	211	0	364	1,391	2	1	0	0
4:45 PM	0	0	1	8	0	1	0	1	0	1	140	5	1	4	206	0	368	1,339	0	1	0	0
5:00 PM	0	1	1	4	0	0	0	3	0	1	129	3	0	0	202	2	346	1,273	1	0	1	0
5:15 PM	0	2	1	1	0	1	0	1	0	1	108	2	0	3	191	2	313		0	0	1	0
5:30 PM	0	0	0	3	0	1	0	2	0	0	131	1	0	3	170	1	312		0	1	0	0
5:45 PM	0	3	0	1	0	0	0	1	0	1	126	5	0	1	163	1	302		0	1	0	0

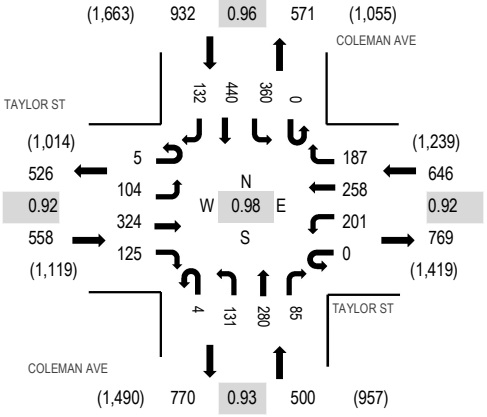
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Lights	0	1	2	24	0	6	1	7	2	6	543	12	1	9	861	4	1,479
Mediums	0	0	0	0	0	0	0	0	0	1	13	0	0	0	15	1	30
Total	0	1	2	24	0	6	1	7	2	7	556	12	1	9	882	5	1,515

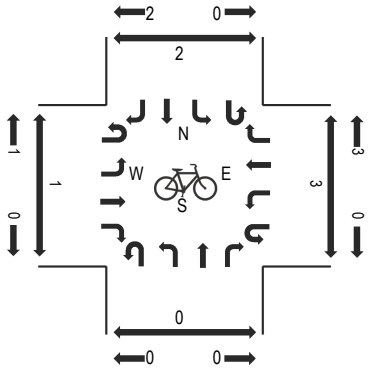
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 COLEMAN AVE & TAYLOR ST PM
Date: Wednesday, July 22, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

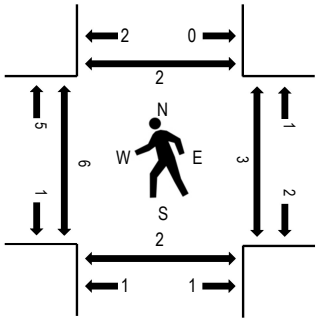
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	32	84	27	0	40	56	49	2	30	70	24	0	87	122	33	656	2,636	2	0	0	0
4:15 PM	0	23	85	29	0	48	59	55	0	44	68	22	0	91	111	38	673	2,581	2	0	0	0
4:30 PM	3	20	86	37	0	54	66	43	1	32	67	17	0	98	102	37	663	2,517	2	1	1	2
4:45 PM	2	29	69	32	0	59	77	40	1	25	75	22	0	84	105	24	644	2,425	0	2	1	0
5:00 PM	2	27	87	26	0	47	73	27	1	24	67	23	1	81	76	39	601	2,342	3	1	0	3
5:15 PM	0	24	93	39	0	58	67	32	3	26	53	21	0	65	95	33	609		1	0	0	1
5:30 PM	0	29	59	31	0	55	60	27	1	28	71	24	0	64	94	28	571		0	1	0	2
5:45 PM	1	26	69	48	0	53	62	32	2	25	68	20	0	44	91	20	561		0	1	2	0

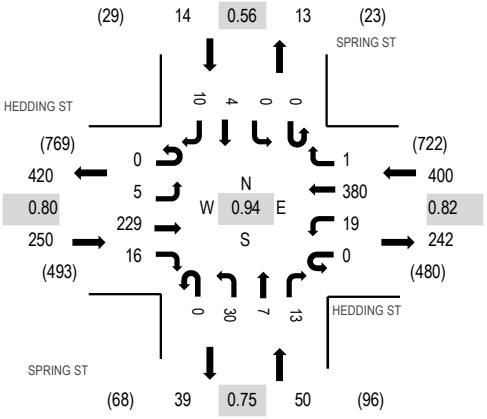
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	1	5
Bikes on Road	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3	3	9
Lights	4	98	318	123	0	200	251	181	4	130	279	85	0	356	430	121	2,580
Mediums	0	6	5	2	0	1	5	6	0	1	0	0	0	4	5	7	42
Total	5	104	324	125	0	201	258	187	4	131	280	85	0	360	440	132	2,636

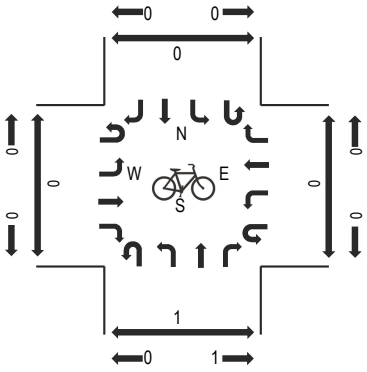
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SPRING ST & HEDDING ST PM
Date: Wednesday, July 22, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

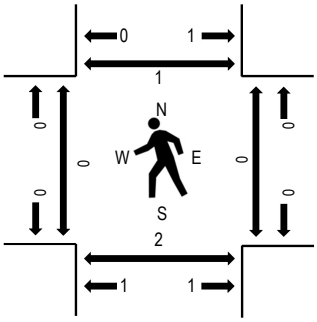
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				SPRING ST Northbound				SPRING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	58	2	0	3	77	0	0	9	0	8	0	3	1	5	170	677	0	0	0	0
4:15 PM	0	3	67	2	1	2	73	0	0	8	1	2	0	0	0	3	162	696	0	0	1	0
4:30 PM	0	3	51	5	0	6	97	0	0	7	3	0	0	0	1	4	177	714	0	0	0	1
4:45 PM	0	1	52	2	0	5	85	1	0	13	2	4	0	0	2	1	168	707	0	0	1	0
5:00 PM	0	0	52	3	0	5	117	0	0	5	0	2	0	0	0	5	189	663	0	0	0	0
5:15 PM	0	1	74	6	0	3	81	0	0	5	2	7	0	0	1	0	180		0	0	1	0
5:30 PM	2	0	58	7	0	6	83	1	0	10	0	2	0	0	0	1	170		0	0	0	0
5:45 PM	0	0	37	3	0	1	74	1	0	4	0	2	0	0	2	0	124		0	0	0	0

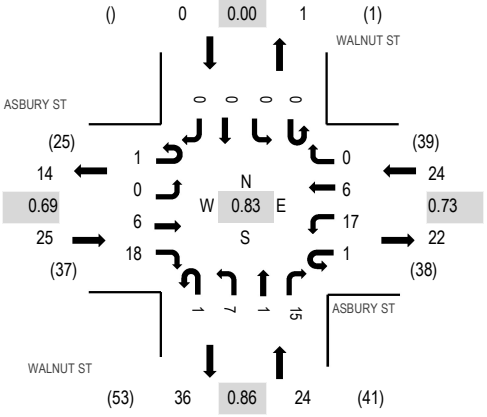
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Bikes on Road	0	0	9	0	0	0	14	0	0	0	0	1	0	0	1	0	25
Lights	0	4	216	16	0	19	361	1	0	29	6	12	0	0	3	10	677
Mediums	0	1	4	0	0	0	4	0	0	1	1	0	0	0	0	0	11
Total	0	5	229	16	0	19	380	1	0	30	7	13	0	0	4	10	714

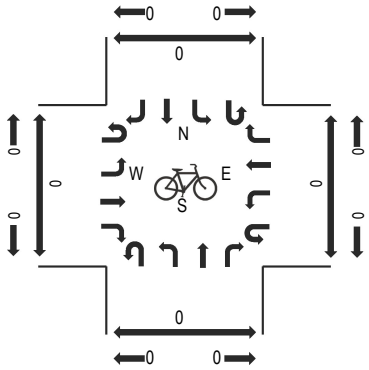
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 WALNUT ST & ASBURY ST PM
Date: Wednesday, July 22, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

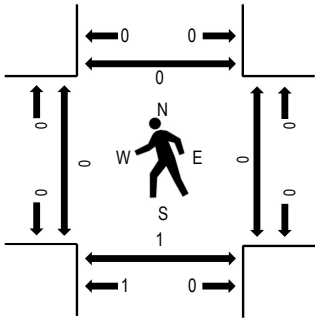
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ASBURY ST Eastbound				ASBURY ST Westbound				WALNUT ST Northbound				WALNUT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	1	2	0	2	1	0	0	1	0	4	0	0	0	0	11	60	0	0	0	0
4:15 PM	0	0	0	1	0	4	3	0	0	1	0	2	0	0	0	0	11	71	0	0	0	0
4:30 PM	1	0	1	7	0	4	2	0	0	2	0	4	0	0	0	0	21	73	0	0	1	0
4:45 PM	0	0	2	5	0	5	1	0	0	2	0	2	0	0	0	0	17	64	0	0	0	0
5:00 PM	0	0	1	4	1	6	3	0	1	0	0	6	0	0	0	0	22	57	0	0	0	0
5:15 PM	0	0	2	2	0	2	0	0	0	3	1	3	0	0	0	0	13		0	0	0	0
5:30 PM	1	0	1	2	0	3	2	0	0	1	0	2	0	0	0	0	12		0	0	0	0
5:45 PM	0	0	1	3	0	0	0	0	0	1	0	5	0	0	0	0	10		0	0	2	0

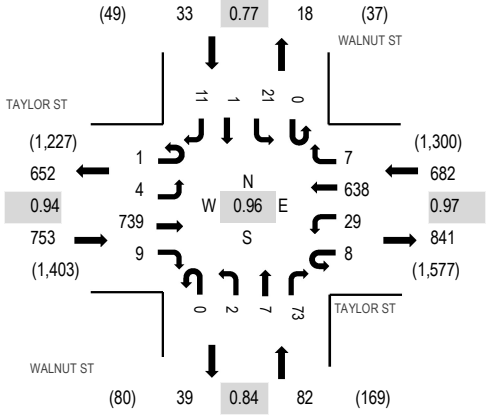
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bikes on Road	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Lights	1	0	6	18	1	15	6	0	1	7	1	15	0	0	0	0	71
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	6	18	1	17	6	0	1	7	1	15	0	0	0	0	73

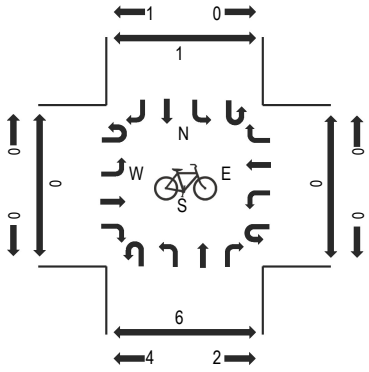
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 WALNUT ST & TAYLOR ST PM
Date: Wednesday, July 22, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

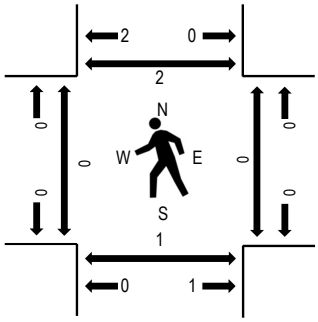
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				WALNUT ST Northbound				WALNUT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	1	177	4	3	6	138	1	0	0	2	19	0	3	0	1	356	1,506	0	0	0	0
4:15 PM	0	0	199	2	3	9	161	2	0	1	0	24	0	2	0	1	404	1,550	0	0	0	0
4:30 PM	1	1	191	1	3	8	156	2	0	1	2	8	0	8	0	4	386	1,512	0	0	0	0
4:45 PM	0	2	159	2	1	6	162	2	0	0	1	17	0	4	1	3	360	1,446	0	0	0	2
5:00 PM	0	1	190	4	1	6	159	1	0	0	4	24	0	7	0	3	400	1,415	0	0	1	0
5:15 PM	1	0	168	2	5	8	147	4	0	0	2	22	0	7	0	0	366		0	0	3	0
5:30 PM	0	1	145	2	3	3	136	3	0	1	0	22	0	3	0	1	320		0	0	0	1
5:45 PM	0	4	138	6	1	10	149	1	0	0	0	19	0	1	0	0	329		0	0	4	0

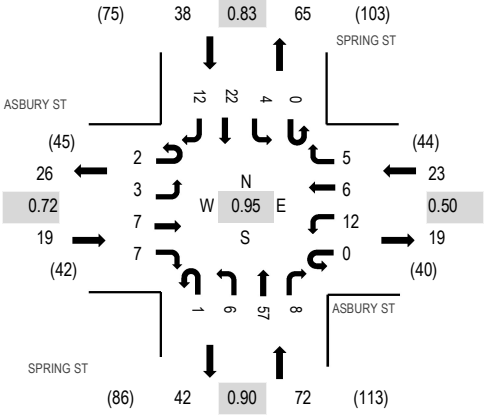
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Bikes on Road	0	0	0	0	0	2	6	0	0	0	0	1	0	0	0	1	10
Lights	1	4	731	8	8	27	620	7	0	2	7	72	0	21	1	10	1,519
Mediums	0	0	6	1	0	0	11	0	0	0	0	0	0	0	0	0	18
Total	1	4	739	9	8	29	638	7	0	2	7	73	0	21	1	11	1,550

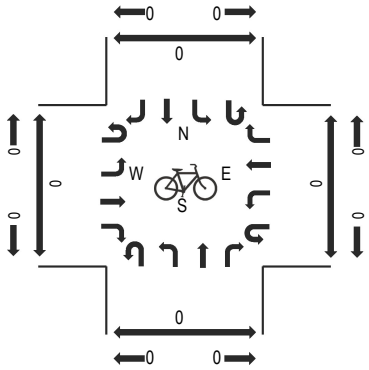
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 SPRING ST & ASBURY ST PM
Date: Wednesday, July 22, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

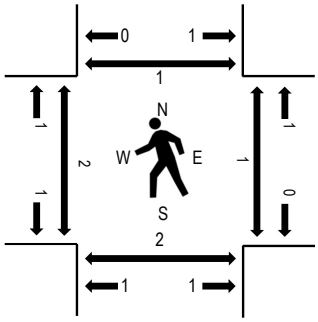
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ASBURY ST Eastbound				ASBURY ST Westbound				SPRING ST Northbound				SPRING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	2	0	2	1	0	2	1	1	0	1	16	1	0	0	3	5	35	152	0	1	0	0
4:15 PM	0	0	2	2	0	4	5	3	0	2	13	2	0	2	3	1	39	150	0	0	1	0
4:30 PM	0	1	1	3	0	2	0	1	0	2	12	3	0	0	9	4	38	143	0	0	0	0
4:45 PM	0	2	2	1	0	4	0	0	1	1	16	2	0	2	7	2	40	140	2	0	1	1
5:00 PM	0	1	5	2	0	1	2	2	0	3	6	1	0	2	4	4	33	122	1	0	1	1
5:15 PM	0	0	2	1	0	3	2	1	1	2	10	1	0	1	8	0	32		0	0	0	0
5:30 PM	0	1	4	2	0	3	1	1	0	2	9	0	0	2	8	2	35		0	0	1	0
5:45 PM	0	2	1	2	0	4	1	0	0	0	5	1	0	1	5	0	22		1	1	1	0

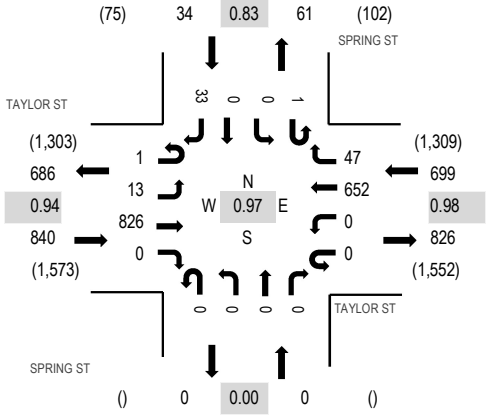
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bikes on Road	0	0	1	1	0	1	1	1	0	0	1	1	0	1	3	1	12
Lights	2	3	6	6	0	11	5	4	1	6	54	7	0	3	19	11	138
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	2	3	7	7	0	12	6	5	1	6	57	8	0	4	22	12	152

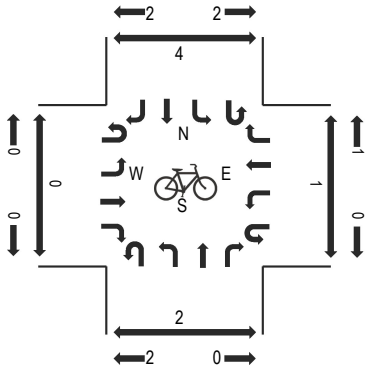
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 SPRING ST & TAYLOR ST PM
Date: Wednesday, July 22, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

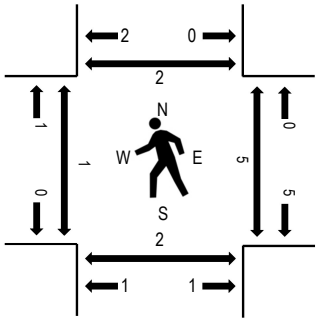
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				SPRING ST Northbound				SPRING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	198	0	0	0	144	10	0	0	0	0	0	0	0	5	362	1,536	0	0	0	0
4:15 PM	0	4	219	0	0	0	166	11	0	0	0	0	0	0	0	7	407	1,573	1	0	0	0
4:30 PM	1	4	203	0	0	0	163	10	0	0	0	0	0	0	0	11	392	1,542	0	0	0	0
4:45 PM	0	4	183	0	0	0	161	18	0	0	0	0	0	0	0	9	375	1,470	0	5	1	1
5:00 PM	0	1	221	0	0	0	162	8	0	0	0	0	1	0	0	6	399	1,421	0	0	1	1
5:15 PM	0	2	198	0	0	0	156	9	0	0	0	0	0	0	0	11	376		0	1	3	0
5:30 PM	0	0	172	0	0	0	127	8	0	0	0	0	0	0	0	13	320		0	0	0	1
5:45 PM	0	0	158	0	0	0	150	6	0	0	0	0	1	0	0	11	326		0	6	6	1

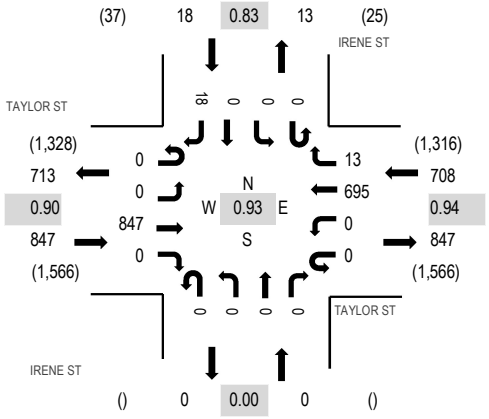
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bikes on Road	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	3	9
Lights	1	13	816	0	0	0	636	45	0	0	0	0	1	0	0	30	1,542
Mediums	0	0	9	0	0	0	11	2	0	0	0	0	0	0	0	0	22
Total	1	13	826	0	0	0	652	47	0	0	0	0	1	0	0	33	1,573

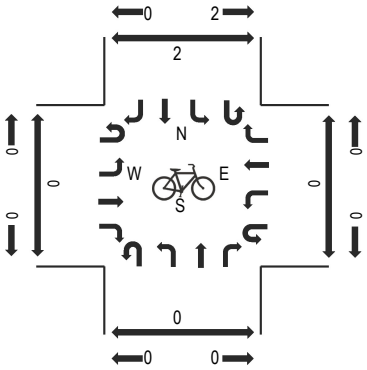
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 IRENE ST & TAYLOR ST PM
Date: Wednesday, July 22, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

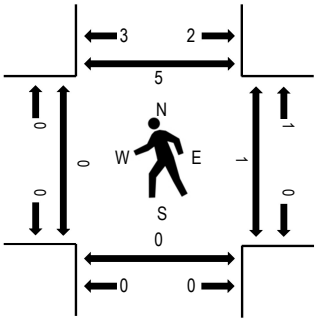
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				IRENE ST Northbound				IRENE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	189	0	0	0	153	3	0	0	0	0	0	0	0	3	348	1,497	0	0	0	0
4:15 PM	0	0	227	0	0	0	184	5	0	0	0	0	0	0	0	6	422	1,573	0	0	0	0
4:30 PM	0	0	210	0	0	0	160	3	0	0	0	0	0	0	0	4	377	1,517	0	1	0	0
4:45 PM	0	0	176	0	0	0	169	1	0	0	0	0	0	0	0	4	350	1,447	0	0	0	3
5:00 PM	0	0	234	0	0	0	182	4	0	0	0	0	0	0	0	4	424	1,422	0	0	0	2
5:15 PM	0	0	200	0	0	0	159	1	0	0	0	0	0	0	0	6	366		0	1	0	2
5:30 PM	0	0	167	0	0	0	131	5	0	0	0	0	0	0	0	4	307		0	0	0	1
5:45 PM	0	0	163	0	0	0	153	3	0	0	0	0	0	0	0	6	325		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bikes on Road	0	0	1	0	0	0	2	5	0	0	0	0	0	0	0	5	13
Lights	0	0	838	0	0	0	682	8	0	0	0	0	0	0	0	13	1,541
Mediums	0	0	6	0	0	0	11	0	0	0	0	0	0	0	0	0	17
Total	0	0	847	0	0	0	695	13	0	0	0	0	0	0	0	18	1,573

Appendix B

Traffic Volumes

Intersection Number: 1
Traffix Node Number: 3413
Intersection Name: Coleman Avenue & Hedding Street
Peak Hour: AM
Date of Analysis: 11/15/21
Count Date: 01/28/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	128	453	221	748	268	39	15	1541	86	103	296	235	4133
Approved Project Trips													
CSJ ATI	7	74	9	23	2	0	0	165	0	4	36	37	357
Background Conditions	135	527	230	771	270	39	15	1706	86	107	332	272	4490
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Bkgrd+Project Conditions	135	527	230	727	137	75	23	1706	86	107	318	272	4343

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Coleman Avenue & Asbury Street
Peak Hour: AM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	645	23	25	0	0	8	1540	11	20	3	3	2298
Approved Project Trips													
CSJ ATI	0	87	0	0	0	0	0	308	0	0	0	0	395
Background Conditions	20	732	23	25	0	0	8	1848	11	20	3	3	2693
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Bkgrd+Project Conditions	20	768	23	17	0	0	8	1856	11	20	3	3	2729

Intersection Number: 3
Traffix Node Number: 3417
Intersection Name: Coleman Avenue & Taylor Street
Peak Hour: AM
Date of Analysis: 11/15/21
Count Date: 01/23/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	133	296	161	354	550	72	23	956	178	104	525	228	3580
Approved Project Trips													
CSJ ATI	22	15	60	174	23	0	11	50	17	77	66	118	633
Background Conditions	155	311	221	528	573	72	34	1006	195	181	591	346	4213
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	0	0	1	0	0	0	0	0	1
Bkgrd+Project Conditions	183	319	221	536	733	64	46	1006	195	181	563	346	4393

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Spring Street & Hedding Street
Peak Hour: AM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	37	8	0	17	841	28	68	25	177	14	479	40	1734
Approved Project Trips													
CSJ ATI	0	0	0	0	25	0	0	0	0	0	45	0	70
Background Conditions	37	8	0	17	866	28	68	25	177	14	524	40	1804
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Bkgrd+Project Conditions	45	0	0	17	894	0	0	0	0	0	532	40	1528

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Walnut Street & Asbury Street
Peak Hour: AM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	11	23	11	0	31	20	23	3	122
Approved Project Trips													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	0	11	23	11	0	31	20	23	3	122
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	0	0	1	0	0	0	0	0	1
Bkgrd+Project Conditions	0	0	0	0	0	0	6	0	31	0	23	3	63

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Walnut Street & Taylor Street
Peak Hour: AM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	8	6	28	23	995	79	108	6	11	45	684	3	1996
Approved Project Trips													
CSJ ATI	0	0	0	0	197	0	0	0	0	0	137	0	334
Background Conditions	8	6	28	23	1192	79	108	6	11	45	821	3	2330
Proposed Project Trips													
Columbus Park Trips	0	0	0	1	1	1	0	0	0	0	1	0	4
Bkgrd+Project Conditions	0	0	0	24	1361	94	108	3	11	45	808	3	2457

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Spring Street & Asbury Street
Peak Hour: AM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	31	0	17	0	3	11	238	8	6	8	14	356
Approved Project Trips													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	20	31	0	17	0	3	11	238	8	6	8	14	356
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Bkgrd+Project Conditions	0	0	0	0	0	0	0	0	0	0	29	0	29

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Spring Street & Taylor Street
Peak Hour: AM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	34	0	0	188	1036	0	0	0	0	0	802	28	2088
Approved Project Trips													
CSJ ATI	0	0	0	0	197	0	0	0	0	0	137	0	334
Background Conditions	34	0	0	188	1233	0	0	0	0	0	939	28	2422
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Bkgrd+Project Conditions	0	0	0	0	1450	0	0	0	0	0	926	0	2376

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: Irene Street & Taylor Street
Peak Hour: AM
Count Date: 07/22/20
Scenario: Columbus Park TA

Date of Analysis: 11/15/21

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	14	0	0	8	1210	0	0	0	0	0	797	0	2029
Approved Project Trips													
CSJ ATI	0	0	0	0	197	0	0	0	0	0	137	0	334
Background Conditions	14	0	0	8	1407	0	0	0	0	0	934	0	2363
Proposed Project Trips													
Columbus Park Trips	1	0	0	0	1	0	0	0	0	0	1	0	3
Bkgrd+Project Conditions	35	0	0	0	1416	0	0	0	0	0	921	0	2372

City of San Jose
Columbus Park TA

Intersection Number: 1
Traffix Node Number: 3413
Intersection Name: Coleman Avenue & Hedding Street
Peak Hour: PM
Date of Analysis: 11/15/21
Count Date: 01/28/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	193	1398	398	424	360	69	31	622	100	165	476	183	4419
Approved Project Trips													
CSJ ATI	42	306	47	24	50	5	1	103	5	9	22	10	624
Background Conditions	235	1704	445	448	410	74	32	725	105	174	498	193	5043
Proposed Project Trips													
Columbus Park Trips	0	6	0	0	0	2	1	4	1	2	0	0	16
Exist+Project Conditions	193	1404	398	424	360	71	32	626	101	167	476	183	4435
Bkgrd+Project Conditions	235	1710	434	448	328	76	53	734	188	176	478	193	5053

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Coleman Avenue & Asbury Street
Peak Hour: PM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	10	1690	20	14	2	12	23	784	18	47	4	2	2626
Approved Project Trips													
CSJ ATI	0	378	0	0	0	0	0	136	0	0	0	0	514
Background Conditions	10	2068	20	14	2	12	23	920	18	47	4	2	3140
Proposed Project Trips													
Columbus Park Trips	0	5	5	0	0	0	0	7	0	0	0	0	17
Bkgrd+Project Conditions	10	2073	25	14	2	12	23	1044	18	47	4	2	3274

Intersection Number: 3
Traffix Node Number: 3417
Intersection Name: Coleman Avenue & Taylor Street
Peak Hour: PM
Date of Analysis: 11/15/21
Count Date: 01/23/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	179	1218	350	202	535	259	101	377	211	517	667	150	4766
Approved Project Trips													
CSJ ATI	128	90	202	68	85	3	68	49	81	24	70	34	902
Background Conditions	307	1308	552	270	620	262	169	426	292	541	737	184	5668
Proposed Project Trips													
Columbus Park Trips	0	0	5	7	5	1	15	0	0	0	8	0	41
Bkgrd+Project Conditions	307	1308	557	394	596	242	184	426	292	541	745	184	5776

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Spring Street & Hedding Street
Peak Hour: PM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	8	0	2	741	37	25	14	94	31	847	10	1829
Approved Project Trips													
CSJ ATI	0	0	0	0	79	0	0	0	0	0	70	0	149
Background Conditions	20	8	0	2	820	37	25	14	94	31	917	10	1978
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Bkgrd+Project Conditions	20	0	0	2	822	0	0	0	0	0	928	20	1792

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Walnut Street & Asbury Street
Peak Hour: PM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	12	35	29	2	16	35	12	2	143
Approved Project Trips													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	0	12	35	29	2	16	35	12	2	143
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	0	0	36	0	0	0	5	0	41
Bkgrd+Project Conditions	0	0	0	0	0	0	65	2	16	0	52	2	137

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Walnut Street & Taylor Street
Peak Hour: PM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	21	2	41	14	994	72	142	14	4	18	1091	10	2423
Approved Project Trips													
CSJ ATI	0	0	0	0	156	0	0	0	0	0	340	0	496
Background Conditions	21	2	41	14	1150	72	142	14	4	18	1431	10	2919
Proposed Project Trips													
Columbus Park Trips	0	0	0	21	13	13	0	0	0	0	13	15	75
Bkgrd+Project Conditions	0	0	0	35	1251	93	142	14	4	18	1444	25	3026

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Spring Street & Asbury Street
Peak Hour: PM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	23	43	8	10	12	18	16	111	14	14	14	10	293
Approved Project Trips													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	23	43	8	10	12	18	16	111	14	14	14	10	293
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	0	0	0	0	0	0	41	0	41
Bkgrd+Project Conditions	0	0	0	0	0	0	0	0	0	0	102	0	102

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Spring Street & Taylor Street
Peak Hour: PM
Date of Analysis: 11/15/21
Count Date: 07/22/20
Scenario: Columbus Park TA

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	64	0	0	92	1021	0	0	0	0	0	1261	27	2465
Approved Project Trips													
CSJ ATI	0	0	0	0	156	0	0	0	0	0	340	0	496
Background Conditions	64	0	0	92	1177	0	0	0	0	0	1601	27	2961
Proposed Project Trips													
Columbus Park Trips	0	0	0	0	47	0	0	0	0	0	13	0	60
Bkgrd+Project Conditions	0	0	0	0	1362	0	0	0	0	0	1600	0	2962

City of San Jose
Columbus Park TA

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: Irene Street & Taylor Street
Peak Hour: PM
Count Date: 07/22/20
Scenario: Columbus Park TA
Date of Analysis: 11/15/21

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	35	0	0	25	1085	0	0	0	0	0	1272	0	2417
Approved Project Trips													
CSJ ATI	0	0	0	0	156	0	0	0	0	0	340	0	496
Background Conditions	35	0	0	25	1241	0	0	0	0	0	1612	0	2913
Proposed Project Trips													
Columbus Park Trips	26	0	0	0	21	0	0	0	0	0	13	0	60
Bkgrd+Project Conditions	92	0	0	0	1287	0	0	0	0	0	1611	0	2990

Appendix C

Approved Trips Inventory

AM PROJECT TRIPS

07/14/2020

Intersection of : Coleman Av & W Hedding St

Traffix Node Number : 3413

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	2	0	0	1	0	0	0	0	0	0	1
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	6	0	0	2	0	2	3	0	0	1	1
NSJ LEGACY NORTH SAN JOSE	0	13	0	1	6	1	21	33	4	0	1	1
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	119	0	4	26	3	14	0	0	0	0	20
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	1	0	4	4	3	0	0	0	0	0	0

AM PROJECT TRIPS

07/14/2020

Intersection of : Coleman Av & W Hedding St

Traffix Node Number : 3413

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	0	23	0	0	10	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	1	0	0	25	0	0	0	0	0	0	0
TOTAL:	**0**	**165**	**0**	**9**	**74**	**7**	**37**	**36**	**4**	**0**	**2**	**23**

	LEFT	THRU	RIGHT
NORTH	9	74	7
EAST	0	2	23
SOUTH	0	165	0
WEST	37	36	4

PM PROJECT TRIPS

07/14/2020

Intersection of : Coleman Av & W Hedding St

Traffix Node Number : 3413

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	2	0	1	3	0	0	0	0	0	0	1
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	5	38	1	11	102	13	5	14	6	3	30	11
NSJ LEGACY NORTH SAN JOSE	0	5	0	1	10	1	3	8	3	2	20	8
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	22	0	26	176	20	2	0	0	0	0	4
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	18	0	8	12	8	0	0	0	0	0	0

PM PROJECT TRIPS

07/14/2020

Intersection of : Coleman Av & W Hedding St

Traffix Node Number : 3413

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	18	0	0	3	0	0	0	0	0	0	0
TOTAL:	**5**	**103**	**1**	**47**	**306**	**42**	**10**	**22**	**9**	**5**	**50**	**24**

	LEFT	THRU	RIGHT
NORTH	47	306	42
EAST	5	50	24
SOUTH	5	103	1
WEST	10	22	9

AM PROJECT TRIPS

07/14/2020

Intersection of : Coleman Av & W Taylor St

Traffix Node Number : 3417

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	2
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	17	0	11	15	0	19	88	22	74	0	9	105
NSJ LEGACY NORTH SAN JOSE	0	1	0	2	5	1	19	43	3	0	8	6
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	0	0	0	0	0	0	1	0	0	6	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	48	0	24	0	2	11	0	0	0	0	60

AM PROJECT TRIPS

07/14/2020

Intersection of : Coleman Av & W Taylor St

Traffix Node Number : 3417

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	1	0	0	4	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	19	6	0	0	0	0	0	0	1
TOTAL:	**17**	**50**	**11**	**60**	**15**	**22**	**118**	**66**	**77**	**0**	**23**	**174**

	LEFT	THRU	RIGHT
NORTH	60	15	22
EAST	0	23	174
SOUTH	17	50	11
WEST	118	66	77

PM PROJECT TRIPS

07/14/2020

Intersection of : Coleman Av & W Taylor St

Traffix Node Number : 3417

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	1	0	1	1	0	0	0	0	0	0	2
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	80	9	68	110	0	110	24	36	19	2	51	29
NSJ LEGACY NORTH SAN JOSE	1	6	0	1	6	1	8	28	5	1	32	8
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	0	0	0	0	0	0	6	0	0	2	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	9	0	88	70	17	2	0	0	0	0	11

PM PROJECT TRIPS

07/14/2020

Intersection of : Coleman Av & W Taylor St

Traffix Node Number : 3417

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	18	0	0	12	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	6	0	2	1	0	0	0	0	0	0	18
TOTAL:	**81**	**49**	**68**	**202**	**90**	**128**	**34**	**70**	**24**	**3**	**85**	**68**

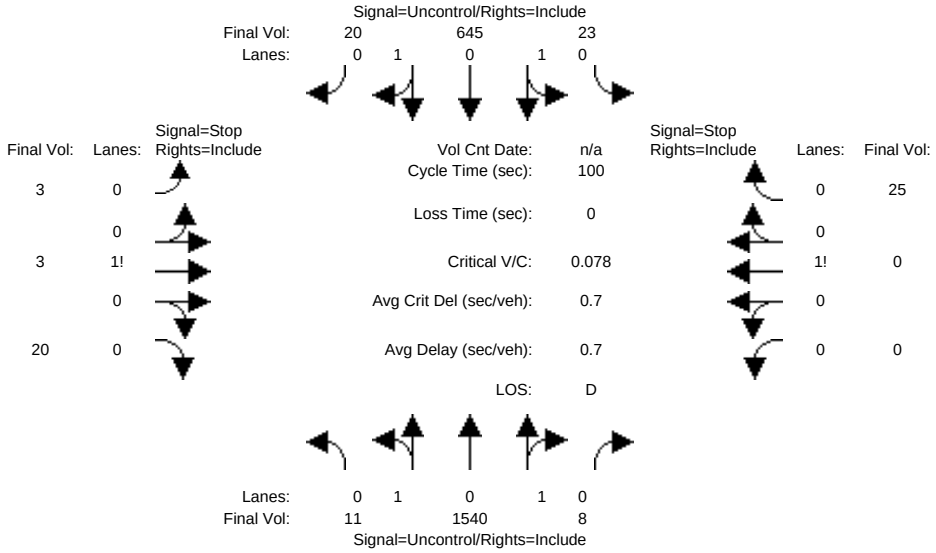
	LEFT	THRU	RIGHT
NORTH	202	90	128
EAST	3	85	68
SOUTH	81	49	68
WEST	34	70	24

Appendix D

Level of Service Calculations

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

Intersection #2: Coleman Ave/Asbury St



Street Name:	Coleman Avenue						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	1540	8	23	645	20	3	3	20	0	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1540	8	23	645	20	3	3	20	0	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1540	8	23	645	20	3	3	20	0	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1540	8	23	645	20	3	3	20	0	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1540	8	23	645	20	3	3	20	0	0	25
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	665	xxxx	xxxxx	1548	xxxx	xxxxx	1493	2271	333	xxxx	xxxx	774
Potent Cap.:	934	xxxx	xxxxx	434	xxxx	xxxxx	87	41	669	xxxx	xxxx	346
Move Cap.:	934	xxxx	xxxxx	434	xxxx	xxxxx	77	38	669	xxxx	xxxx	346
Volume/Cap:	0.01	xxxx	xxxx	0.05	xxxx	xxxx	0.04	0.08	0.03	xxxx	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	8.9	xxxx	xxxxx	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.2
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	176	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.9	xxxx	xxxxx	13.8	xxxx	xxxxx	xxxxx	28.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	B	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			28.9			16.2		
ApproachLOS:	*			*			D			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0 0	1	
Initial Vol:	11	1540	8	23	645	20	3	3	20	0	0	25
ApproachDel:	xxxxxx			xxxxxx			28.9			16.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2298]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2298]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0 0	1	
Initial Vol:	11	1540	8	23	645	20	3	3	20	0	0	25

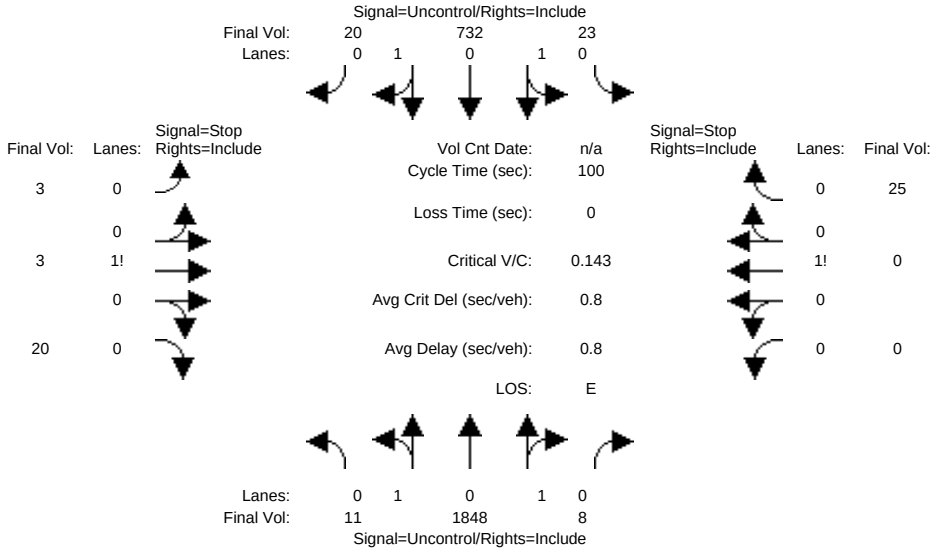
Major Street Volume: 2247
Minor Approach Volume: 26
Minor Approach Volume Threshold: 6 [less than minimum of 100]

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

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

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

Intersection #2: Coleman Ave/Asbury St



Street Name:	Coleman Avenue						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	1848	8	23	732	20	3	3	20	0	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1848	8	23	732	20	3	3	20	0	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1848	8	23	732	20	3	3	20	0	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1848	8	23	732	20	3	3	20	0	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1848	8	23	732	20	3	3	20	0	0	25
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	752	xxxx	xxxxx	1856	xxxx	xxxxx	1734	2666	376	xxxx	xxxx	928
Potent Cap.:	867	xxxx	xxxxx	330	xxxx	xxxxx	57	23	627	xxxx	xxxx	274
Move Cap.:	867	xxxx	xxxxx	330	xxxx	xxxxx	49	21	627	xxxx	xxxx	274
Volume/Cap:	0.01	xxxx	xxxx	0.07	xxxx	xxxx	0.06	0.14	0.03	xxxx	xxxx	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	9.2	xxxx	xxxxx	16.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	19.5
LOS by Move:	A	*	*	C	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	110	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.2	xxxx	xxxxx	16.7	xxxx	xxxxx	xxxxx	47.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	C	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			47.6			19.5		
ApproachLOS:	*			*			E			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1	0	0 1 0	1	0	0 0 1! 0		0	0 0 0 0		1
Initial Vol:	11	1848	8	23	732	20	3	3	20	0	0	25
ApproachDel:	xxxxxx			xxxxxx			47.6			19.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2693]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2693]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1	0	0 1 0	1	0	0 0 1! 0		0	0 0 0 0		1
Initial Vol:	11	1848	8	23	732	20	3	3	20	0	0	25

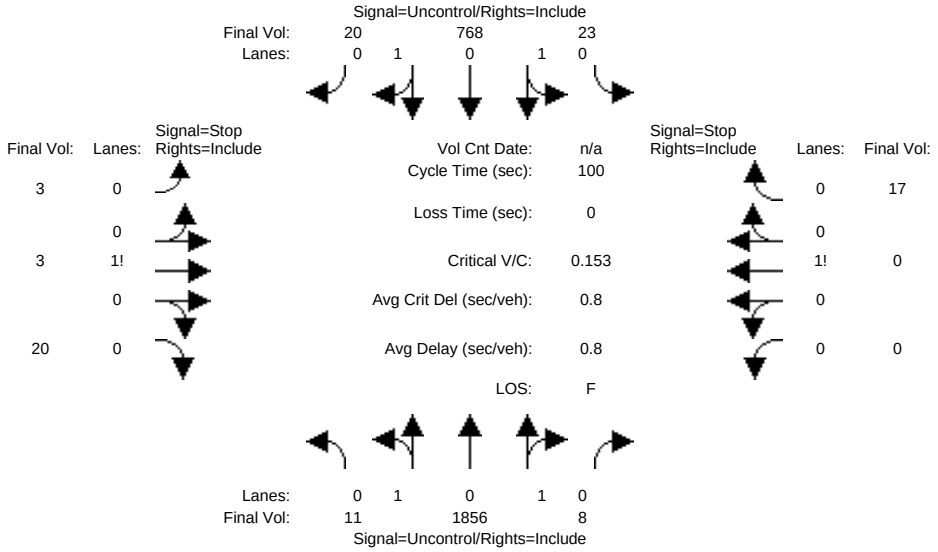
Major Street Volume: 2642
Minor Approach Volume: 26
Minor Approach Volume Threshold: -50 [less than minimum of 100]

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

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

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

Intersection #2: Coleman Ave/Asbury St



Street Name:	Coleman Avenue						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	1856	8	23	768	20	3	3	20	0	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1856	8	23	768	20	3	3	20	0	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1856	8	23	768	20	3	3	20	0	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1856	8	23	768	20	3	3	20	0	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1856	8	23	768	20	3	3	20	0	0	17
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	788	xxxx	xxxxx	1864	xxxx	xxxxx	1774	2710	394	xxxx	xxxx	932
Potent Cap.:	840	xxxx	xxxxx	328	xxxx	xxxxx	54	21	611	xxxx	xxxx	272
Move Cap.:	840	xxxx	xxxxx	328	xxxx	xxxxx	47	20	611	xxxx	xxxx	272
Volume/Cap:	0.01	xxxx	xxxx	0.07	xxxx	xxxx	0.06	0.15	0.03	xxxx	xxxx	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	9.3	xxxx	xxxxx	16.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	19.1
LOS by Move:	A	*	*	C	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	104	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.3	xxxx	xxxxx	16.8	xxxx	xxxxx	xxxxx	50.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	C	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			50.7			19.1		
ApproachLOS:	*			*			F			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0 0	1	
Initial Vol:	11	1856	8	23	768	20	3	3	20	0	0	17
ApproachDel:	xxxxxx			xxxxxx			50.7			19.1		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2729]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2729]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0 0	1	
Initial Vol:	11	1856	8	23	768	20	3	3	20	0	0	17

Major Street Volume: 2686
Minor Approach Volume: 26
Minor Approach Volume Threshold: -56 [less than minimum of 100]

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

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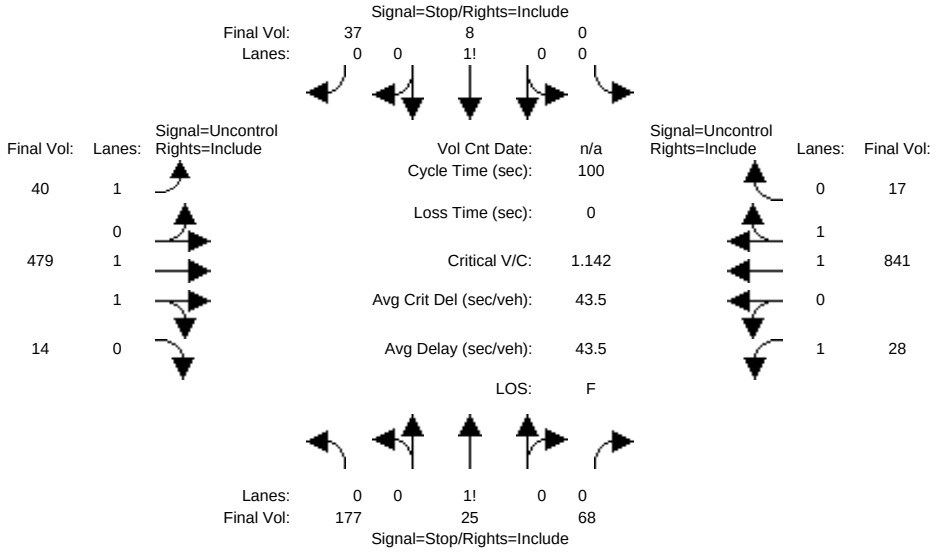
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng AM

Intersection #4: Spring St/Hedding St



Street Name:	Spring Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	177	25	68	0	8	37	40	479	14	28	841	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	25	68	0	8	37	40	479	14	28	841	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	25	68	0	8	37	40	479	14	28	841	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	25	68	0	8	37	40	479	14	28	841	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	177	25	68	0	8	37	40	479	14	28	841	17
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1047	1480	247	xxxx	1479	429	858	xxxx	xxxxx	493	xxxx	xxxxx
Potent Cap.:	185	127	760	xxxx	127	580	791	xxxx	xxxxx	1081	xxxx	xxxxx
Move Cap.:	155	117	760	xxxx	117	580	791	xxxx	xxxxx	1081	xxxx	xxxxx
Volume/Cap:	1.14	0.21	0.09	xxxx	0.07	0.06	0.05	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	187	xxxxx	xxxx	xxxx	341	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	16.5	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	274	xxxxx	xxxxx	xxxx	17.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	274.3			17.2			xxxxxx			xxxxxx		
ApproachLOS:	F			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	177	25	68	0	8	37	40	479	14	28	841	17
ApproachDel:	274.3			17.2			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=20.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=270]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1734]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1734]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	177	25	68	0	8	37	40	479	14	28	841	17

Major Street Volume: 1419
Minor Approach Volume: 270
Minor Approach Volume Threshold: 164

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

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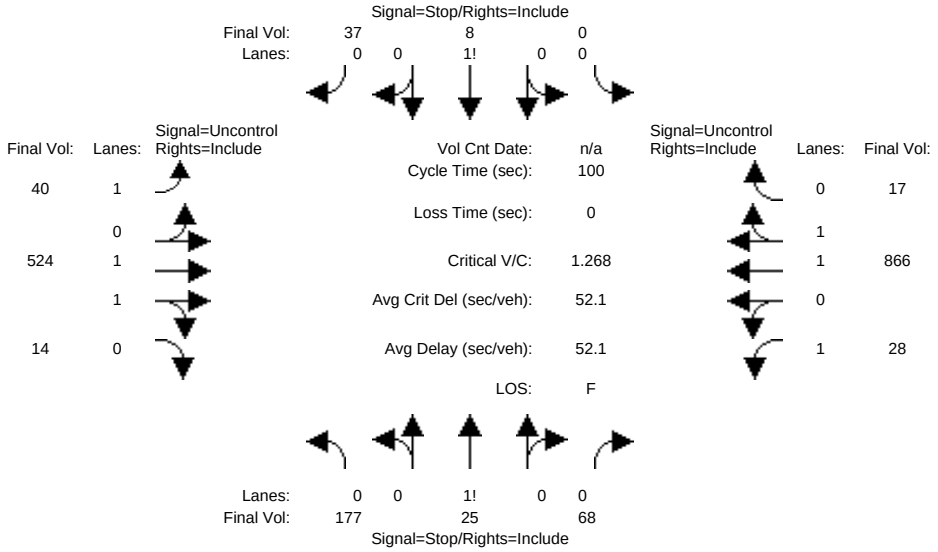
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #4: Spring St/Hedding St



Street Name:	Spring Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	177	25	68	0	8	37	40	524	14	28	866	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	25	68	0	8	37	40	524	14	28	866	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	25	68	0	8	37	40	524	14	28	866	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	25	68	0	8	37	40	524	14	28	866	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	177	25	68	0	8	37	40	524	14	28	866	17
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1104	1550	269	xxxx	1549	442	883	xxxx	xxxxx	538	xxxx	xxxxx
Potent Cap.:	168	115	735	xxxx	115	569	775	xxxx	xxxxx	1040	xxxx	xxxxx
Move Cap.:	140	106	735	xxxx	106	569	775	xxxx	xxxxx	1040	xxxx	xxxxx
Volume/Cap:	1.27	0.24	0.09	xxxx	0.08	0.07	0.05	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	169	xxxxx	xxxx	xxxx	321	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	18.2	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	343	xxxxx	xxxxx	xxxx	18.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	343.0			18.0			xxxxxx			xxxxxx		
ApproachLOS:	F			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	177	25	68	0	8	37	40	524	14	28	866	17
ApproachDel:	343.0			18.0			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=25.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=270]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1804]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1804]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	177	25	68	0	8	37	40	524	14	28	866	17

Major Street Volume: 1489
Minor Approach Volume: 270
Minor Approach Volume Threshold: 148

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

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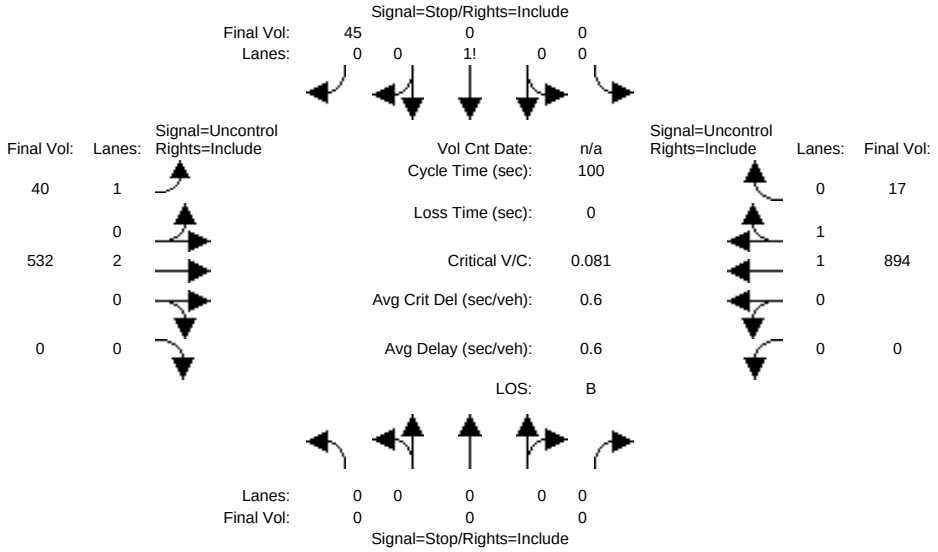
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P AM

Intersection #4: Spring St/Hedding St



Street Name:	Spring Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	45	40	532	0	0	894	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	45	40	532	0	0	894	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	45	40	532	0	0	894	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	45	40	532	0	0	894	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	45	40	532	0	0	894	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	456	911	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	557	756	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	557	756	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.0	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	45	40	532	0	0	894	17
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1528]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	45	40	532	0	0	894	17

Major Street Volume: 1483
Minor Approach Volume: 45
Minor Approach Volume Threshold: 149

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

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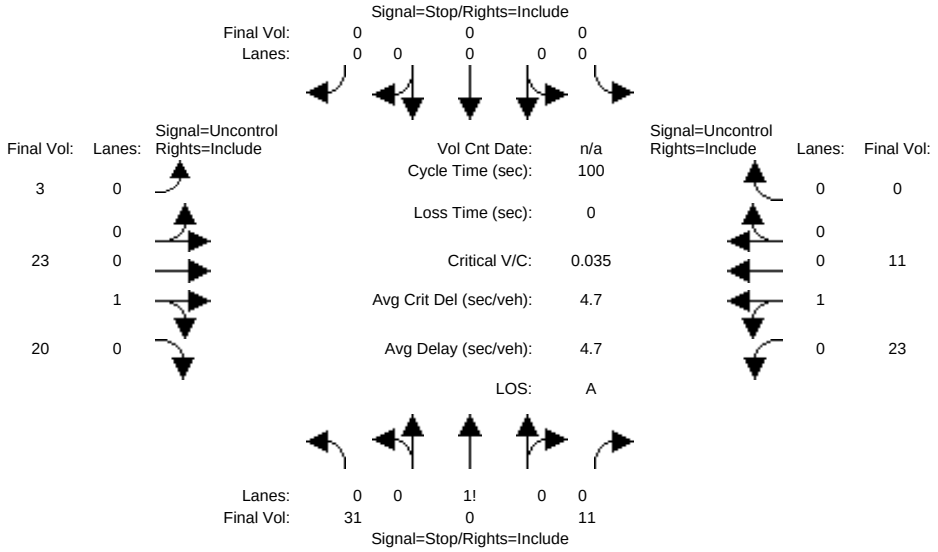
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng AM

Intersection #5: Walnut St/Asbury St



Street Name:	Walnut Sreet						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	31	0	11	0	0	0	3	23	20	23	11	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	11	0	0	0	3	23	20	23	11	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	11	0	0	0	3	23	20	23	11	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	11	0	0	0	3	23	20	23	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	0	11	0	0	0	3	23	20	23	11	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	96	96	33	xxxx	xxxx	xxxxx	11	xxxx	xxxxx	43	xxxx	xxxxx
Potent Cap.:	908	798	1046	xxxx	xxxx	xxxxx	1621	xxxx	xxxxx	1579	xxxx	xxxxx
Move Cap.:	897	785	1046	xxxx	xxxx	xxxxx	1621	xxxx	xxxxx	1579	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.01	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	932	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0
Initial Vol:	31	0	11	0	0	0	3	23	20	23	11	0
ApproachDel:	9.0			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=122]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0
Initial Vol:	31	0	11	0	0	0	3	23	20	23	11	0

Major Street Volume: 80
Minor Approach Volume: 42
Minor Approach Volume Threshold: 893

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

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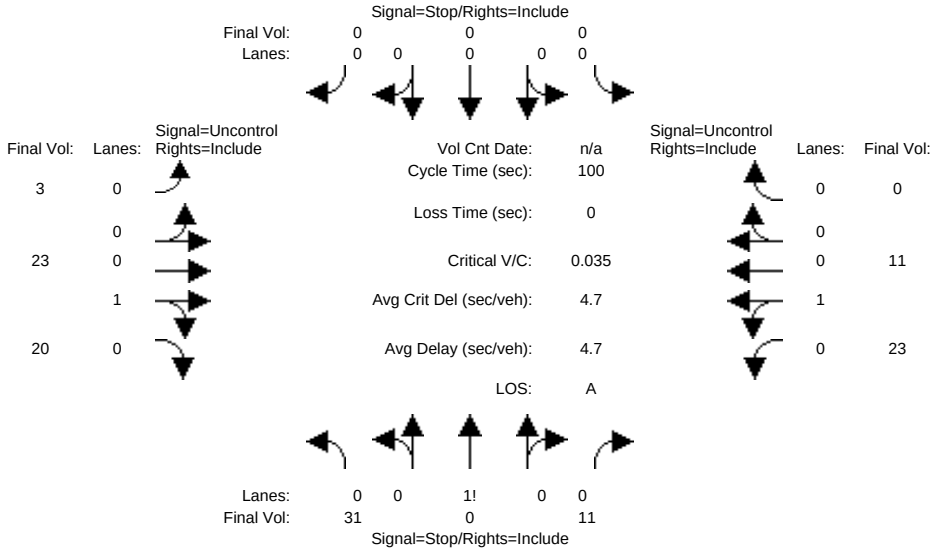
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #5: Walnut St/Asbury St



Street Name:	Walnut Sreet						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	31	0	11	0	0	0	3	23	20	23	11	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	11	0	0	0	3	23	20	23	11	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	11	0	0	0	3	23	20	23	11	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	11	0	0	0	3	23	20	23	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	0	11	0	0	0	3	23	20	23	11	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	96	96	33	xxxx	xxxx	xxxxx	11	xxxx	xxxxx	43	xxxx	xxxxx
Potent Cap.:	908	798	1046	xxxx	xxxx	xxxxx	1621	xxxx	xxxxx	1579	xxxx	xxxxx
Move Cap.:	897	785	1046	xxxx	xxxx	xxxxx	1621	xxxx	xxxxx	1579	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.01	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	932	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0
Initial Vol:	31	0	11	0	0	0	3	23	20	23	11	0
ApproachDel:	9.0			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=122]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0
Initial Vol:	31	0	11	0	0	0	3	23	20	23	11	0

Major Street Volume: 80
Minor Approach Volume: 42
Minor Approach Volume Threshold: 893

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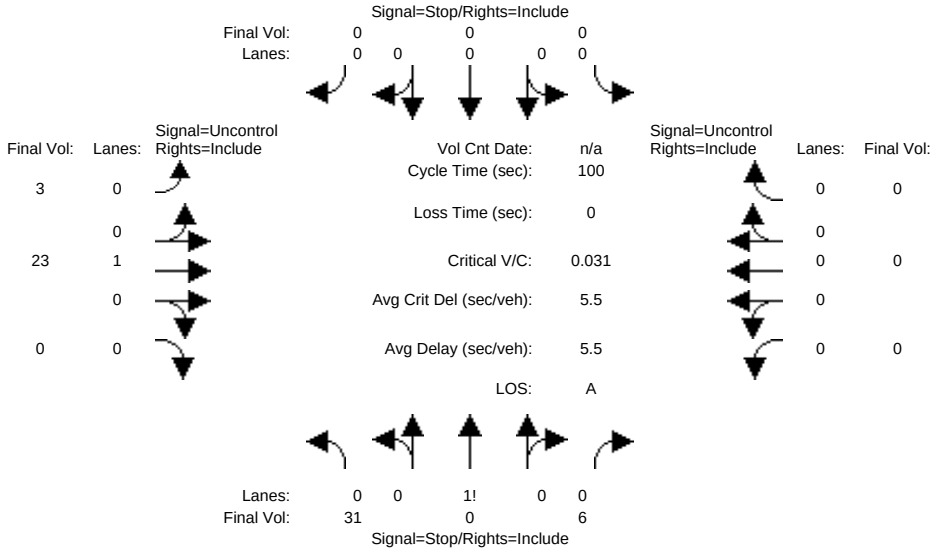
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P AM

Intersection #5: Walnut St/Asbury St



Street Name:	Walnut Sreet						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	31	0	5	0	0	0	3	23	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	5	0	0	0	3	23	0	0	0	0
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	6	0	0	0	3	23	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	6	0	0	0	3	23	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	0	6	0	0	0	3	23	0	0	0	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	29	29	23	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	991	868	1060	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	989	866	1060	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.01	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	1000	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:		8.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 1	0 0	0	0 0	0 0	0
Initial Vol:	31	0	6	0	0	0	3	23	0	0	0	0
ApproachDel:		8.7			xxxxxx			xxxxxx			xxxxxx	

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=63]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 1	0 0	0	0 0	0 0	0
Initial Vol:	31	0	6	0	0	0	3	23	0	0	0	0

Major Street Volume: 26
Minor Approach Volume: 37
Minor Approach Volume Threshold: 1193

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

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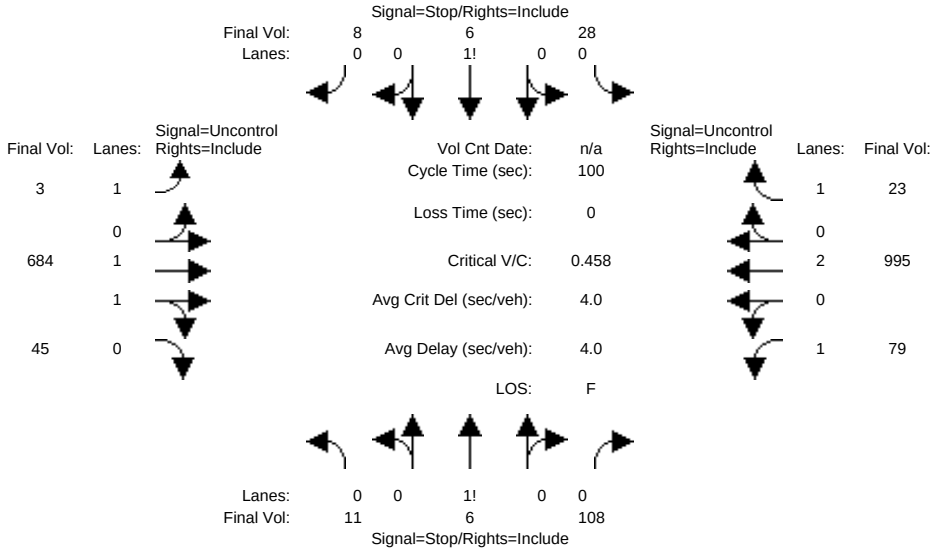
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng AM

Intersection #6: Walnut St/Taylor St



Street Name:	Walnut Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	6	108	28	6	8	3	684	45	79	995	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	6	108	28	6	8	3	684	45	79	995	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	6	108	28	6	8	3	684	45	79	995	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	6	108	28	6	8	3	684	45	79	995	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	6	108	28	6	8	3	684	45	79	995	23
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1371	1889	365	1504	1888	498	1018	xxxx	xxxxx	729	xxxx	xxxxx
Potent Cap.:	107	71	638	85	71	524	689	xxxx	xxxxx	884	xxxx	xxxxx
Move Cap.:	91	64	638	61	65	524	689	xxxx	xxxxx	884	xxxx	xxxxx
Volume/Cap:	0.12	0.09	0.17	0.46	0.09	0.02	0.00	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	326	xxxxx	xxxx	74	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	22.7	xxxxx	xxxxx	104	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	F	*	*	*	*	*	*	*
ApproachDel:	22.7			103.8			xxxxxx			xxxxxx		
ApproachLOS:	C			F			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	11	6	108	28	6	8	3	684	45	79	995	23
ApproachDel:	22.7			103.8			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=125]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1996]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1996]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	11	6	108	28	6	8	3	684	45	79	995	23

Major Street Volume: 1829
Minor Approach Volume: 125
Minor Approach Volume Threshold: 77 [less than minimum of 100]

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

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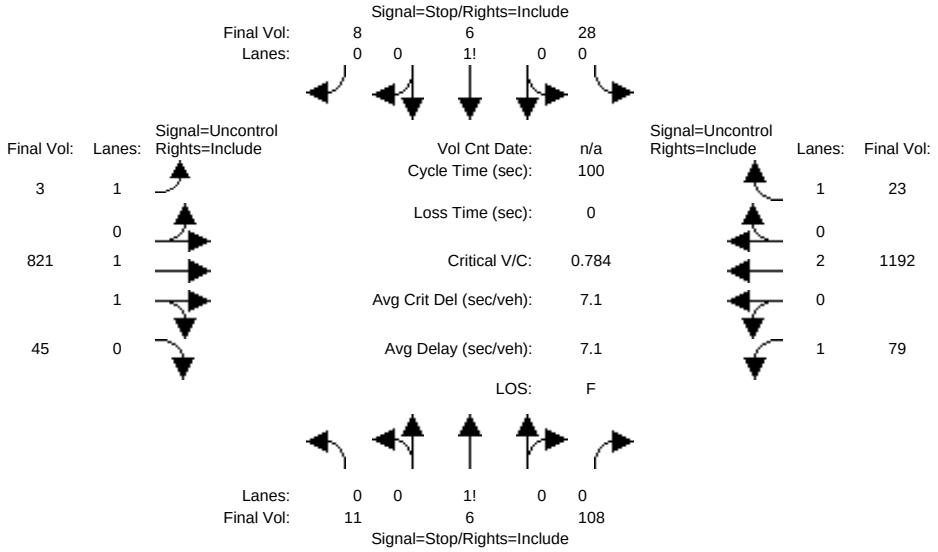
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #6: Walnut St/Taylor St



Street Name:	Walnut Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	6	108	28	6	8	3	821	45	79	1192	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	6	108	28	6	8	3	821	45	79	1192	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	6	108	28	6	8	3	821	45	79	1192	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	6	108	28	6	8	3	821	45	79	1192	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	6	108	28	6	8	3	821	45	79	1192	23
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1607	2223	433	1770	2222	596	1215	xxxx	xxxxx	866	xxxx	xxxxx
Potent Cap.:	72	44	576	54	44	452	581	xxxx	xxxxx	786	xxxx	xxxxx
Move Cap.:	57	39	576	36	39	452	581	xxxx	xxxxx	786	xxxx	xxxxx
Volume/Cap:	0.19	0.15	0.19	0.78	0.15	0.02	0.01	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	235	xxxxx	xxxx	44	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.8	xxxxx	xxxxx	3.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	36.6	xxxxx	xxxxx	264	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	F	*	*	*	*	*	*	*
ApproachDel:		36.6			264.3			xxxxxx			xxxxxx	
ApproachLOS:		E			F			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	11	6	108	28	6	8	3	821	45	79	1192	23
ApproachDel:	36.6			264.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=125]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2330]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2330]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	11	6	108	28	6	8	3	821	45	79	1192	23

Major Street Volume: 2163
Minor Approach Volume: 125
Minor Approach Volume Threshold: 19 [less than minimum of 100]

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

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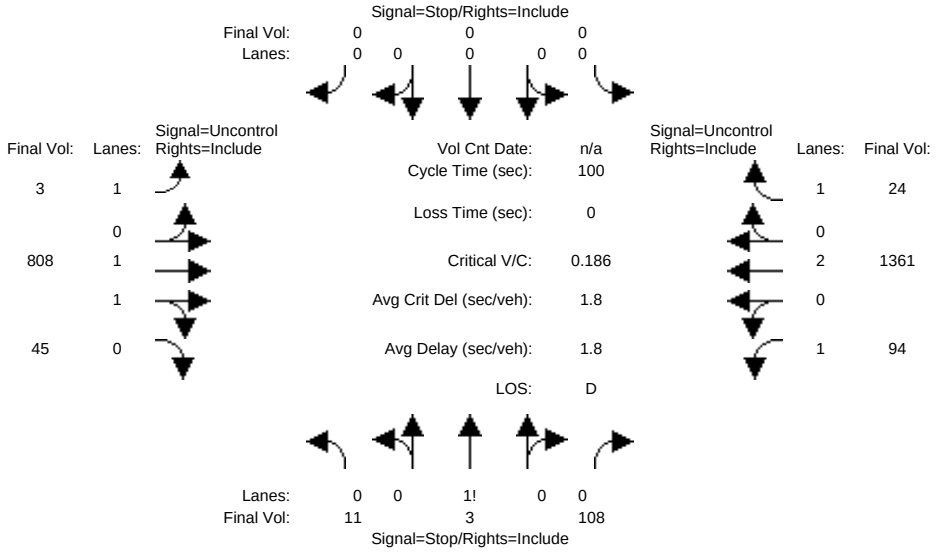
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P AM

Intersection #6: Walnut St/Taylor St




```
Street Name:          Walnut Street                    Taylor Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11    3   108     0    0     0     3  807    45    93 1360    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   11    3   108     0    0     0     3  807    45    93 1360    23
Added Vol:      0    0     0     0    0     0     0    1     0     1    1     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   11    3   108     0    0     0     3  808    45    94 1361    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11    3   108     0    0     0     3  808    45    94 1361    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   11    3   108     0    0     0     3  808    45    94 1361    24
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1705 2410   427  xxxx xxxx xxxxx  1385 xxxx xxxxx   853 xxxx xxxxx
Potent Cap.:   84   33   582  xxxx xxxx xxxxx   501 xxxx xxxxx   795 xxxx xxxxx
Move Cap.:     76   29   582  xxxx xxxx xxxxx   501 xxxx xxxxx   795 xxxx xxxxx
Volume/Cap:  0.14 0.10  0.19  xxxx xxxx  xxxx  0.01 xxxx  xxxx  0.12 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.4 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  12.2 xxxx xxxxx  10.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  282 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  2.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 27.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     *    *     *
ApproachDel:       27.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          D              *                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Walnut St/Taylor St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	11	3	108	0	0	0	3	808	45	94	1361	24
ApproachDel:	27.1			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=122]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2457]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	11	3	108	0	0	0	3	808	45	94	1361	24

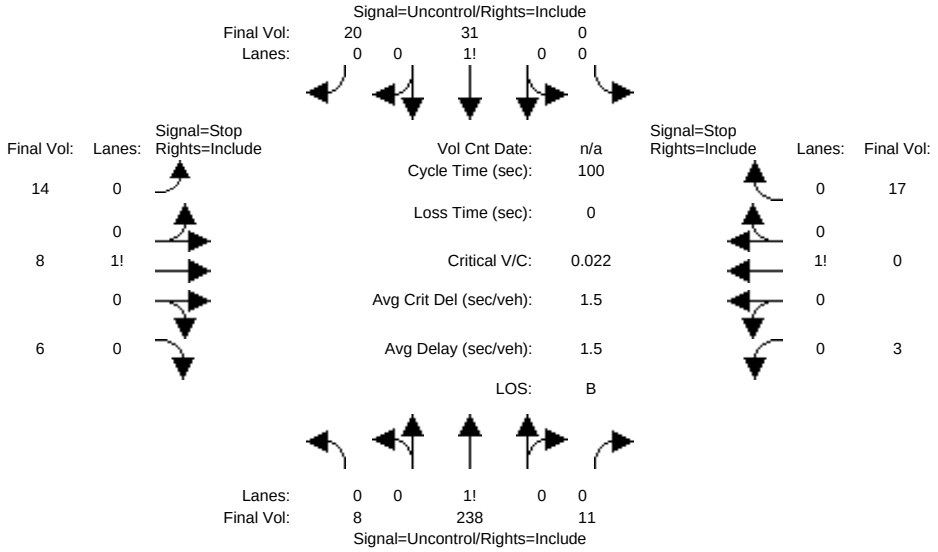
Major Street Volume: 2335
Minor Approach Volume: 122
Minor Approach Volume Threshold: -7 [less than minimum of 100]

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

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

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

Intersection #7: Spring St/Asbury St



Street Name:	Spring Street						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	8	238	11	0	31	20	14	8	6	3	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	238	11	0	31	20	14	8	6	3	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	238	11	0	31	20	14	8	6	3	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	238	11	0	31	20	14	8	6	3	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	238	11	0	31	20	14	8	6	3	0	17
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	51	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	306	41	308	311	244
Potent Cap.:	1568	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	611	1036	649	607	800
Move Cap.:	1568	xxxx	xxxxx	xxxx	xxxx	xxxxx	631	608	1036	636	604	800
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.01	0.01	0.00	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	681	xxxxx	xxxx	770	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.5			9.8		
ApproachLOS:	*			*			B			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0	0		0 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	8	238	11	0	31	20	14	8	6	3	0	17
ApproachDel:	xxxxxx			xxxxxx			10.5			9.8		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=356]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=356]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0	0		0 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	8	238	11	0	31	20	14	8	6	3	0	17

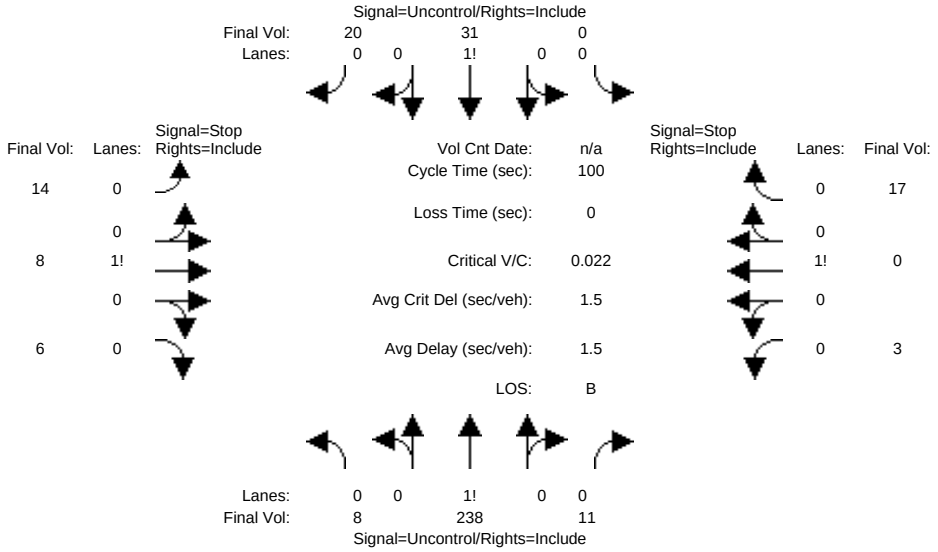
Major Street Volume: 308
Minor Approach Volume: 28
Minor Approach Volume Threshold: 533

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

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

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

Intersection #7: Spring St/Asbury St



Street Name:	Spring Street						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	8	238	11	0	31	20	14	8	6	3	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	238	11	0	31	20	14	8	6	3	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	238	11	0	31	20	14	8	6	3	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	238	11	0	31	20	14	8	6	3	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	238	11	0	31	20	14	8	6	3	0	17
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	51	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	306	41	308	311	244
Potent Cap.:	1568	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	611	1036	649	607	800
Move Cap.:	1568	xxxx	xxxxx	xxxx	xxxx	xxxxx	631	608	1036	636	604	800
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.01	0.01	0.00	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	681	xxxxx	xxxx	770	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.5			9.8		
ApproachLOS:	*			*			B			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0	0		0 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	8	238	11	0	31	20	14	8	6	3	0	17
ApproachDel:	xxxxxx			xxxxxx			10.5			9.8		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=356]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=356]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0	0		0 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	8	238	11	0	31	20	14	8	6	3	0	17

Major Street Volume: 308
Minor Approach Volume: 28
Minor Approach Volume Threshold: 533

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

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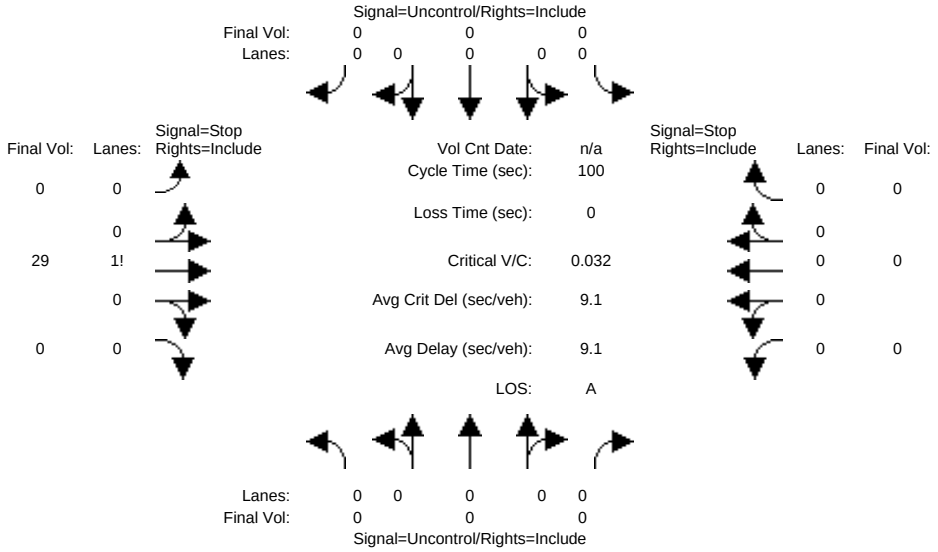
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P AM

Intersection #7: Spring St/Asbury St



Street Name:	Spring Street						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	28	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	28	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	29	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	29	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	29	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	900	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	900	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	A	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 0 0 0 0		
Initial Vol:	0	0	0	0	0	0	0	29	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=1][total volume=29]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 0 0 0 0		
Initial Vol:	0	0	0	0	0	0	0	29	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 29
Minor Approach Volume Threshold: +Inf

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

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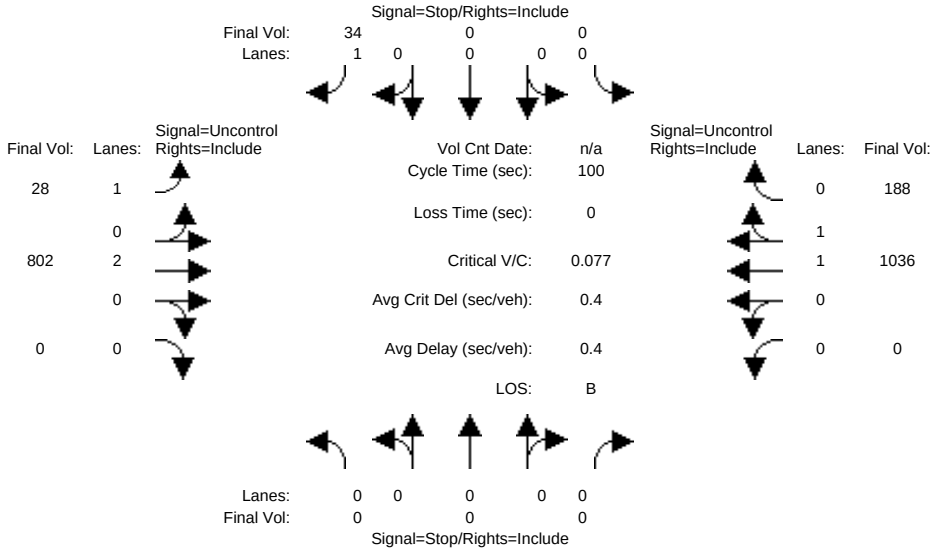
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng AM

Intersection #8: Spring St/Taylor St



Street Name:	Spring Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	34	28	802	0	0	1036	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	34	28	802	0	0	1036	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	34	28	802	0	0	1036	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	34	28	802	0	0	1036	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	34	28	802	0	0	1036	188
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	612	1224	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	441	577	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	441	577	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.8	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	34	28	802	0	0	1036	188
ApproachDel:	xxxxxx			13.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2088]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	34	28	802	0	0	1036	188

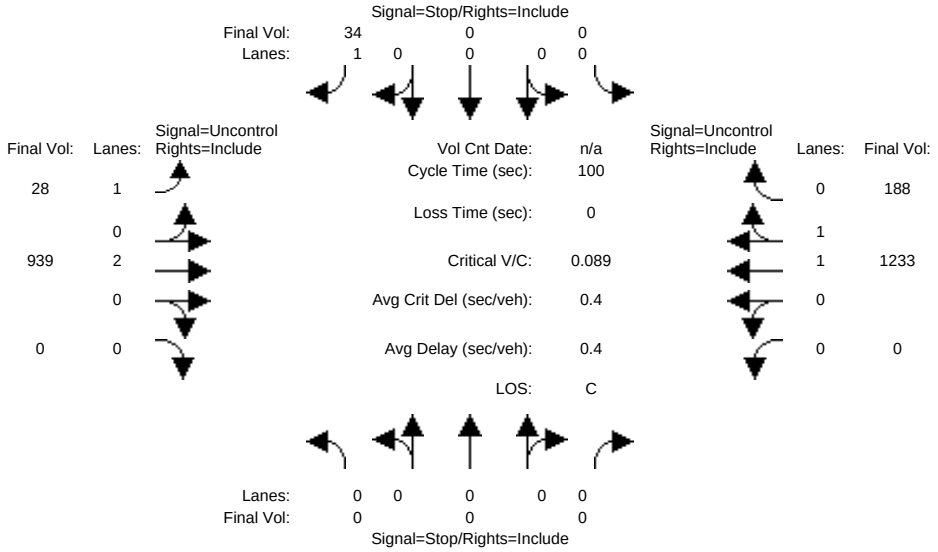
Major Street Volume: 2054
Minor Approach Volume: 34
Minor Approach Volume Threshold: 37 [less than minimum of 100]

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

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

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

Intersection #8: Spring St/Taylor St



Street Name:	Spring Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	34	28	939	0	0	1233	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	34	28	939	0	0	1233	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	34	28	939	0	0	1233	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	34	28	939	0	0	1233	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	34	28	939	0	0	1233	188
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	711	1421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	380	485	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	380	485	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.4	12.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	0	0	34	28	939	0	0	1233	188
ApproachDel:	xxxxxx			15.4			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2422]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	0	0	34	28	939	0	0	1233	188

Major Street Volume: 2388
Minor Approach Volume: 34
Minor Approach Volume Threshold: -15 [less than minimum of 100]

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

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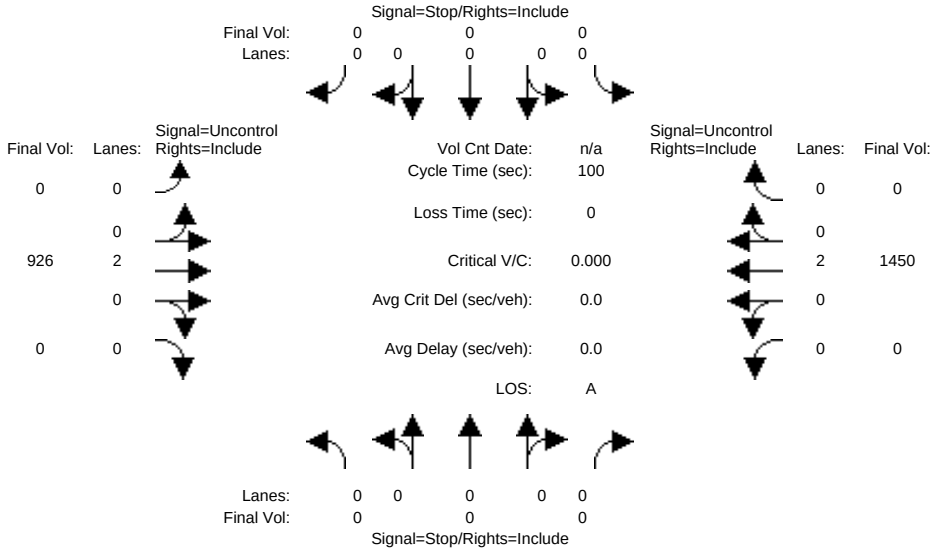
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P AM

Intersection #8: Spring St/Taylor St



Street Name:	Spring Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	925	0	0	1449	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	925	0	0	1449	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	926	0	0	1450	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	926	0	0	1450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	926	0	0	1450	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 2	0 0	
Initial Vol:	0	0	0	0	0	0	0	926	0	0	1450	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

Intersection #8 Spring St/Taylor St

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 2	0 0	
Initial Vol:	0	0	0	0	0	0	0	926	0	0	1450	0

Major Street Volume: 2376
Minor Approach Volume: 0
Minor Approach Volume Threshold: -13 [less than minimum of 100]

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

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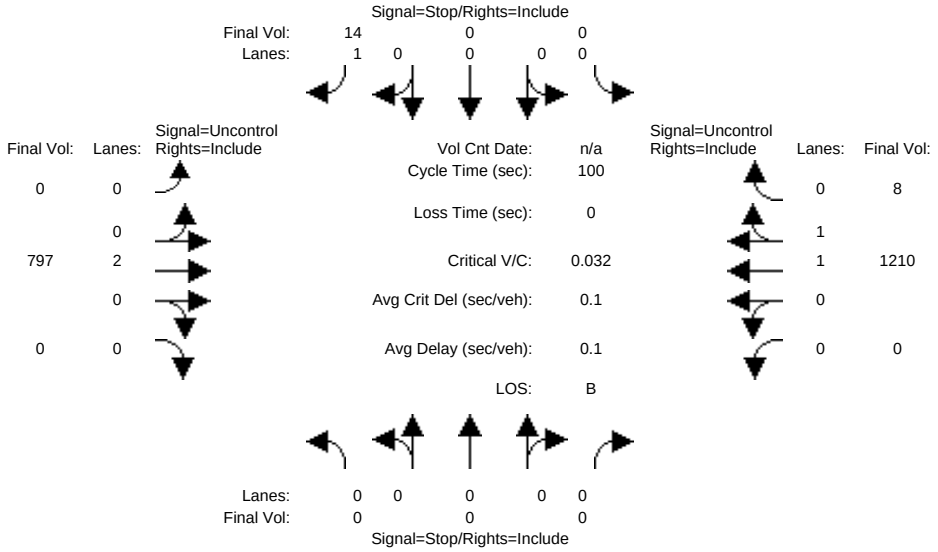
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng AM

Intersection #9: Irene St/Taylor St



Street Name:	Irene Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	14	0	797	0	0	1210	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	14	0	797	0	0	1210	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	14	0	797	0	0	1210	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	14	0	797	0	0	1210	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	14	0	797	0	0	1210	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	443	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	443	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 2	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	14	0	797	0	0	1210	8
ApproachDel:	xxxxxx			13.4			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2029]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 2	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	14	0	797	0	0	1210	8

Major Street Volume: 2015
Minor Approach Volume: 14
Minor Approach Volume Threshold: 43 [less than minimum of 100]

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

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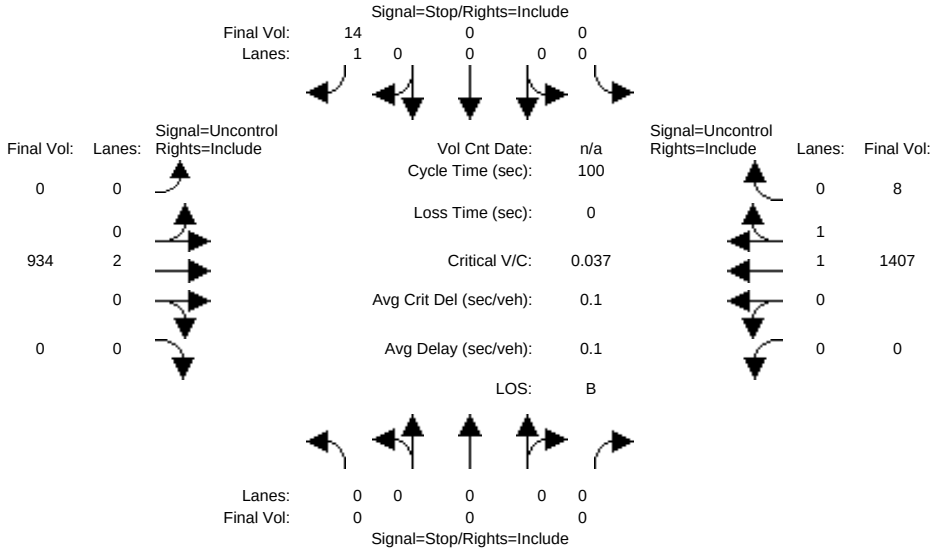
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #9: Irene St/Taylor St



Street Name:	Irene Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	14	0	934	0	0	1407	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	14	0	934	0	0	1407	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	14	0	934	0	0	1407	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	14	0	934	0	0	1407	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	14	0	934	0	0	1407	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	708	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	382	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	382	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 2	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	14	0	934	0	0	1407	8
ApproachDel:	xxxxxx			14.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2363]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 2	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	14	0	934	0	0	1407	8

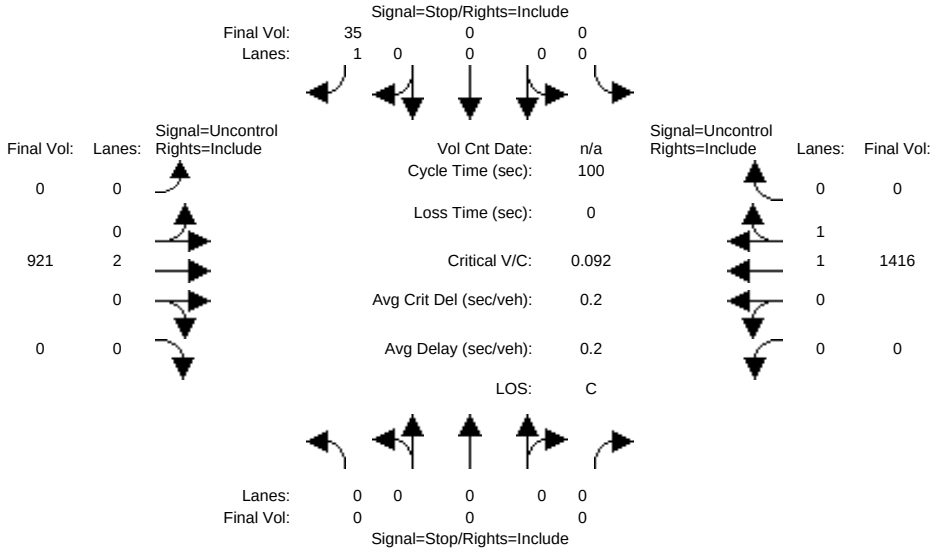
Major Street Volume: 2349
Minor Approach Volume: 14
Minor Approach Volume Threshold: -9 [less than minimum of 100]

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

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

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

Intersection #9: Irene St/Taylor St



Street Name:	Irene Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	34	0	920	0	0	1415	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	34	0	920	0	0	1415	0
Added Vol:	0	0	0	0	0	1	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	0	921	0	0	1416	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	35	0	921	0	0	1416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	35	0	921	0	0	1416	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	708	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	382	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	382	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	35	0	921	0	0	1416	0
ApproachDel:	xxxxxx			15.4			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2372]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	35	0	921	0	0	1416	0

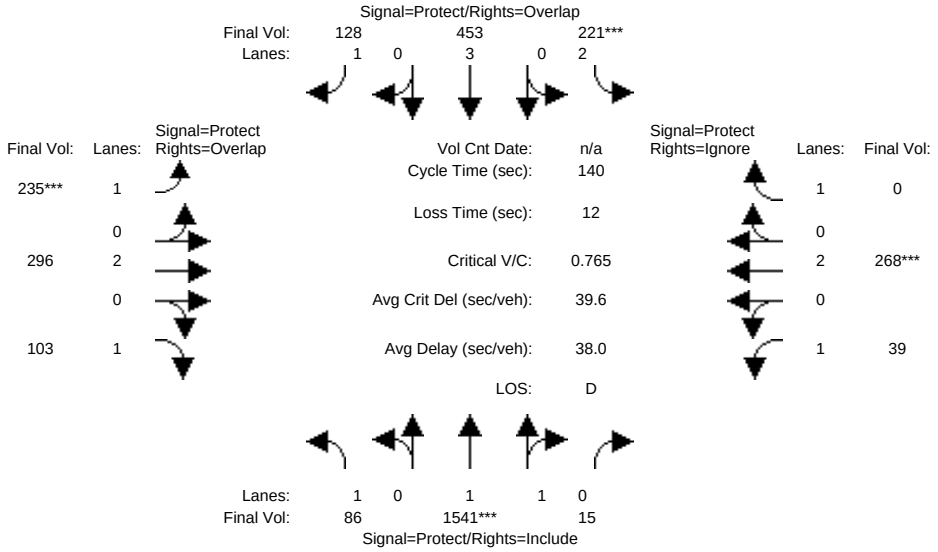
Major Street Volume: 2337
Minor Approach Volume: 35
Minor Approach Volume Threshold: -8 [less than minimum of 100]

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

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exisitng AM

Intersection #3413: Coleman Ave/Hedding St

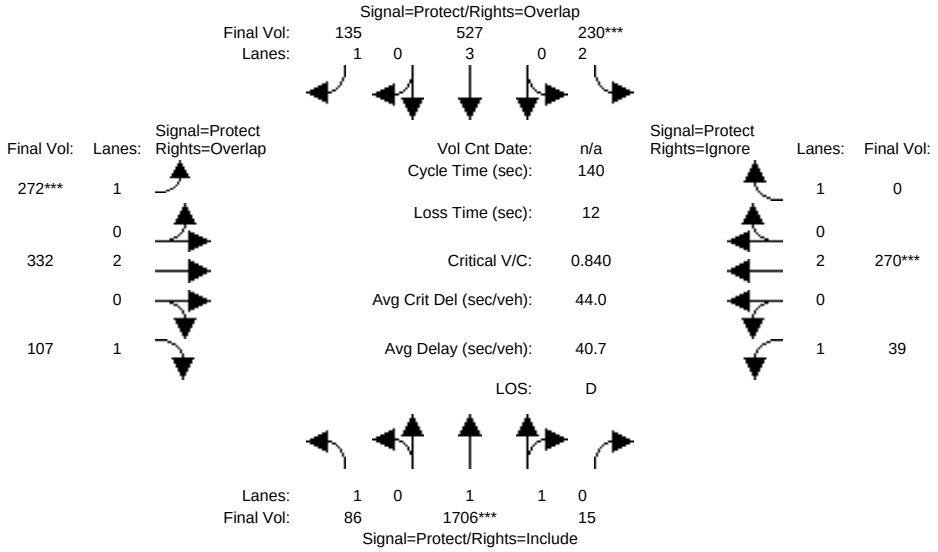


Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1541	15	221	453	128	235	296	103	39	268	748
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1541	15	221	453	128	235	296	103	39	268	748
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1541	15	221	453	128	235	296	103	39	268	748
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	86	1541	15	221	453	128	235	296	103	39	268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1541	15	221	453	128	235	296	103	39	268	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	86	1541	15	221	453	128	235	296	103	39	268	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.91	0.85	0.95	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3572	35	3502	5187	1615	1805	3610	1615	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.06	0.09	0.08	0.13	0.08	0.06	0.02	0.07	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.24	0.56	0.56	0.08	0.41	0.58	0.17	0.17	0.40	0.10	0.10	0.00
Volume/Cap:	0.20	0.76	0.76	0.76	0.21	0.14	0.76	0.49	0.16	0.21	0.76	0.00
Uniform Del:	43.0	23.4	23.4	62.9	26.6	13.3	55.4	53.0	26.8	57.8	61.6	0.0
IncremntDel:	0.2	1.8	1.8	11.5	0.1	0.1	10.9	0.6	0.1	0.6	9.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	43.2	25.1	25.1	74.4	26.6	13.4	66.3	53.7	26.9	58.4	71.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	25.1	25.1	74.4	26.6	13.4	66.3	53.7	26.9	58.4	71.3	0.0
LOS by Move:	D	C	C	E	C	B	E	D	C	E	E	A
HCM2kAvgQ:	3	26	26	5	4	2	11	6	3	2	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3413: Coleman Ave/Hedding St

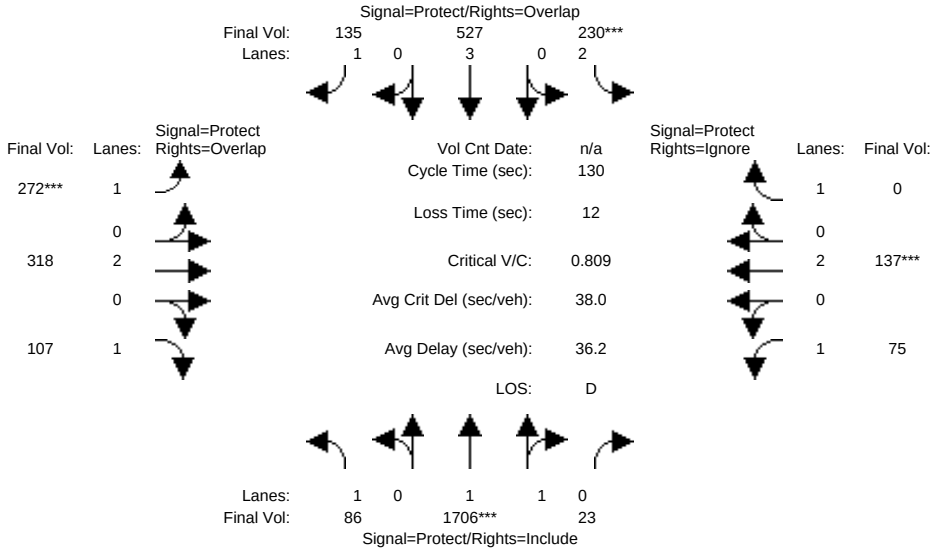


Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1706	15	230	527	135	272	332	107	39	270	771
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1706	15	230	527	135	272	332	107	39	270	771
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1706	15	230	527	135	272	332	107	39	270	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	86	1706	15	230	527	135	272	332	107	39	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1706	15	230	527	135	272	332	107	39	270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	86	1706	15	230	527	135	272	332	107	39	270	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.91	0.85	0.95	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3575	31	3502	5187	1615	1805	3610	1615	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.07	0.10	0.08	0.15	0.09	0.07	0.02	0.07	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.57	0.57	0.08	0.43	0.61	0.18	0.17	0.39	0.09	0.09	0.00
Volume/Cap:	0.22	0.84	0.84	0.84	0.23	0.14	0.84	0.53	0.17	0.23	0.84	0.00
Uniform Del:	45.5	25.0	25.0	63.7	25.1	11.5	55.5	52.6	28.2	58.7	62.8	0.0
IncremntDel:	0.3	3.3	3.3	20.1	0.1	0.1	17.5	0.9	0.1	0.7	17.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	45.8	28.3	28.3	83.8	25.1	11.5	73.0	53.5	28.3	59.4	80.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	28.3	28.3	83.8	25.1	11.5	73.0	53.5	28.3	59.4	80.4	0.0
LOS by Move:	D	C	C	F	C	B	E	D	C	E	F	A
HCM2kAvgQ:	3	31	31	6	5	2	14	7	3	2	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P AM

Intersection #3413: Coleman Ave/Hedding St

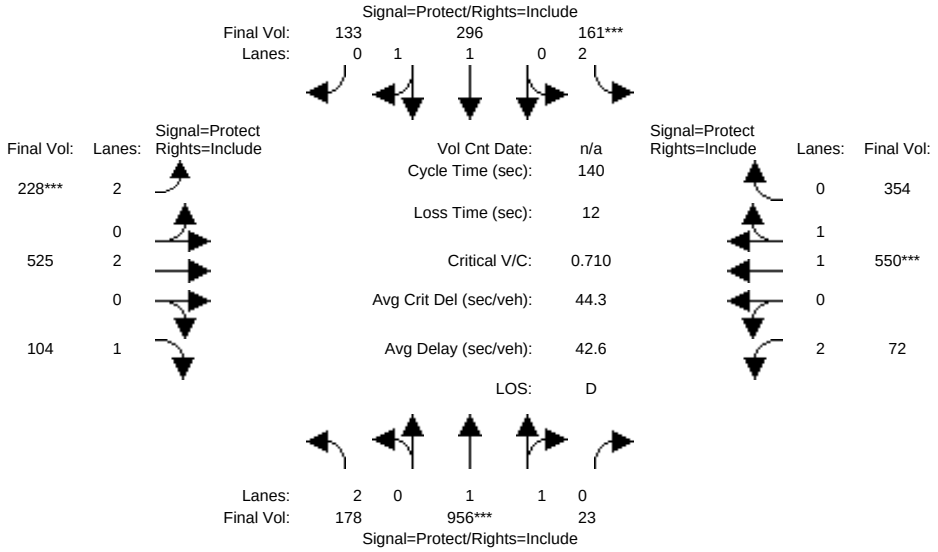


Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1706	23	230	527	135	272	318	107	75	137	727
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1706	23	230	527	135	272	318	107	75	137	727
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1706	23	230	527	135	272	318	107	75	137	727
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	86	1706	23	230	527	135	272	318	107	75	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1706	23	230	527	135	272	318	107	75	137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	86	1706	23	230	527	135	272	318	107	75	137	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.91	0.85	0.95	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3555	48	3502	5187	1615	1805	3610	1615	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.07	0.10	0.08	0.15	0.09	0.07	0.04	0.04	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.57	0.57	0.08	0.43	0.61	0.18	0.16	0.38	0.10	0.08	0.00
Volume/Cap:	0.21	0.84	0.84	0.84	0.24	0.14	0.84	0.55	0.17	0.43	0.49	0.00
Uniform Del:	40.9	22.8	22.8	59.1	23.9	11.1	51.5	50.4	26.3	55.3	57.6	0.0
IncremntDel:	0.3	3.2	3.2	19.8	0.1	0.1	17.2	1.2	0.1	1.7	1.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	41.2	26.0	26.0	78.9	23.9	11.1	68.7	51.5	26.5	56.9	58.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	26.0	26.0	78.9	23.9	11.1	68.7	51.5	26.5	56.9	58.9	0.0
LOS by Move:	D	C	C	E	C	B	E	D	C	E	E	A
HCM2kAvgQ:	3	28	28	5	5	2	13	7	3	3	3	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exisitng AM

Intersection #3417: Coleman Ave/Taylor St

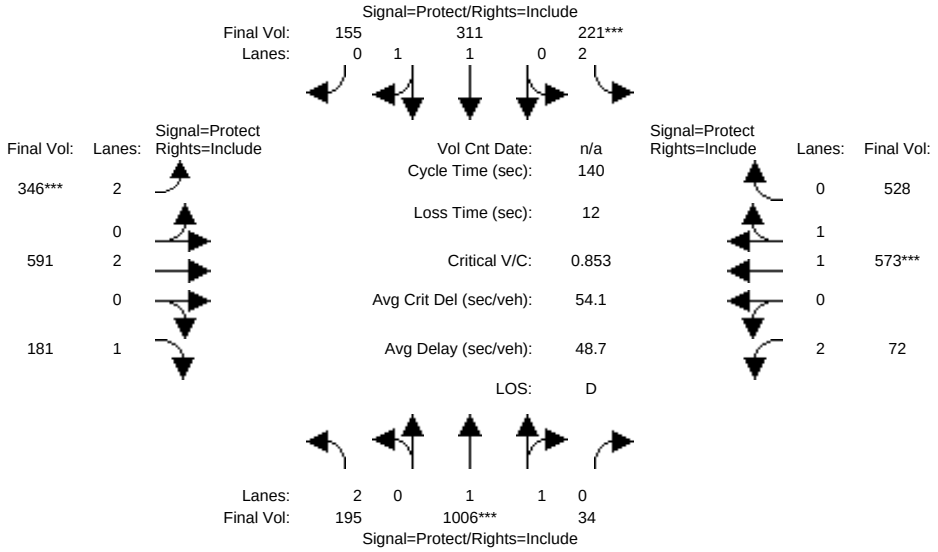


Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	956	23	161	296	133	228	525	104	72	550	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	956	23	161	296	133	228	525	104	72	550	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	956	23	161	296	133	228	525	104	72	550	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	956	23	161	296	133	228	525	104	72	550	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	956	23	161	296	133	228	525	104	72	550	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	956	23	161	296	133	228	525	104	72	550	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.91	0.91	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	1.95	0.05	2.00	1.38	0.62	2.00	2.00	1.00	2.00	1.22	0.78
Final Sat.:	3502	3515	85	3502	2376	1068	3502	3610	1615	3502	2067	1330
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.05	0.12	0.12	0.07	0.15	0.06	0.02	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.38	0.38	0.06	0.32	0.32	0.09	0.35	0.35	0.12	0.37	0.37
Volume/Cap:	0.39	0.71	0.71	0.71	0.39	0.39	0.71	0.42	0.19	0.17	0.71	0.71
Uniform Del:	55.8	36.6	36.6	64.2	37.2	37.2	61.8	34.9	31.9	55.4	37.3	37.3
IncremntDel:	0.6	1.7	1.7	10.0	0.2	0.2	7.2	0.2	0.2	0.2	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.4	38.3	38.3	74.2	37.4	37.4	69.0	35.1	32.1	55.6	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	38.3	38.3	74.2	37.4	37.4	69.0	35.1	32.1	55.6	39.2	39.2
LOS by Move:	E	D	D	E	D	D	E	D	C	E	D	D
HCM2kAvgQ:	4	19	19	4	7	7	6	9	3	2	18	18

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3417: Coleman Ave/Taylor St

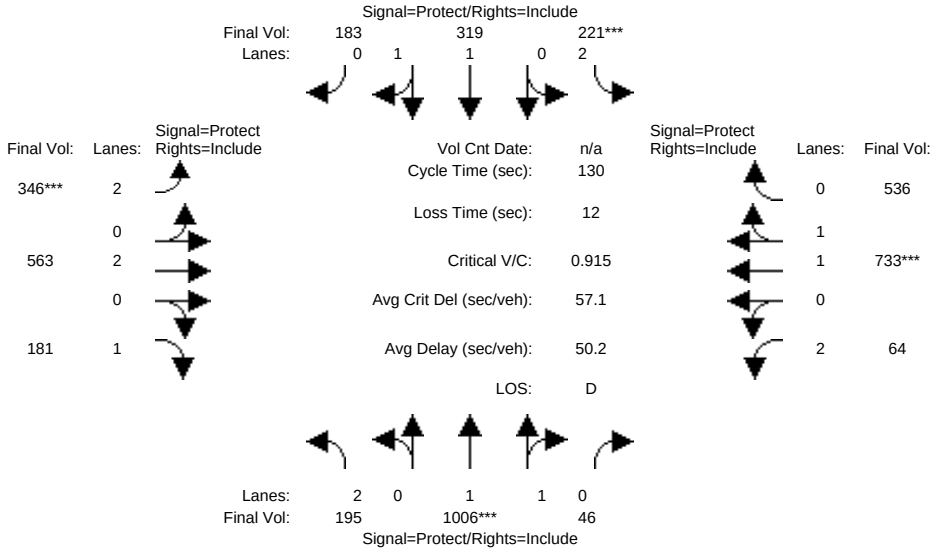


Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	1006	34	221	311	155	346	591	181	72	573	528
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1006	34	221	311	155	346	591	181	72	573	528
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1006	34	221	311	155	346	591	181	72	573	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1006	34	221	311	155	346	591	181	72	573	528
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1006	34	221	311	155	346	591	181	72	573	528
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	1006	34	221	311	155	346	591	181	72	573	528
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.90	0.90	0.92	0.95	0.85	0.92	0.88	0.88
Lanes:	2.00	1.93	0.07	2.00	1.33	0.67	2.00	2.00	1.00	2.00	1.04	0.96
Final Sat.:	3502	3475	117	3502	2289	1141	3502	3610	1615	3502	1744	1607
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.06	0.14	0.14	0.10	0.16	0.11	0.02	0.33	0.33
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.34	0.34	0.07	0.29	0.29	0.12	0.38	0.38	0.12	0.39	0.39
Volume/Cap:	0.46	0.85	0.85	0.85	0.46	0.46	0.85	0.43	0.29	0.18	0.85	0.85
Uniform Del:	57.4	43.0	43.0	64.1	40.5	40.5	60.7	31.8	29.9	55.7	39.4	39.4
IncremntDel:	0.8	6.0	6.0	22.9	0.3	0.3	15.9	0.2	0.3	0.2	5.7	5.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.2	49.0	49.0	87.0	40.8	40.8	76.6	32.0	30.2	55.9	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	49.0	49.0	87.0	40.8	40.8	76.6	32.0	30.2	55.9	45.1	45.1
LOS by Move:	E	D	D	F	D	D	E	C	C	E	D	D
HCM2kAvgQ:	4	24	24	5	8	8	10	10	5	2	25	25

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P AM

Intersection #3417: Coleman Ave/Taylor St

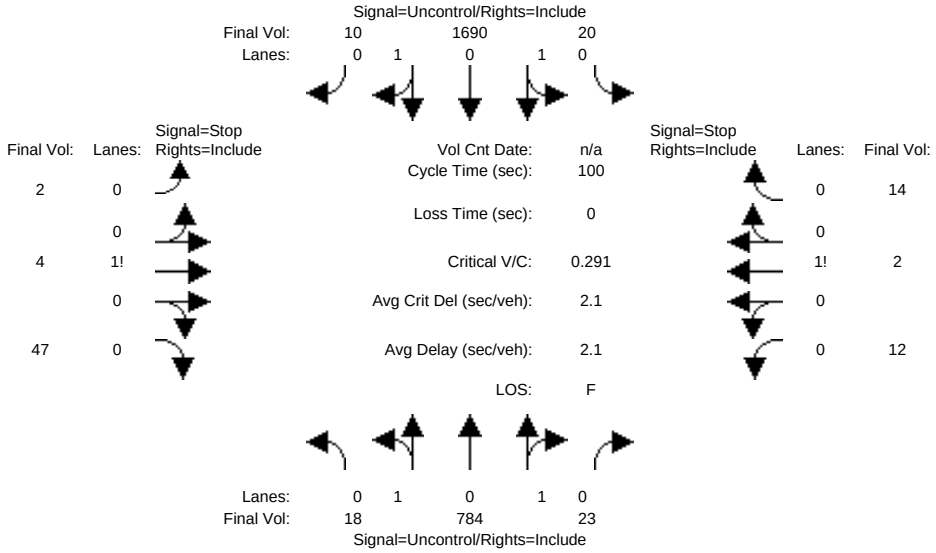


Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	1006	45	221	319	183	346	563	181	64	733	536
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1006	45	221	319	183	346	563	181	64	733	536
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1006	46	221	319	183	346	563	181	64	733	536
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1006	46	221	319	183	346	563	181	64	733	536
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1006	46	221	319	183	346	563	181	64	733	536
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	1006	46	221	319	183	346	563	181	64	733	536
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.90	0.90	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	1.91	0.09	2.00	1.27	0.73	2.00	2.00	1.00	2.00	1.16	0.84
Final Sat.:	3502	3428	157	3502	2168	1244	3502	3610	1615	3502	1954	1429
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.06	0.15	0.15	0.10	0.16	0.11	0.02	0.38	0.38
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.32	0.32	0.07	0.28	0.28	0.11	0.39	0.39	0.13	0.41	0.41
Volume/Cap:	0.52	0.92	0.92	0.92	0.52	0.52	0.92	0.41	0.29	0.14	0.92	0.92
Uniform Del:	54.9	42.4	42.4	60.1	39.2	39.2	57.4	29.1	27.7	49.8	36.2	36.2
IncremntDel:	1.3	11.3	11.3	35.8	0.5	0.5	26.3	0.2	0.3	0.1	9.6	9.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.2	53.7	53.7	95.9	39.7	39.7	83.6	29.3	27.9	49.9	45.9	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	53.7	53.7	95.9	39.7	39.7	83.6	29.3	27.9	49.9	45.9	45.9
LOS by Move:	E	D	D	F	D	D	F	C	C	D	D	D
HCM2kAvgQ:	4	25	25	5	9	9	10	8	5	1	29	29

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

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

Intersection #2: Coleman Ave/Asbury St



Street Name:	Coleman Avenue						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	18	784	23	20	1690	10	2	4	47	12	2	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	784	23	20	1690	10	2	4	47	12	2	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	784	23	20	1690	10	2	4	47	12	2	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	784	23	20	1690	10	2	4	47	12	2	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	784	23	20	1690	10	2	4	47	12	2	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1700	xxxx	xxxxx	807	xxxx	xxxxx	2164	2578	850	1719	2572	404
Potent Cap.:	380	xxxx	xxxxx	827	xxxx	xxxxx	27	26	308	59	26	602
Move Cap.:	380	xxxx	xxxxx	827	xxxx	xxxxx	24	24	308	41	24	602
Volume/Cap:	0.05	xxxx	xxxx	0.02	xxxx	xxxx	0.09	0.17	0.15	0.29	0.08	0.02
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.0	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	131	xxxxx	xxxx	71	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	15.0	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	49.8	xxxxx	xxxxx	85.9	xxxxx
Shared LOS:	B	*	*	A	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			49.8			85.9		
ApproachLOS:	*			*			E			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	18	784	23	20	1690	10	2	4	47	12	2	14
ApproachDel:	xxxxxx			xxxxxx			49.8			85.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=53]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2626]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2626]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	18	784	23	20	1690	10	2	4	47	12	2	14

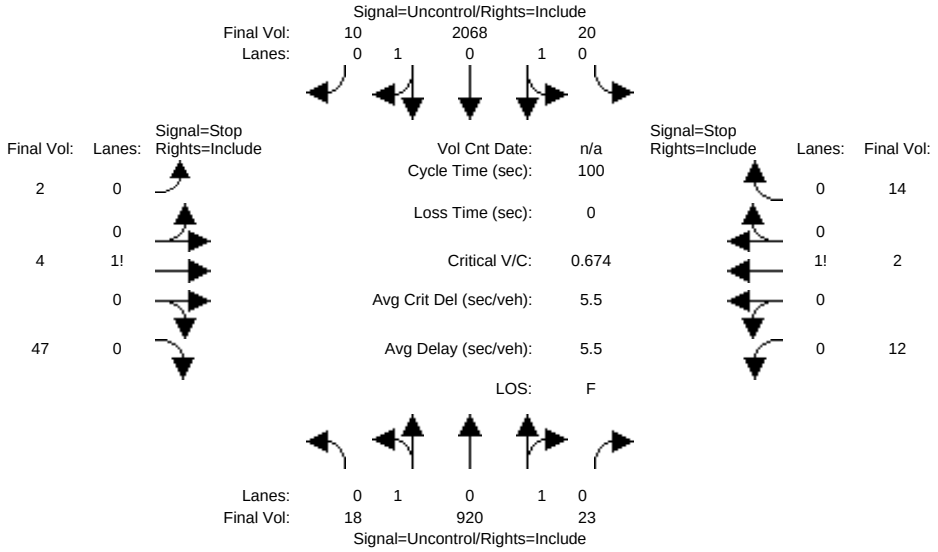
Major Street Volume: 2545
Minor Approach Volume: 53
Minor Approach Volume Threshold: -37 [less than minimum of 100]

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

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

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

Intersection #2: Coleman Ave/Asbury St



Street Name:	Coleman Avenue						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	18	920	23	20	2068	10	2	4	47	12	2	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	920	23	20	2068	10	2	4	47	12	2	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	920	23	20	2068	10	2	4	47	12	2	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	920	23	20	2068	10	2	4	47	12	2	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	920	23	20	2068	10	2	4	47	12	2	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	2078	xxxx	xxxxx	943	xxxx	xxxxx	2610	3092	1039	2044	3086	472
Potent Cap.:	271	xxxx	xxxxx	736	xxxx	xxxxx	12	12	231	34	12	544
Move Cap.:	271	xxxx	xxxxx	736	xxxx	xxxxx	10	11	231	18	11	544
Volume/Cap:	0.07	xxxx	xxxx	0.03	xxxx	xxxx	0.21	0.37	0.20	0.67	0.18	0.03
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	19.2	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	68	xxxxx	xxxx	32	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	3.0	xxxxx
Shrd ConDel:	19.2	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	153	xxxxx	xxxxx	305	xxxxx
Shared LOS:	C	*	*	B	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			153.1			305.3		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	18	920	23	20	2068	10	2	4	47	12	2	14
ApproachDel:	xxxxxx			xxxxxx			153.1			305.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=53]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3140]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3140]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	18	920	23	20	2068	10	2	4	47	12	2	14

Major Street Volume: 3059
Minor Approach Volume: 53
Minor Approach Volume Threshold: -100 [less than minimum of 100]

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

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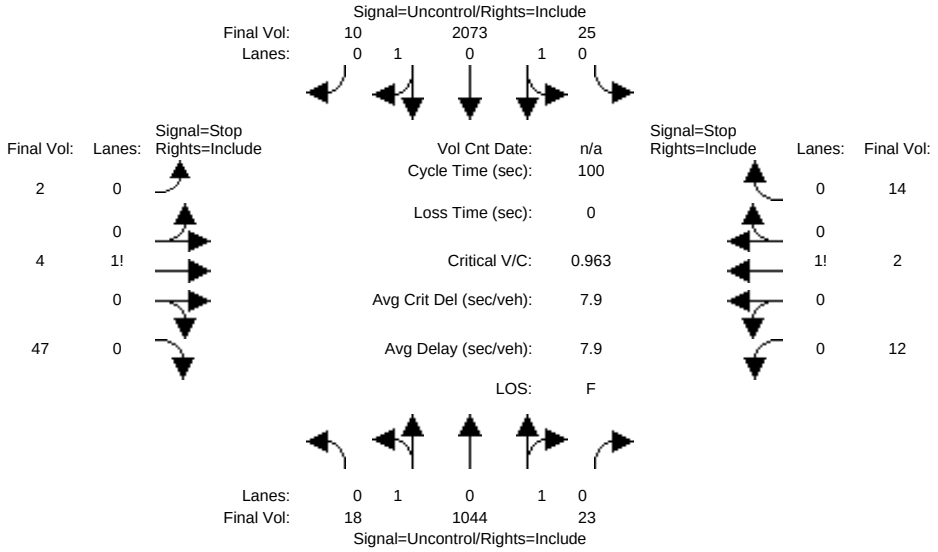
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P PM

Intersection #2: Coleman Ave/Asbury St



Street Name:	Coleman Avenue						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	18	1037	23	20	2068	10	2	4	47	12	2	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1037	23	20	2068	10	2	4	47	12	2	14
Added Vol:	0	7	0	5	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1044	23	25	2073	10	2	4	47	12	2	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1044	23	25	2073	10	2	4	47	12	2	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	1044	23	25	2073	10	2	4	47	12	2	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	2083	xxxx	xxxxx	1067	xxxx	xxxxx	2687	3231	1042	2180	3225	534
Potent Cap.:	270	xxxx	xxxxx	661	xxxx	xxxxx	11	10	230	26	10	496
Move Cap.:	270	xxxx	xxxxx	661	xxxx	xxxxx	8	9	230	12	9	496
Volume/Cap:	0.07	xxxx	xxxx	0.04	xxxx	xxxx	0.25	0.46	0.20	0.96	0.23	0.03
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	19.3	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	58	xxxxx	xxxx	23	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	4.2	xxxxx	xxxxx	3.6	xxxxx
Shrd ConDel:	19.3	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	209	xxxxx	xxxxx	508	xxxxx
Shared LOS:	C	*	*	B	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			209.1			507.7		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1	0	0 1 0	1	0	0 0 1! 0		0	0 0 1! 0		0
Initial Vol:	18	1044	23	25	2073	10	2	4	47	12	2	14
ApproachDel:	xxxxxx			xxxxxx			209.1			507.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=53]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3274]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3274]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #2 Coleman Ave/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1	0	0 1 0	1	0	0 0 1! 0		0	0 0 1! 0		0
Initial Vol:	18	1044	23	25	2073	10	2	4	47	12	2	14

Major Street Volume: 3193
Minor Approach Volume: 53
Minor Approach Volume Threshold: -115 [less than minimum of 100]

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

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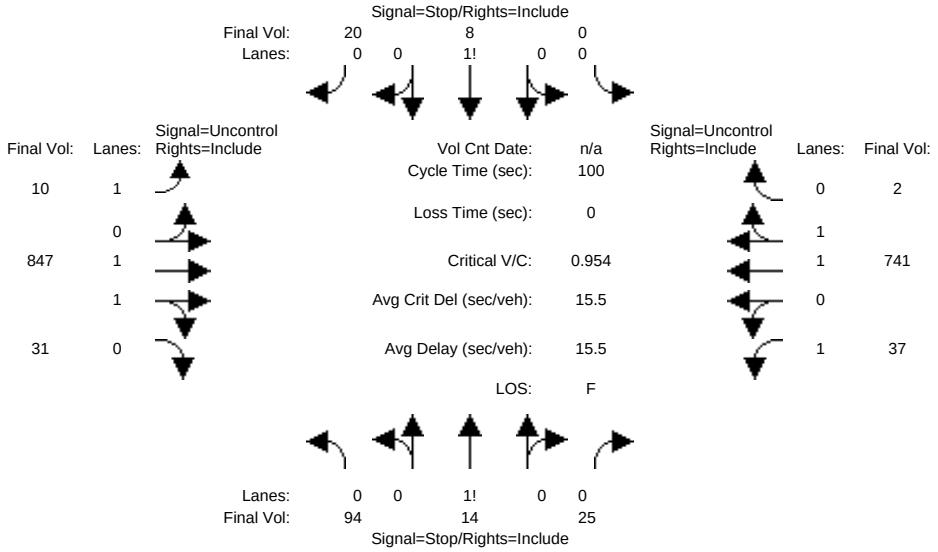
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng PM

Intersection #4: Spring St/Hedding St



Street Name:	Spring Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	94	14	25	0	8	20	10	847	31	37	741	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	14	25	0	8	20	10	847	31	37	741	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	14	25	0	8	20	10	847	31	37	741	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	14	25	0	8	20	10	847	31	37	741	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	14	25	0	8	20	10	847	31	37	741	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1331	1700	439	xxxx	1714	372	743	xxxx	xxxxx	878	xxxx	xxxxx
Potent Cap.:	115	93	571	xxxx	91	632	873	xxxx	xxxxx	778	xxxx	xxxxx
Move Cap.:	99	88	571	xxxx	86	632	873	xxxx	xxxxx	778	xxxx	xxxxx
Volume/Cap:	0.95	0.16	0.04	xxxx	0.09	0.03	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	115	xxxxx	xxxx	xxxx	224	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	8.3	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	204	xxxxx	xxxxx	xxxx	23.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	204.5			23.3			xxxxxx			xxxxxx		
ApproachLOS:	F			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	94	14	25	0	8	20	10	847	31	37	741	2
ApproachDel:	204.5			23.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=133]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1829]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1829]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	94	14	25	0	8	20	10	847	31	37	741	2

Major Street Volume: 1668
Minor Approach Volume: 133
Minor Approach Volume Threshold: 109

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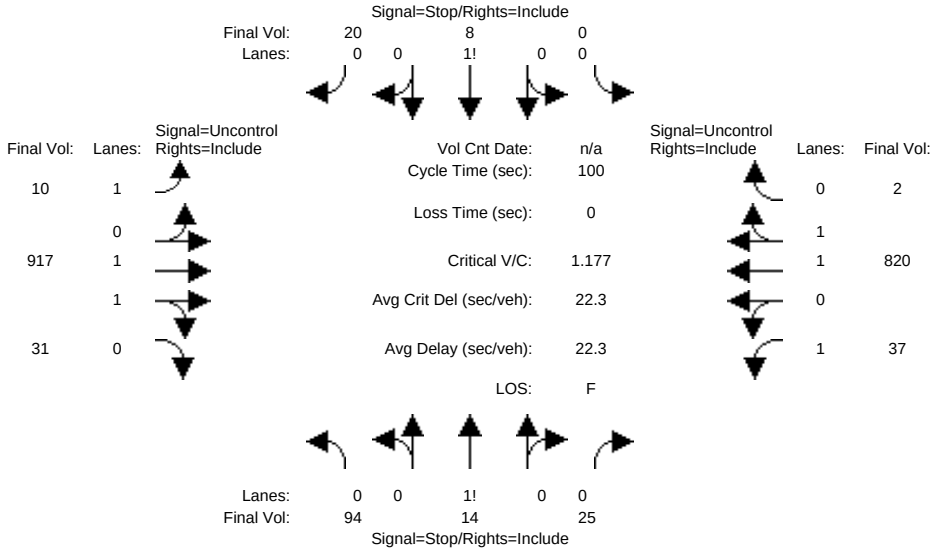
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #4: Spring St/Hedding St



Street Name:	Spring Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	94	14	25	0	8	20	10	917	31	37	820	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	14	25	0	8	20	10	917	31	37	820	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	14	25	0	8	20	10	917	31	37	820	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	14	25	0	8	20	10	917	31	37	820	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	14	25	0	8	20	10	917	31	37	820	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1441	1849	474	xxxx	1863	411	822	xxxx	xxxxx	948	xxxx	xxxxx
Potent Cap.:	95	75	542	xxxx	74	596	816	xxxx	xxxxx	732	xxxx	xxxxx
Move Cap.:	80	71	542	xxxx	69	596	816	xxxx	xxxxx	732	xxxx	xxxxx
Volume/Cap:	1.18	0.20	0.05	xxxx	0.12	0.03	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	94	xxxxx	xxxx	xxxx	188	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	9.9	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	322	xxxxx	xxxxx	xxxx	27.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	D	*	*	*	*	*	*
ApproachDel:	321.7			27.5			xxxxxx			xxxxxx		
ApproachLOS:	F			D			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Initial Vol:	94	14	25	0	8	20	10	917	31	37	820	2
ApproachDel:	321.7			27.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=133]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1978]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1978]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Initial Vol:	94	14	25	0	8	20	10	917	31	37	820	2

Major Street Volume: 1817
Minor Approach Volume: 133
Minor Approach Volume Threshold: 79 [less than minimum of 100]

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

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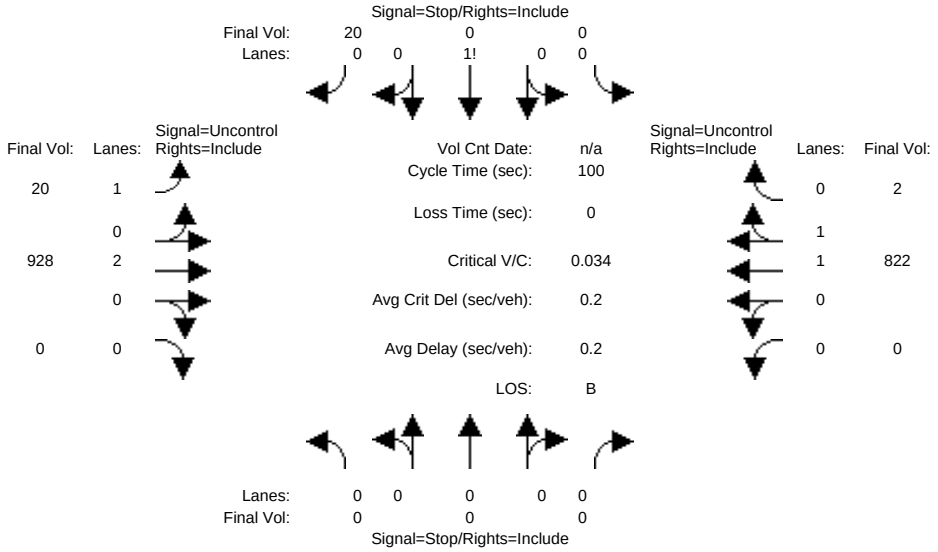
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P PM

Intersection #4: Spring St/Hedding St



Street Name:	Spring Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	20	20	927	0	0	820	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	20	20	927	0	0	820	2
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	20	20	928	0	0	822	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	20	20	928	0	0	822	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	20	20	928	0	0	822	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	412	824	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	595	815	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	595	815	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	20	20	928	0	0	822	2
ApproachDel:	xxxxxx			11.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1792]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Spring St/Hedding St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	20	20	928	0	0	822	2

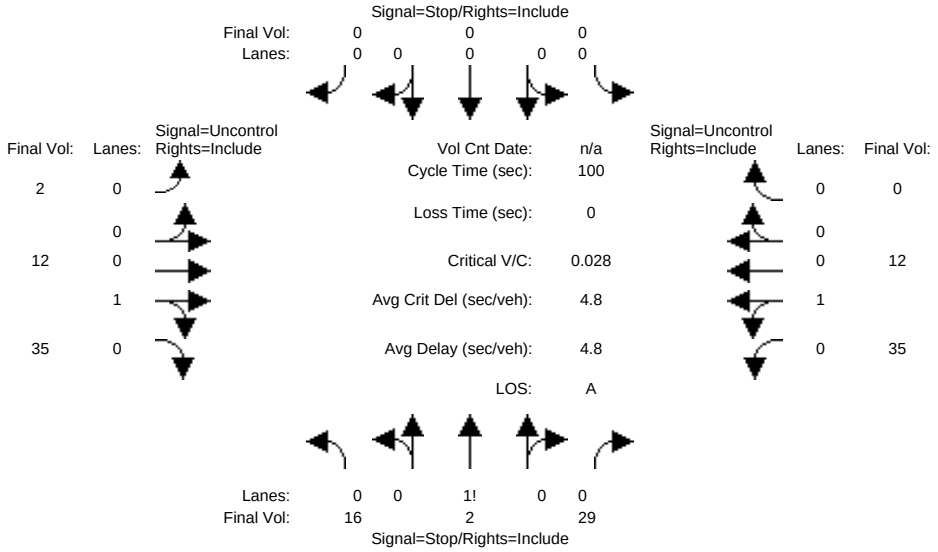
Major Street Volume: 1772
Minor Approach Volume: 20
Minor Approach Volume Threshold: 88 [less than minimum of 100]

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

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

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

Intersection #5: Walnut St/Asbury St



Street Name:	Walnut Sreet						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	16	2	29	0	0	0	2	12	35	35	12	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	2	29	0	0	0	2	12	35	35	12	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2	29	0	0	0	2	12	35	35	12	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	2	29	0	0	0	2	12	35	35	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	2	29	0	0	0	2	12	35	35	12	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	116	116	30	xxxx	xxxx	xxxxx	12	xxxx	xxxxx	47	xxxx	xxxxx
Potent Cap.:	886	778	1051	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx	1573	xxxx	xxxxx
Move Cap.:	869	760	1051	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx	1573	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.03	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	966	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0		
Initial Vol:	16	2	29	0	0	0	2	12	35	35	12	0
ApproachDel:	8.9			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=143]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0		
Initial Vol:	16	2	29	0	0	0	2	12	35	35	12	0

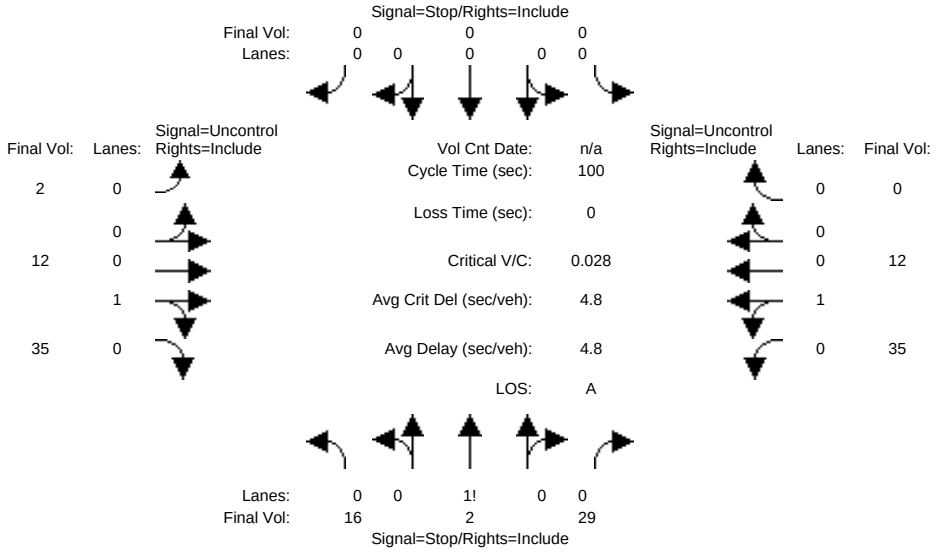
Major Street Volume: 96
Minor Approach Volume: 47
Minor Approach Volume Threshold: 844

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

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

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

Intersection #5: Walnut St/Asbury St



Street Name:	Walnut Sreet						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	16	2	29	0	0	0	2	12	35	35	12	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	2	29	0	0	0	2	12	35	35	12	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2	29	0	0	0	2	12	35	35	12	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	2	29	0	0	0	2	12	35	35	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	2	29	0	0	0	2	12	35	35	12	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	116	116	30	xxxx	xxxx	xxxxx	12	xxxx	xxxxx	47	xxxx	xxxxx
Potent Cap.:	886	778	1051	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx	1573	xxxx	xxxxx
Move Cap.:	869	760	1051	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx	1573	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.03	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	966	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0		
Initial Vol:	16	2	29	0	0	0	2	12	35	35	12	0
ApproachDel:	8.9			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=143]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0		
Initial Vol:	16	2	29	0	0	0	2	12	35	35	12	0

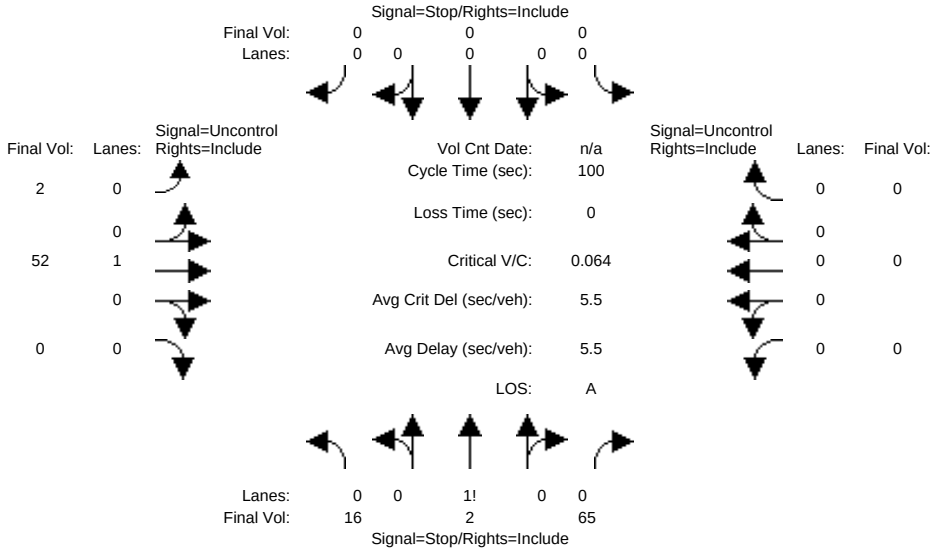
Major Street Volume: 96
Minor Approach Volume: 47
Minor Approach Volume Threshold: 844

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

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

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

Intersection #5: Walnut St/Asbury St



Street Name:	Walnut Sreet						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	16	2	29	0	0	0	2	47	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	2	29	0	0	0	2	47	0	0	0	0
Added Vol:	0	0	36	0	0	0	0	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2	65	0	0	0	2	52	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	2	65	0	0	0	2	52	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	2	65	0	0	0	2	52	0	0	0	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	56	56	52	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	957	839	1021	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	956	838	1021	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.06	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	1003	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:		8.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 0 0		
Initial Vol:	16	2	65	0	0	0	2	52	0	0	0	0
ApproachDel:	8.9			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=137]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Walnut St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 0 0		
Initial Vol:	16	2	65	0	0	0	2	52	0	0	0	0

Major Street Volume: 54
Minor Approach Volume: 83
Minor Approach Volume Threshold: 998

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

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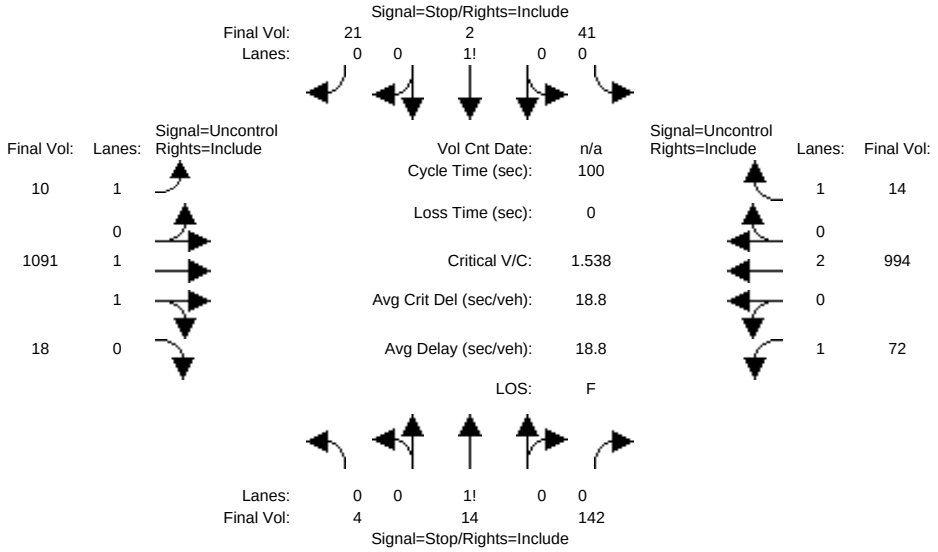
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng PM

Intersection #6: Walnut St/Taylor St



Street Name:	Walnut Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	14	142	41	2	21	10	1091	18	72	994	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	14	142	41	2	21	10	1091	18	72	994	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	14	142	41	2	21	10	1091	18	72	994	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	14	142	41	2	21	10	1091	18	72	994	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	14	142	41	2	21	10	1091	18	72	994	14
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1762	2272	555	1711	2267	497	1008	xxxx	xxxxx	1109	xxxx	xxxxx
Potent Cap.:	55	41	481	60	41	524	695	xxxx	xxxxx	637	xxxx	xxxxx
Move Cap.:	45	36	481	27	36	524	695	xxxx	xxxxx	637	xxxx	xxxxx
Volume/Cap:	0.09	0.39	0.30	1.54	0.06	0.04	0.01	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	11.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	206	xxxxx	xxxx	39	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	5.4	xxxxx	xxxxx	6.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	64.9	xxxxx	xxxxx	536	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	64.9			536.2			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	4	14	142	41	2	21	10	1091	18	72	994	14
ApproachDel:	64.9			536.2			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=160]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2423]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=64]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2423]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	4	14	142	41	2	21	10	1091	18	72	994	14

Major Street Volume: 2199
Minor Approach Volume: 160
Minor Approach Volume Threshold: 13 [less than minimum of 100]

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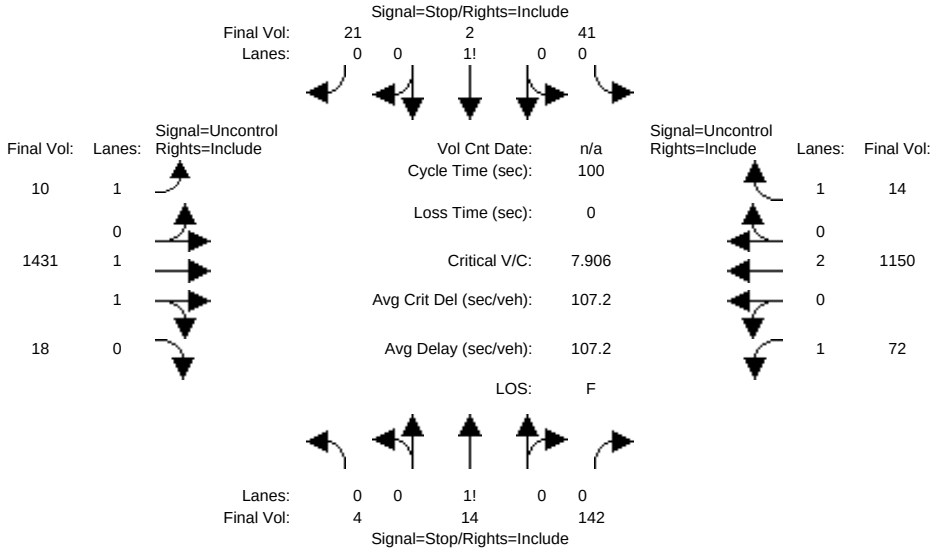
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #6: Walnut St/Taylor St



Street Name:	Walnut Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	14	142	41	2	21	10	1431	18	72	1150	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	14	142	41	2	21	10	1431	18	72	1150	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	14	142	41	2	21	10	1431	18	72	1150	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	14	142	41	2	21	10	1431	18	72	1150	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	14	142	41	2	21	10	1431	18	72	1150	14
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2180	2768	725	2037	2763	575	1164	xxxx	xxxxx	1449	xxxx	xxxxx
Potent Cap.:	26	20	372	34	20	466	607	xxxx	xxxxx	474	xxxx	xxxxx
Move Cap.:	20	16	372	5	16	466	607	xxxx	xxxxx	474	xxxx	xxxxx
Volume/Cap:	0.20	0.86	0.38	7.91	0.12	0.05	0.02	xxxx	xxxx	0.15	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	14.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	111	xxxxx	xxxx	8	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	11.4	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	311	xxxxx	xxxxx	4096	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	310.9			4095.6			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	4	14	142	41	2	21	10	1431	18	72	1150	14
ApproachDel:	310.9			4095.6			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=160]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2919]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=72.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=64]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2919]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Initial Vol:	4	14	142	41	2	21	10	1431	18	72	1150	14

Major Street Volume: 2695
Minor Approach Volume: 160
Minor Approach Volume Threshold: -57 [less than minimum of 100]

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

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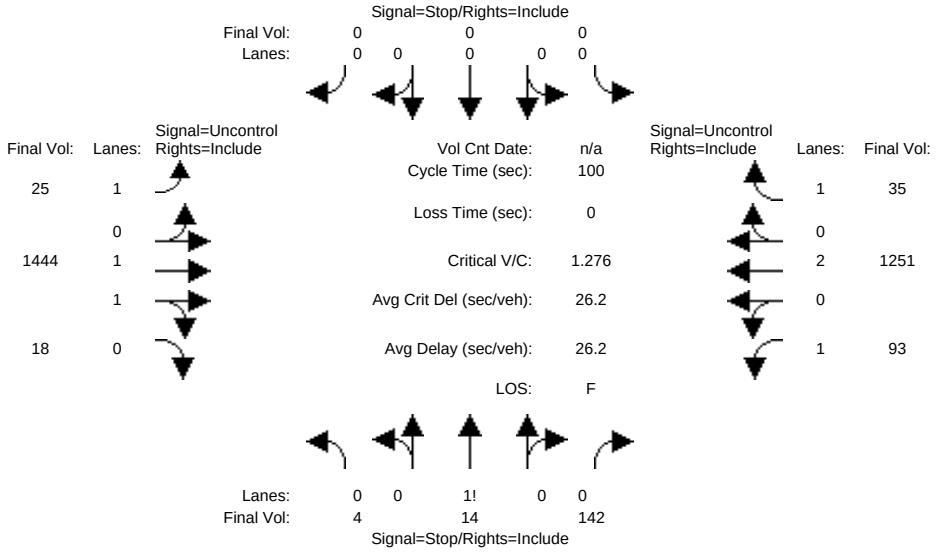
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P PM

Intersection #6: Walnut St/Taylor St



Street Name:	Walnut Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	14	142	0	0	0	10	1431	18	80	1238	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	14	142	0	0	0	10	1431	18	80	1238	14
Added Vol:	0	0	0	0	0	0	15	13	0	13	13	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	14	142	0	0	0	25	1444	18	93	1251	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	14	142	0	0	0	25	1444	18	93	1251	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	14	142	0	0	0	25	1444	18	93	1251	35
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2315	2975	731	xxxx	xxxx	xxxxx	1286	xxxx	xxxxx	1462	xxxx	xxxxx
Potent Cap.:	33	14	369	xxxx	xxxx	xxxxx	546	xxxx	xxxxx	468	xxxx	xxxxx
Move Cap.:	27	11	369	xxxx	xxxx	xxxxx	546	xxxx	xxxxx	468	xxxx	xxxxx
Volume/Cap:	0.15	1.28	0.39	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.20	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.9	xxxx	xxxxx	14.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	88	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	486	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	485.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0 0	0 0		1 0 1	1 0		1 0 2	0 1	
Initial Vol:	4	14	142	0	0	0	25	1444	18	93	1251	35
ApproachDel:	485.8			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=21.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=160]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3026]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #6 Walnut St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0 0	0 0		1 0 1	1 0		1 0 2	0 1	
Initial Vol:	4	14	142	0	0	0	25	1444	18	93	1251	35

Major Street Volume: 2866
Minor Approach Volume: 160
Minor Approach Volume Threshold: -78 [less than minimum of 100]

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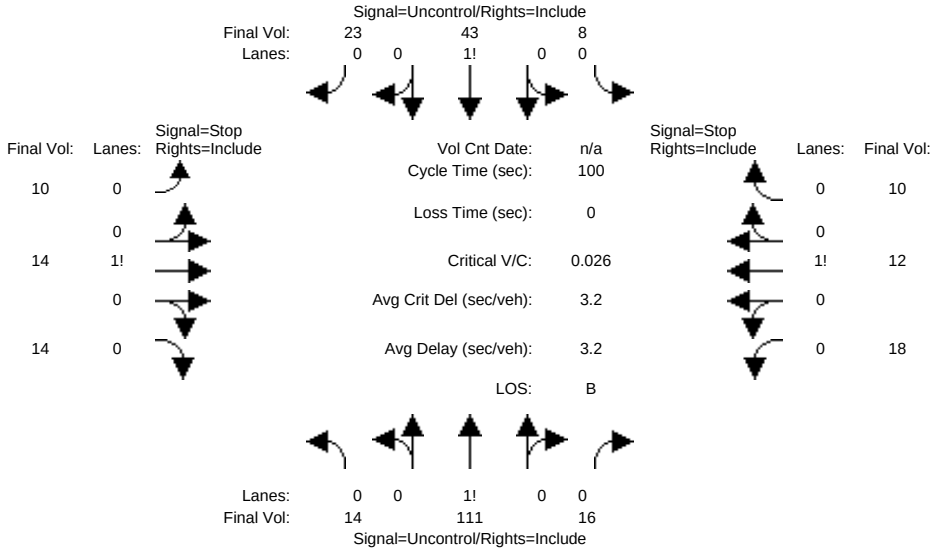
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng PM

Intersection #7: Spring St/Asbury St



Street Name:	Spring Street						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	14	111	16	8	43	23	10	14	14	18	12	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	111	16	8	43	23	10	14	14	18	12	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	111	16	8	43	23	10	14	14	18	12	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	111	16	8	43	23	10	14	14	18	12	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	111	16	8	43	23	10	14	14	18	12	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	66	xxxx	xxxxx	127	xxxx	xxxxx	229	226	55	232	229	119
Potent Cap.:	1549	xxxx	xxxxx	1472	xxxx	xxxxx	731	677	1018	728	674	938
Move Cap.:	1549	xxxx	xxxxx	1472	xxxx	xxxxx	705	667	1018	698	664	938
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.02	0.01	0.03	0.02	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	777	xxxxx	xxxx	734	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.9			10.2		
ApproachLOS:	*			*			A			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	14	111	16	8	43	23	10	14	14	18	12	10
ApproachDel:	xxxxxx			xxxxxx			9.9			10.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=293]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=293]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	14	111	16	8	43	23	10	14	14	18	12	10

Major Street Volume: 215
Minor Approach Volume: 40
Minor Approach Volume Threshold: 629

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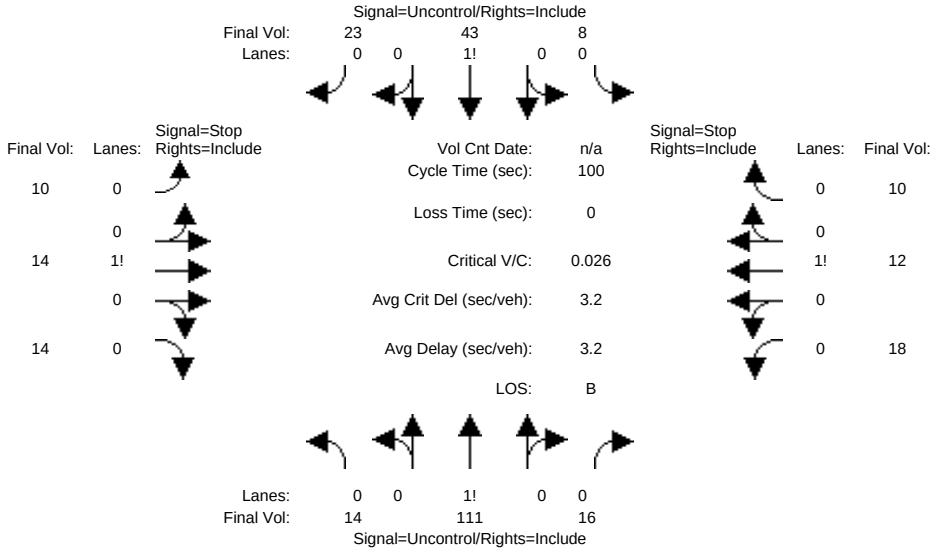
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #7: Spring St/Asbury St



Street Name:	Spring Street						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	14	111	16	8	43	23	10	14	14	18	12	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	111	16	8	43	23	10	14	14	18	12	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	111	16	8	43	23	10	14	14	18	12	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	111	16	8	43	23	10	14	14	18	12	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	111	16	8	43	23	10	14	14	18	12	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	66	xxxx	xxxxx	127	xxxx	xxxxx	229	226	55	232	229	119
Potent Cap.:	1549	xxxx	xxxxx	1472	xxxx	xxxxx	731	677	1018	728	674	938
Move Cap.:	1549	xxxx	xxxxx	1472	xxxx	xxxxx	705	667	1018	698	664	938
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.02	0.01	0.03	0.02	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	777	xxxxx	xxxx	734	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.9			10.2		
ApproachLOS:	*			*			A			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	14	111	16	8	43	23	10	14	14	18	12	10
ApproachDel:	xxxxxx			xxxxxx			9.9			10.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=293]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=293]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	14	111	16	8	43	23	10	14	14	18	12	10

Major Street Volume: 215
Minor Approach Volume: 40
Minor Approach Volume Threshold: 629

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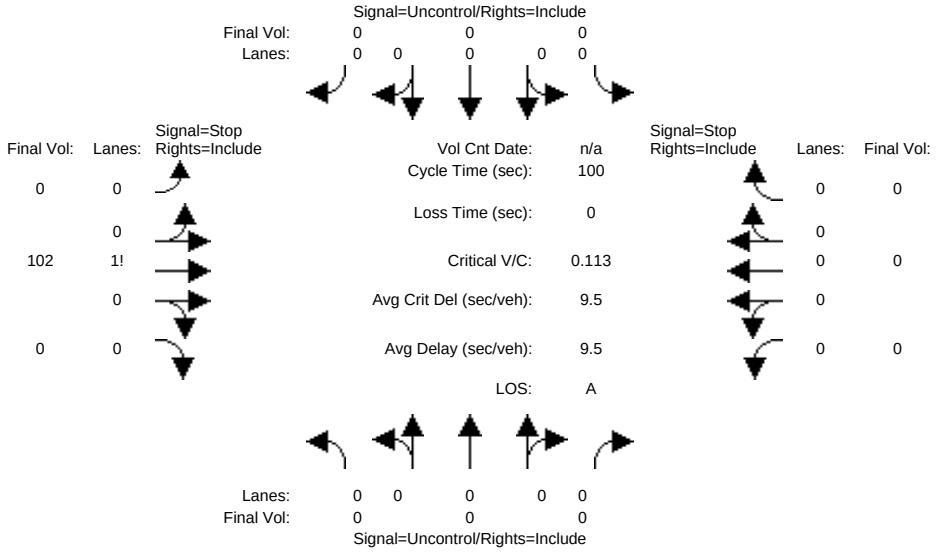
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P PM

Intersection #7: Spring St/Asbury St



Street Name:	Spring Street						Asbury Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	61	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	61	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	41	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	102	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	102	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	102	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	900	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	900	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	A	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 0 0 0 0		
Initial Vol:	0	0	0	0	0	0	0	102	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=102]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=1][total volume=102]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #7 Spring St/Asbury St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 0 0 0 0		
Initial Vol:	0	0	0	0	0	0	0	102	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 102
Minor Approach Volume Threshold: +Inf

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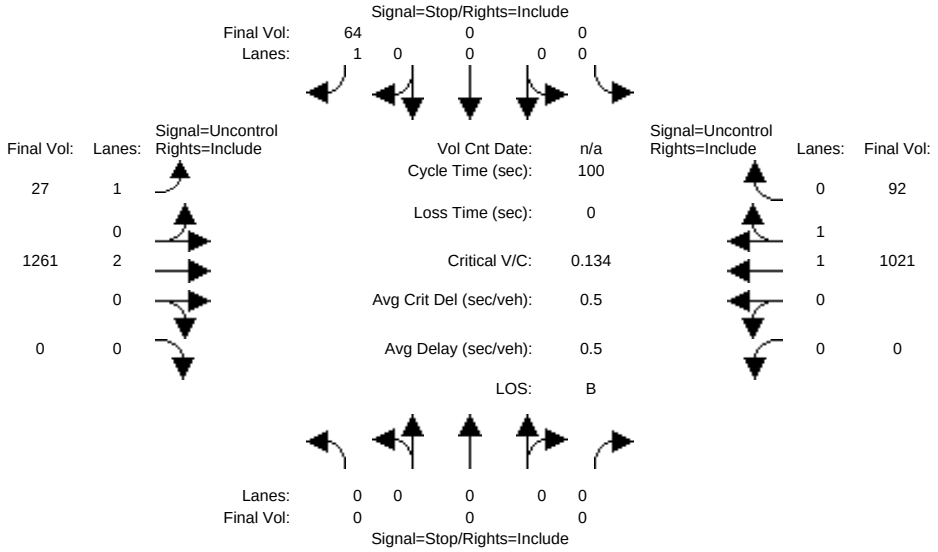
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng PM

Intersection #8: Spring St/Taylor St



Street Name:	Spring Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	64	27	1261	0	0	1021	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	64	27	1261	0	0	1021	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	64	27	1261	0	0	1021	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	64	27	1261	0	0	1021	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	64	27	1261	0	0	1021	92
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	557	1113	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	479	635	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	479	635	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.7	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0 2	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	64	27	1261	0	0	1021	92
ApproachDel:	xxxxxx			13.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=64]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2465]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0 2	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	64	27	1261	0	0	1021	92

Major Street Volume: 2401
Minor Approach Volume: 64
Minor Approach Volume Threshold: -17 [less than minimum of 100]

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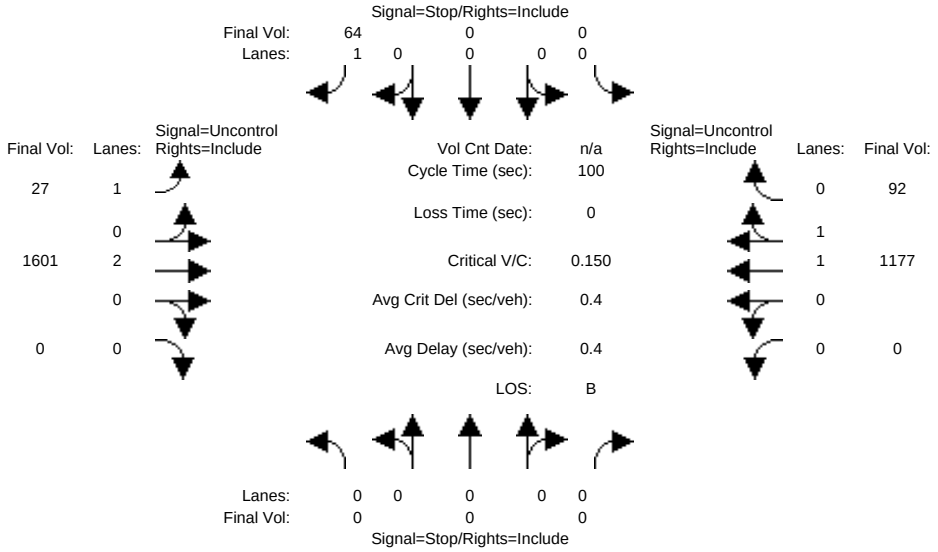
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #8: Spring St/Taylor St



Street Name:	Spring Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	64	27	1601	0	0	1177	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	64	27	1601	0	0	1177	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	64	27	1601	0	0	1177	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	64	27	1601	0	0	1177	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	64	27	1601	0	0	1177	92
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	635	1269	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	426	554	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	426	554	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.9	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	64	27	1601	0	0	1177	92
ApproachDel:	xxxxxx			14.9			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=64]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2961]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	64	27	1601	0	0	1177	92

Major Street Volume: 2897
Minor Approach Volume: 64
Minor Approach Volume Threshold: -82 [less than minimum of 100]

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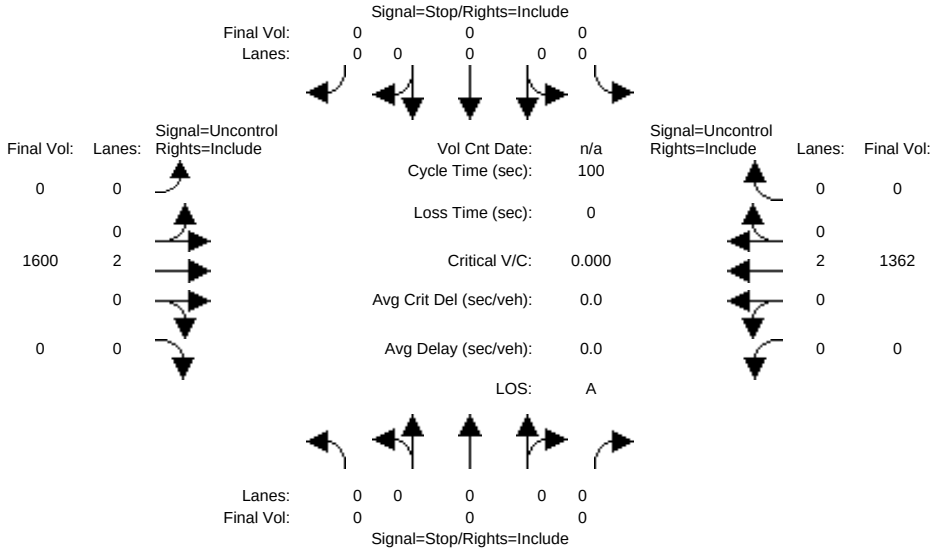
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P PM

Intersection #8: Spring St/Taylor St



Street Name:	Spring Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1587	0	0	1315	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1587	0	0	1315	0
Added Vol:	0	0	0	0	0	0	0	13	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1600	0	0	1362	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1600	0	0	1362	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1600	0	0	1362	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Spring St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 2	0 0	
Initial Vol:	0	0	0	0	0	0	0	1600	0	0	1362	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

Intersection #8 Spring St/Taylor St

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 2	0 0	
Initial Vol:	0	0	0	0	0	0	0	1600	0	0	1362	0

Major Street Volume: 2962
Minor Approach Volume: 0
Minor Approach Volume Threshold: -89 [less than minimum of 100]

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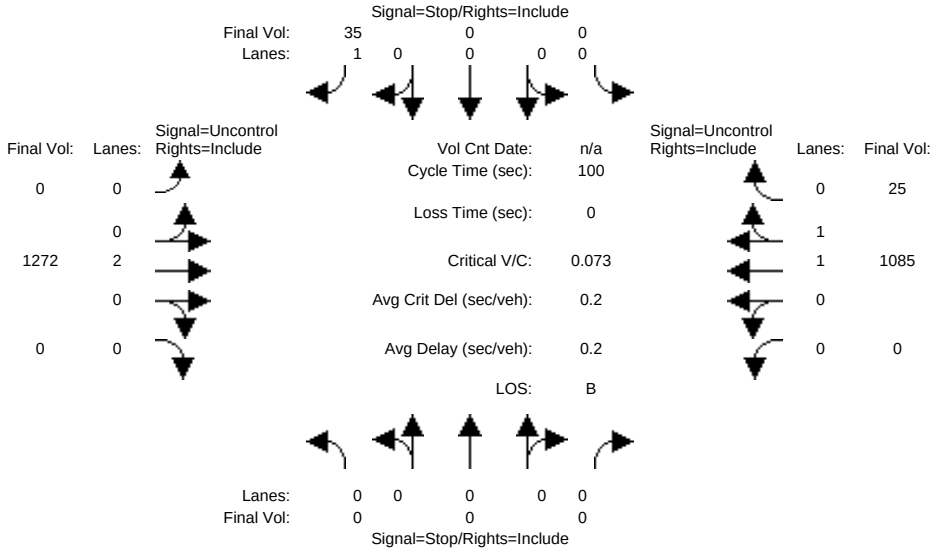
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exisitng PM

Intersection #9: Irene St/Taylor St



Street Name:	Irene Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	0	0	0	35	0	1272	0	0	1085	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	35	0	1272	0	0	1085	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	0	1272	0	0	1085	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	35	0	1272	0	0	1085	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	35	0	1272	0	0	1085	25
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	555	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	480	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	480	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	35	0	1272	0	0	1085	25
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2417]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	35	0	1272	0	0	1085	25

Major Street Volume: 2382
Minor Approach Volume: 35
Minor Approach Volume Threshold: -14 [less than minimum of 100]

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

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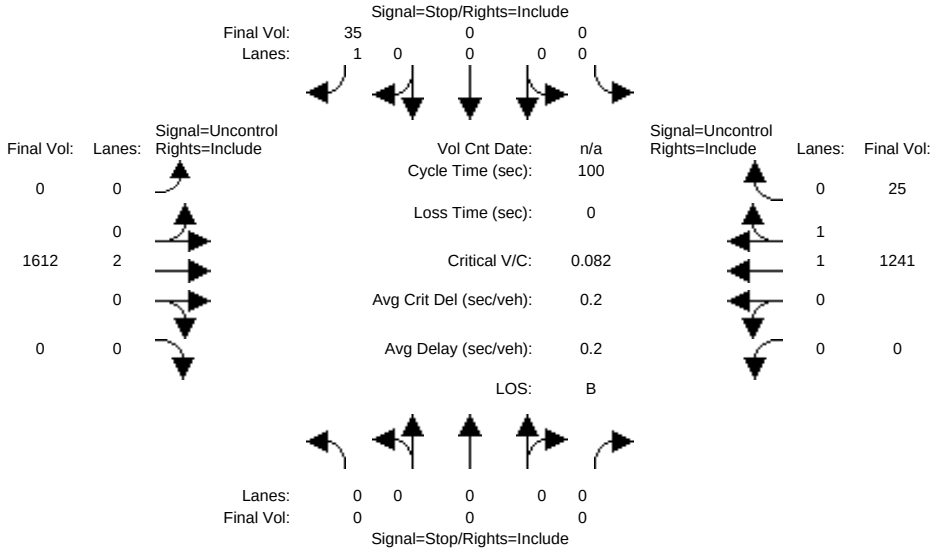
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #9: Irene St/Taylor St



Street Name:	Irene Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	0	0	0	35	0	1612	0	0	1241	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	35	0	1612	0	0	1241	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	0	1612	0	0	1241	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	35	0	1612	0	0	1241	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	35	0	1612	0	0	1241	25
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	633	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	427	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	427	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	35	0	1612	0	0	1241	25
ApproachDel:	xxxxxx			14.2			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2913]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	35	0	1612	0	0	1241	25

Major Street Volume: 2878
Minor Approach Volume: 35
Minor Approach Volume Threshold: -79 [less than minimum of 100]

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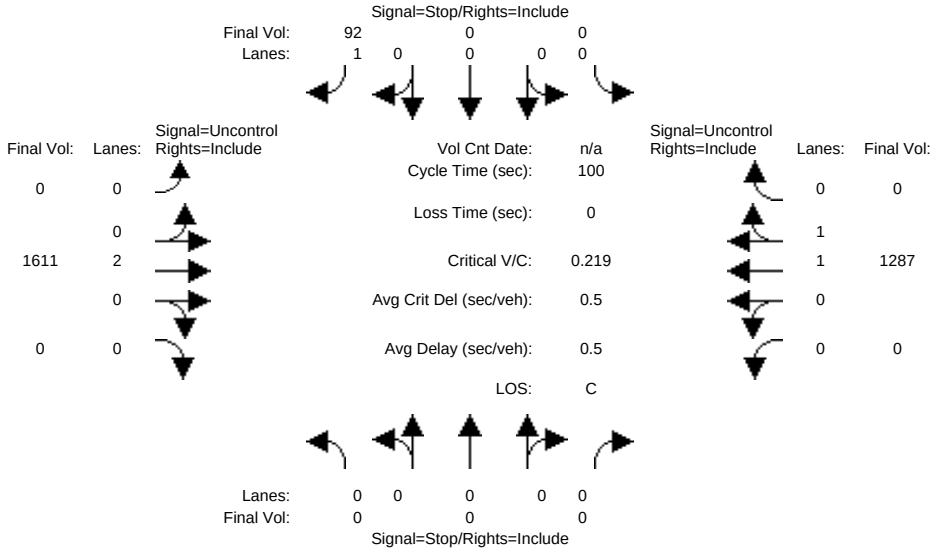
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P PM

Intersection #9: Irene St/Taylor St



Street Name:	Irene Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	66	0	1598	0	0	1266	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	66	0	1598	0	0	1266	0
Added Vol:	0	0	0	0	0	26	0	13	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	92	0	1611	0	0	1287	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	92	0	1611	0	0	1287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	92	0	1611	0	0	1287	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	421	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	421	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	92	0	1611	0	0	1287	0
ApproachDel:	xxxxxx			15.9			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=92]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2990]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Irene St/Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	92	0	1611	0	0	1287	0

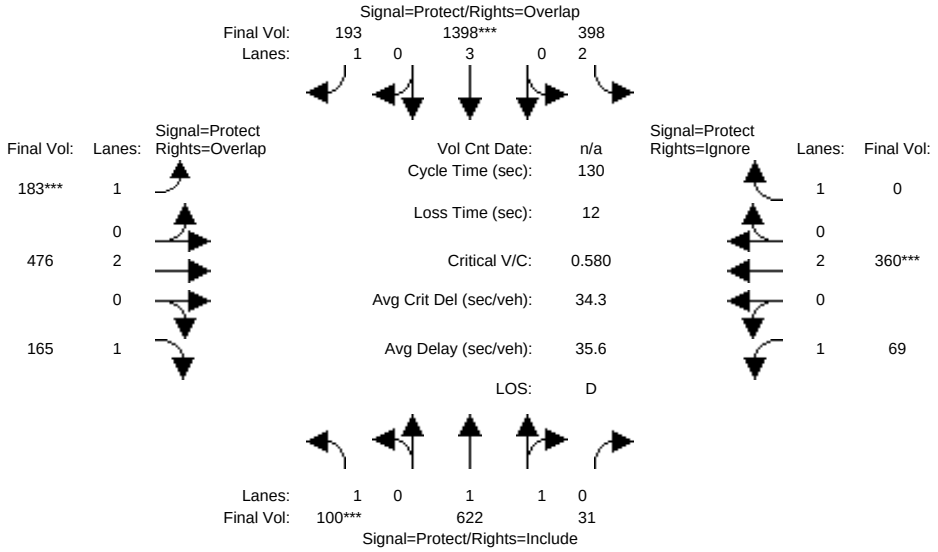
Major Street Volume: 2898
Minor Approach Volume: 92
Minor Approach Volume Threshold: -82 [less than minimum of 100]

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

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exisitng PM

Intersection #3413: Coleman Ave/Hedding St

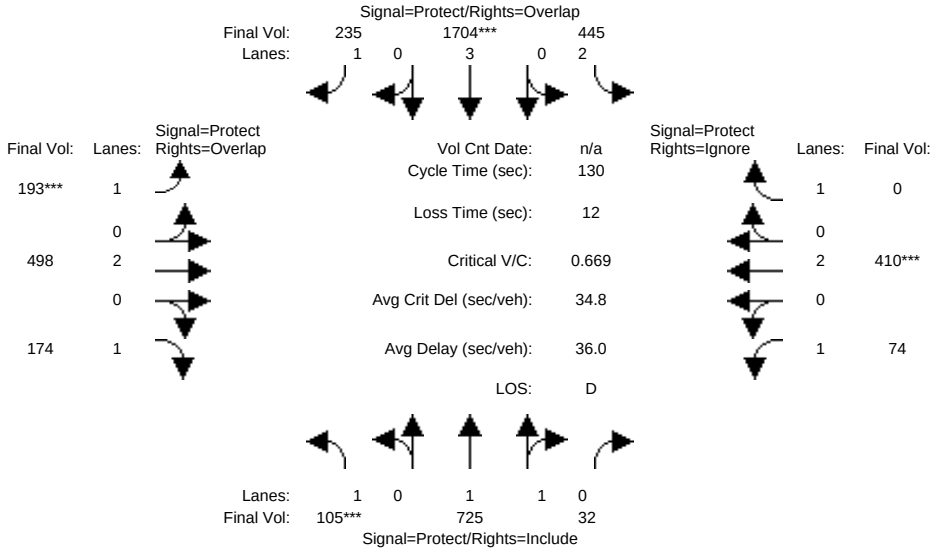


Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	622	31	398	1398	193	183	476	165	69	360	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	622	31	398	1398	193	183	476	165	69	360	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	622	31	398	1398	193	183	476	165	69	360	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	100	622	31	398	1398	193	183	476	165	69	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	622	31	398	1398	193	183	476	165	69	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	100	622	31	398	1398	193	183	476	165	69	360	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.92	0.91	0.85	0.95	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	1.91	0.09	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3415	170	3502	5187	1615	1805	3610	1615	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.11	0.27	0.12	0.10	0.13	0.10	0.04	0.10	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.35	0.35	0.22	0.47	0.64	0.17	0.25	0.34	0.10	0.17	0.00
Volume/Cap:	0.58	0.53	0.53	0.53	0.58	0.19	0.58	0.54	0.30	0.38	0.58	0.00
Uniform Del:	56.3	34.1	34.1	45.1	25.5	9.6	49.2	42.5	31.3	54.7	49.5	0.0
IncremntDel:	4.9	0.4	0.4	0.7	0.4	0.1	2.7	0.6	0.3	1.3	1.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	61.2	34.5	34.5	45.8	25.8	9.7	51.9	43.2	31.7	56.0	50.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	34.5	34.5	45.8	25.8	9.7	51.9	43.2	31.7	56.0	50.9	0.0
LOS by Move:	E	C	C	D	C	A	D	D	C	E	D	A
HCM2kAvgQ:	4	11	11	7	15	3	7	9	5	3	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3413: Coleman Ave/Hedding St

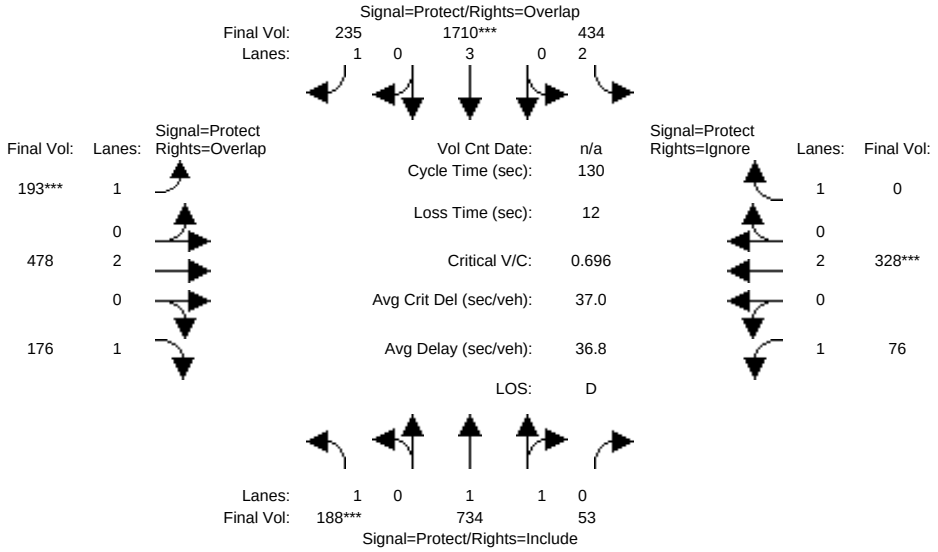


Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	725	32	445	1704	235	193	498	174	74	410	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	725	32	445	1704	235	193	498	174	74	410	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	725	32	445	1704	235	193	498	174	74	410	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	105	725	32	445	1704	235	193	498	174	74	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	725	32	445	1704	235	193	498	174	74	410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	105	725	32	445	1704	235	193	498	174	74	410	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.92	0.91	0.85	0.95	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	1.92	0.08	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3437	152	3502	5187	1615	1805	3610	1615	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.13	0.33	0.15	0.11	0.14	0.11	0.04	0.11	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.36	0.36	0.22	0.49	0.65	0.16	0.24	0.32	0.09	0.17	0.00
Volume/Cap:	0.67	0.58	0.58	0.58	0.67	0.22	0.67	0.58	0.33	0.44	0.67	0.00
Uniform Del:	57.5	33.7	33.7	45.6	25.1	9.3	51.4	43.9	33.3	55.8	50.5	0.0
IncremntDel:	10.6	0.7	0.7	1.2	0.7	0.1	5.9	1.0	0.4	1.9	2.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	68.1	34.4	34.4	46.8	25.8	9.4	57.3	44.9	33.7	57.7	53.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	34.4	34.4	46.8	25.8	9.4	57.3	44.9	33.7	57.7	53.4	0.0
LOS by Move:	E	C	C	D	C	A	E	D	C	E	D	A
HCM2kAvgQ:	4	12	12	8	19	4	8	10	5	3	9	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P PM

Intersection #3413: Coleman Ave/Hedding St

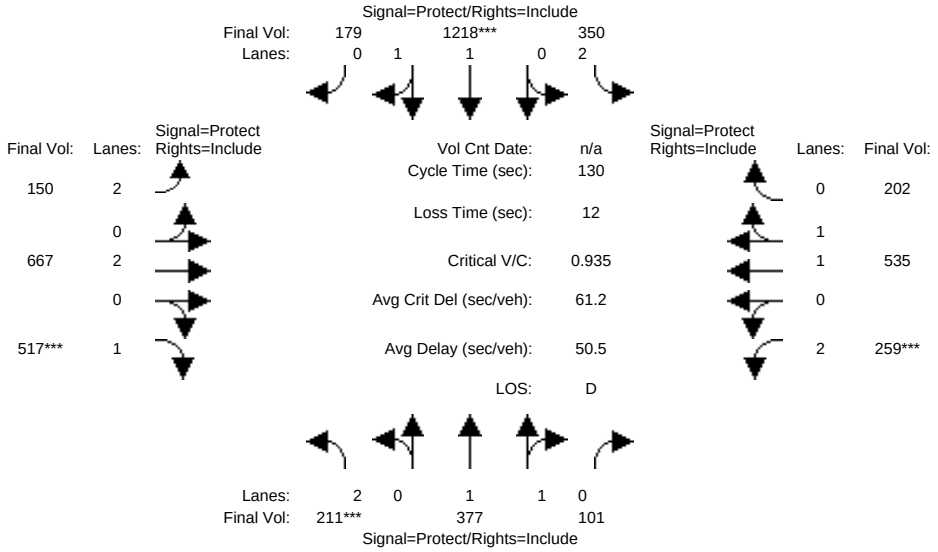


Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	730	52	434	1704	235	193	478	174	74	328	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	730	52	434	1704	235	193	478	174	74	328	448
Added Vol:	1	4	1	0	6	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	734	53	434	1710	235	193	478	176	76	328	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	188	734	53	434	1710	235	193	478	176	76	328	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	734	53	434	1710	235	193	478	176	76	328	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	188	734	53	434	1710	235	193	478	176	76	328	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.92	0.91	0.85	0.95	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	1.87	0.13	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3333	241	3502	5187	1615	1805	3610	1615	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.12	0.33	0.15	0.11	0.13	0.11	0.04	0.09	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.40	0.40	0.22	0.47	0.63	0.15	0.20	0.35	0.08	0.13	0.00
Volume/Cap:	0.70	0.55	0.55	0.55	0.70	0.23	0.70	0.66	0.31	0.51	0.70	0.00
Uniform Del:	52.5	30.1	30.1	44.6	26.9	10.6	52.1	47.7	30.7	57.2	54.0	0.0
IncremntDel:	7.7	0.5	0.5	0.9	0.9	0.1	7.5	2.2	0.3	3.0	4.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	60.2	30.6	30.6	45.5	27.7	10.7	59.6	49.9	31.0	60.2	58.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	30.6	30.6	45.5	27.7	10.7	59.6	49.9	31.0	60.2	58.6	0.0
LOS by Move:	E	C	C	D	C	B	E	D	C	E	E	A
HCM2kAvgQ:	7	12	12	8	20	4	9	10	5	4	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exisitng PM

Intersection #3417: Coleman Ave/Taylor St

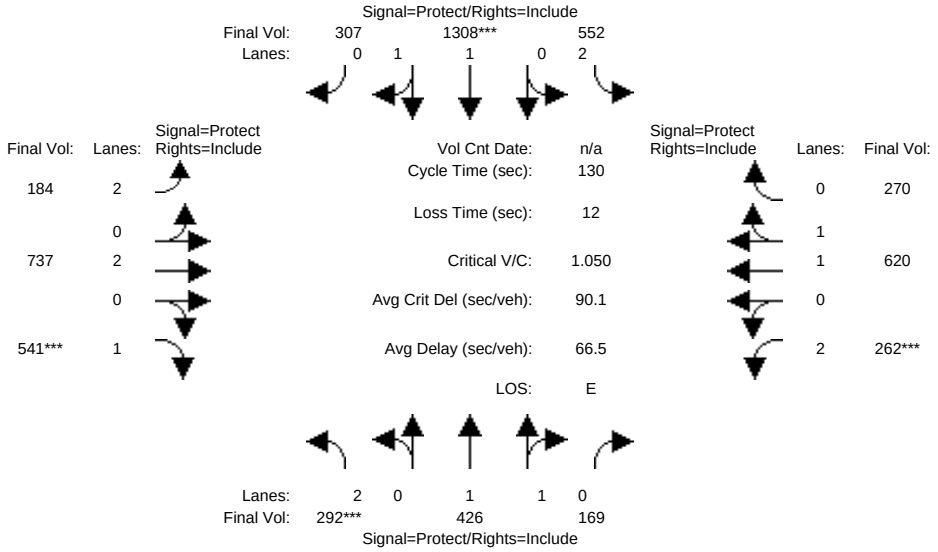


Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	211	377	101	350	1218	179	150	667	517	259	535	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	377	101	350	1218	179	150	667	517	259	535	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	377	101	350	1218	179	150	667	517	259	535	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	377	101	350	1218	179	150	667	517	259	535	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	377	101	350	1218	179	150	667	517	259	535	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	377	101	350	1218	179	150	667	517	259	535	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.93	0.93	0.92	0.95	0.85	0.92	0.91	0.91
Lanes:	2.00	1.58	0.42	2.00	1.74	0.26	2.00	2.00	1.00	2.00	1.45	0.55
Final Sat.:	3502	2756	738	3502	3088	454	3502	3610	1615	3502	2513	949
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.10	0.39	0.39	0.04	0.18	0.32	0.07	0.21	0.21
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.28	0.28	0.21	0.42	0.42	0.09	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	0.94	0.49	0.49	0.49	0.94	0.94	0.50	0.54	0.94	0.94	0.63	0.63
Uniform Del:	60.5	38.9	38.9	45.6	35.9	35.9	56.8	34.5	41.4	59.5	36.4	36.4
IncremntDel:	42.2	0.4	0.4	0.5	11.2	11.2	1.4	0.5	23.4	37.0	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	102.7	39.3	39.3	46.1	47.1	47.1	58.2	35.0	64.7	96.5	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.7	39.3	39.3	46.1	47.1	47.1	58.2	35.0	64.7	96.5	37.5	37.5
LOS by Move:	F	D	D	D	D	D	E	C	E	F	D	D
HCM2kAvgQ:	7	8	8	6	30	30	4	11	24	8	13	13

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3417: Coleman Ave/Taylor St

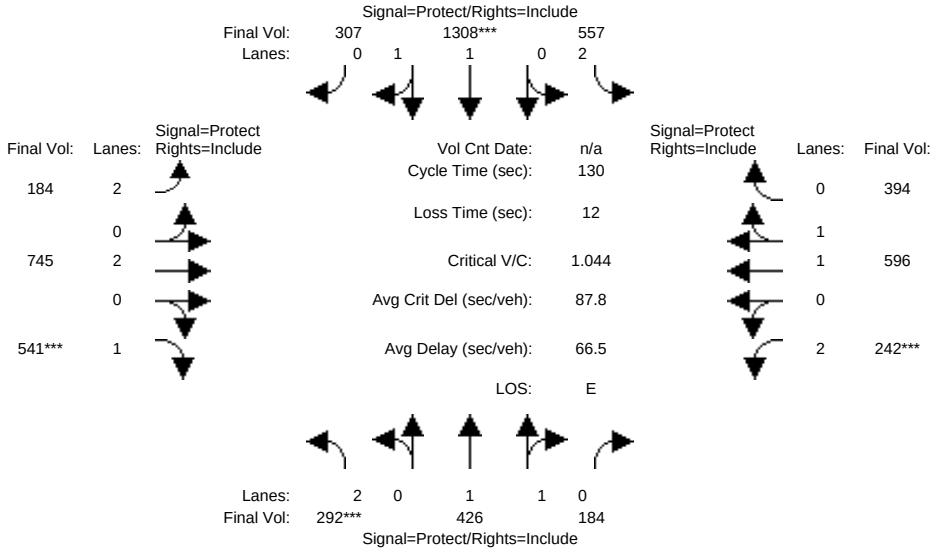


Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	292	426	169	552	1308	307	184	737	541	262	620	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	426	169	552	1308	307	184	737	541	262	620	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	426	169	552	1308	307	184	737	541	262	620	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	426	169	552	1308	307	184	737	541	262	620	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	426	169	552	1308	307	184	737	541	262	620	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	426	169	552	1308	307	184	737	541	262	620	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.92	0.92	0.92	0.95	0.85	0.92	0.91	0.91
Lanes:	2.00	1.43	0.57	2.00	1.62	0.38	2.00	2.00	1.00	2.00	1.39	0.61
Final Sat.:	3502	2473	981	3502	2842	667	3502	3610	1615	3502	2402	1046
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.16	0.46	0.46	0.05	0.20	0.33	0.07	0.26	0.26
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.27	0.27	0.25	0.44	0.44	0.07	0.32	0.32	0.07	0.32	0.32
Volume/Cap:	1.05	0.64	0.64	0.64	1.05	1.05	0.78	0.64	1.05	1.05	0.80	0.80
Uniform Del:	59.8	41.8	41.8	43.7	36.5	36.5	59.7	37.9	44.3	60.4	40.2	40.2
IncremntDel:	67.8	1.5	1.5	1.6	37.5	37.5	15.3	1.2	53.5	70.8	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	127.7	43.3	43.3	45.3	74.0	74.0	75.0	39.1	97.8	131.2	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.7	43.3	43.3	45.3	74.0	74.0	75.0	39.1	97.8	131.2	44.4	44.4
LOS by Move:	F	D	D	D	E	E	E	D	F	F	D	D
HCM2kAvgQ:	10	12	12	10	41	41	6	14	30	9	19	19

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P PM

Intersection #3417: Coleman Ave/Taylor St



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	292	426	169	552	1308	307	184	737	541	241	591	387
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	426	169	552	1308	307	184	737	541	241	591	387
Added Vol:	0	0	15	5	0	0	0	8	0	1	5	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	426	184	557	1308	307	184	745	541	242	596	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	426	184	557	1308	307	184	745	541	242	596	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	426	184	557	1308	307	184	745	541	242	596	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	426	184	557	1308	307	184	745	541	242	596	394
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.92	0.92	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	1.40	0.60	2.00	1.62	0.38	2.00	2.00	1.00	2.00	1.20	0.80
Final Sat.:	3502	2408	1040	3502	2842	667	3502	3610	1615	3502	2043	1351
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.16	0.46	0.46	0.05	0.21	0.33	0.07	0.29	0.29
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.27	0.27	0.25	0.44	0.44	0.06	0.32	0.32	0.07	0.33	0.33
Volume/Cap:	1.04	0.65	0.65	0.65	1.04	1.04	0.87	0.64	1.04	1.04	0.89	0.89
Uniform Del:	59.8	41.6	41.6	43.9	36.3	36.3	60.6	37.8	44.1	60.7	41.6	41.6
IncremntDel:	65.8	1.6	1.6	1.7	35.3	35.3	30.2	1.2	51.5	71.1	9.4	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.6	43.2	43.2	45.6	71.7	71.7	90.7	39.0	95.7	131.8	51.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.6	43.2	43.2	45.6	71.7	71.7	90.7	39.0	95.7	131.8	51.0	51.0
LOS by Move:	F	D	D	D	E	E	F	D	F	F	D	D
HCM2kAvgQ:	10	12	12	10	41	41	6	14	29	9	23	23

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

Appendix E

Signal Warrants

Coleman Avenue and Asbury Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Coleman Avenue — Critical Approach Speed* (mph) 35

Minor Street: Asbury Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)………………………… ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population……………………

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB					
Highest Minor Street Average Delay (sec/veh)	28.9	47.6	50.7					
Corresponding Minor Street Approach Volume (veh/hr)	26	26	26					
Minor Street Total Delay (veh-hrs)	0.2	0.3	0.4					
Total Entering Volume (veh/hr)	2298	2693	2729					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

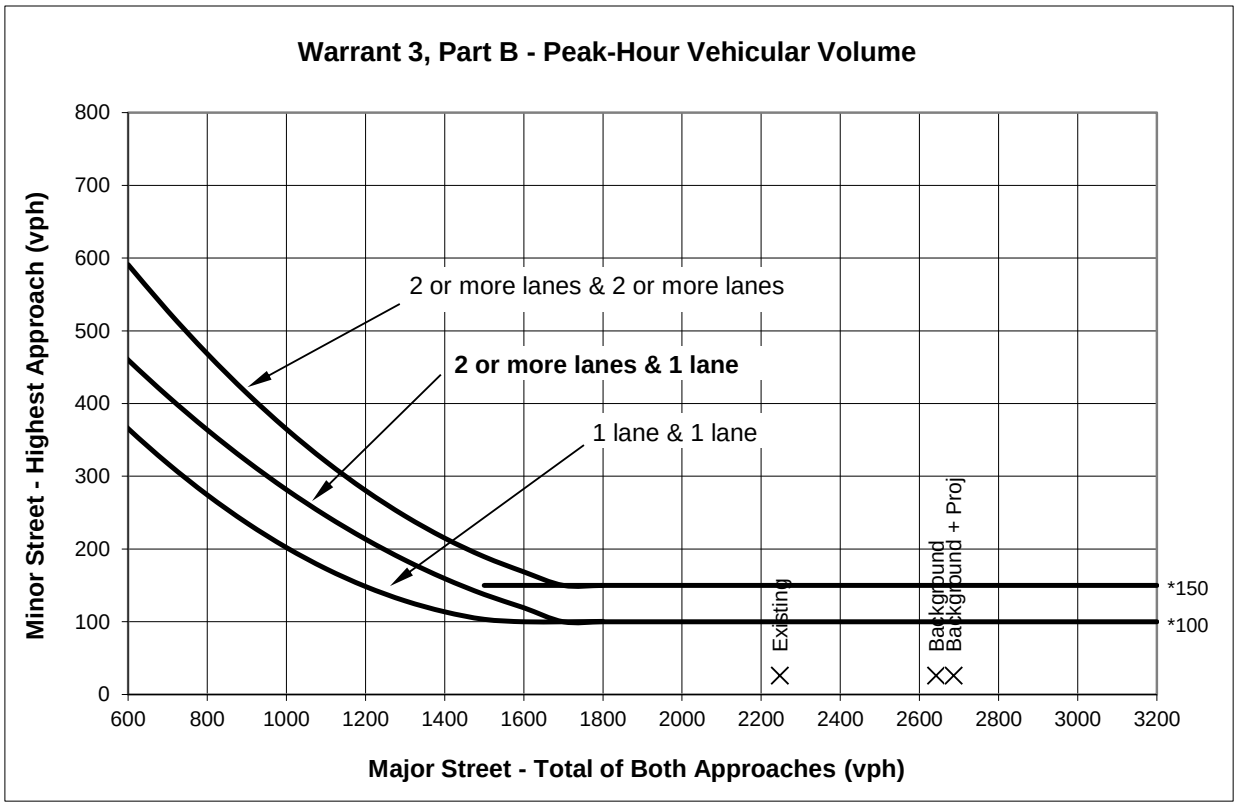
		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Background + Proj					
Major Street - Both Approaches	Coleman Avenue		X	2247	2642	2686					
Minor Street - Highest Approach	Asbury Street	X		26	26	26					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Coleman Avenue and Asbury Street

Coleman Avenue and Asbury Street **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Coleman Avenue		X	2247	2642	2686					
Minor Street - Highest Approach	Asbury Street	X		26	26	26					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Coleman Avenue and Asbury Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Coleman Avenue — Critical Approach Speed* (mph) 35

Minor Street: Asbury Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)………………………. ☐ or
In built up area of isolated community of < 10,000 population……………………. ☐ } **Rural (R)**

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB					
Highest Minor Street Average Delay (sec/veh)	85.9	305.3	507.7					
Corresponding Minor Street Approach Volume (veh/hr)	28	28	28					
Minor Street Total Delay (veh-hrs)	0.7	2.4	3.9					
Total Entering Volume (veh/hr)	2626	3140	3274					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	Yes					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

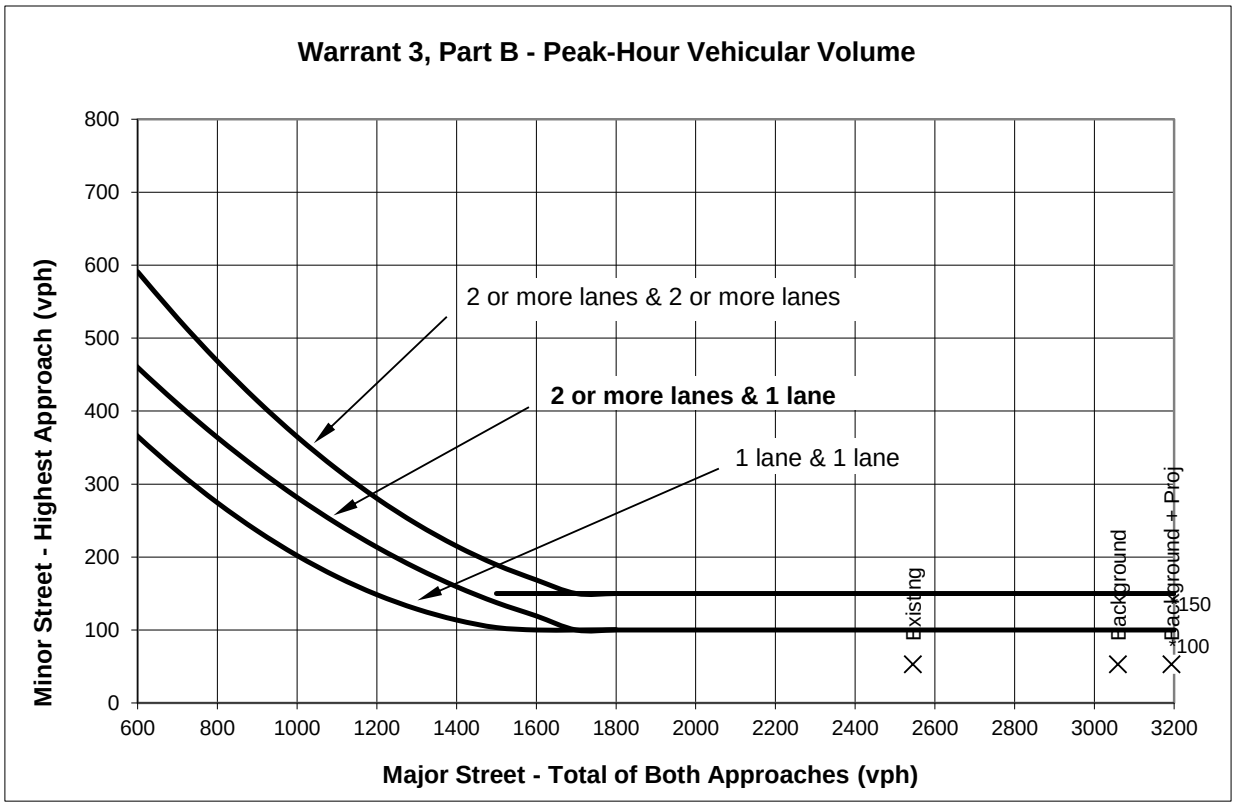
PM PEAK HOUR		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Coleman Avenue		X	2545	3059	3193					
Minor Street - Highest Approach	Asbury Street	X		53	53	53					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Coleman Avenue and Asbury Street

Coleman Avenue and Asbury Street **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Coleman Avenue		X	2545	3059	3193					
Minor Street - Highest Approach	Asbury Street	X		53	53	53					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Spring Street and Hedding Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Hedding Street — Critical Approach Speed* (mph) 35

Minor Street: Spring Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……………………. ☐ or
In built up area of isolated community of < 10,000 population…………………. ☐ } **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	NB	NB	SB					
Highest Minor Street Average Delay (sec/veh)	274.3	343.0	12.0					
Corresponding Minor Street Approach Volume (veh/hr)	270	270	45					
Minor Street Total Delay (veh-hrs)	20.6	25.7	0.2					
Total Entering Volume (veh/hr)	1734	1804	1528					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	Yes	Yes	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**Yes**	**Yes**	**No**					

PART B

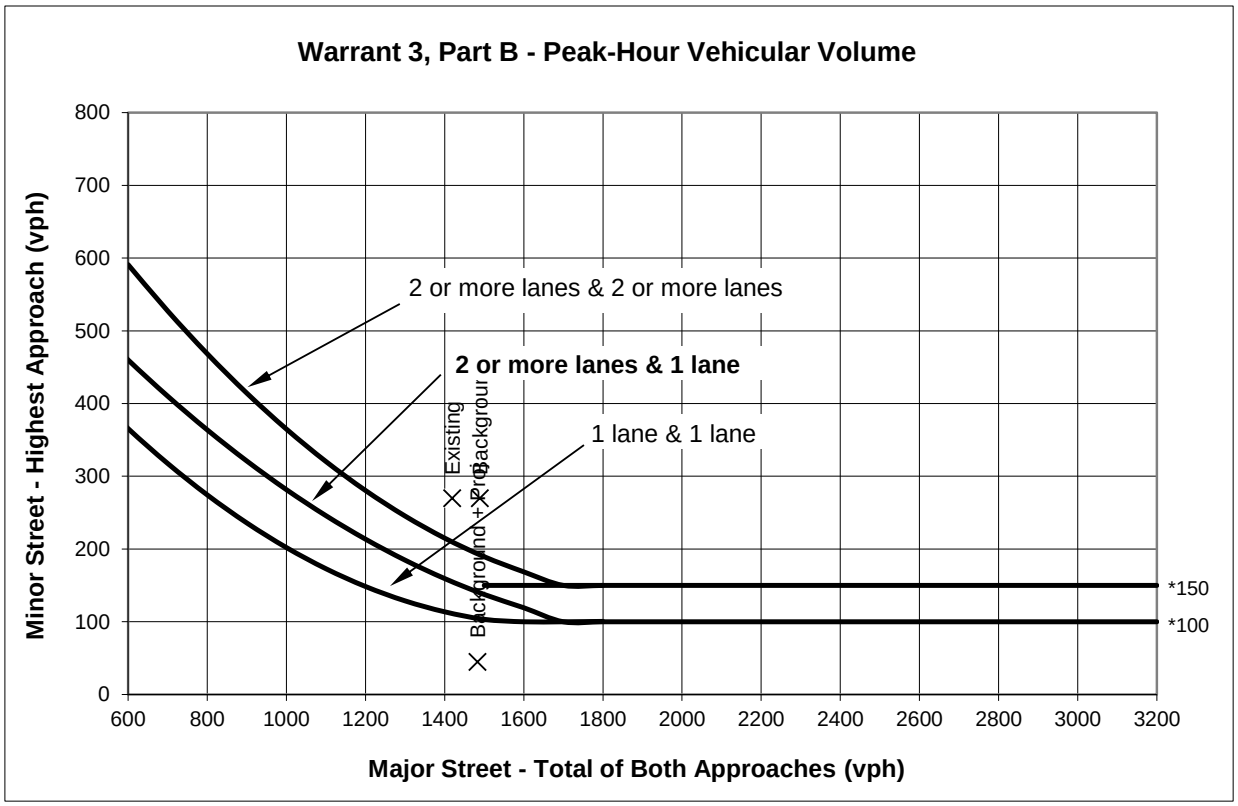
		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Background + Proj					
Major Street - Both Approaches	Hedding Street		X	1419	1489	1483					
Minor Street - Highest Approach	Spring Street	X		270	270	45					
Signal Warranted based on Part B?				**Yes**	**Yes**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Spring Street and Hedding Street

Spring Street and Hedding Street **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Hedding Street		X	1419	1489	1483					
Minor Street - Highest Approach	Spring Street	X		270	270	45					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**Yes**	**Yes**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Spring Street and Hedding Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Hedding Street — Critical Approach Speed* (mph) 35

Minor Street: Spring Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……………………… ☐
or — **Rural (R)**
In built up area of isolated community of < 10,000 population……………………… ☐

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	NB	NB	SB					
Highest Minor Street Average Delay (sec/veh)	204.5	321.7	11.3					
Corresponding Minor Street Approach Volume (veh/hr)	133	133	20					
Minor Street Total Delay (veh-hrs)	7.6	11.9	0.1					
Total Entering Volume (veh/hr)	1829	1978	1792					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	Yes	Yes	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**Yes**	**Yes**	**No**					

PART B

PM PEAK HOUR

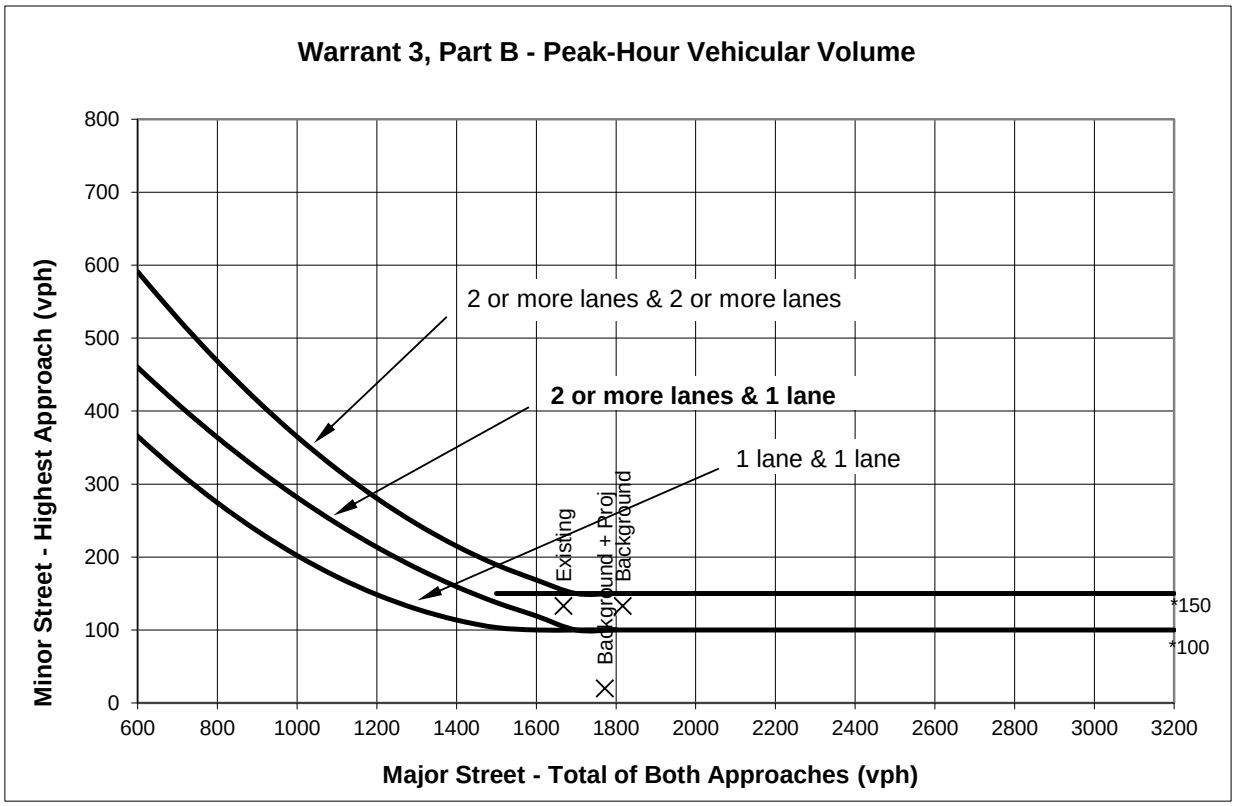
		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Hedding Street		X	1668	1817	1772					
Minor Street - Highest Approach	Spring Street	X		133	133	20					
Signal Warranted based on Part B?				**Yes**	**Yes**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Spring Street and Hedding Street

Spring Street and Hedding Street **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Hedding Street		X	1668	1817	1772					
Minor Street - Highest Approach	Spring Street	X		133	133	20					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**Yes**	**Yes**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Walnut Street and Asbury Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Asbury Street — Critical Approach Speed* (mph) 25

Minor Street: Walnut Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……………………… ☐ or
In built up area of isolated community of < 10,000 population……………………… ☐ } **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB					
Highest Minor Street Average Delay (sec/veh)	9.0	9.0	8.7					
Corresponding Minor Street Approach Volume (veh/hr)	42	42	37					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1					
Total Entering Volume (veh/hr)	122	122	63					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

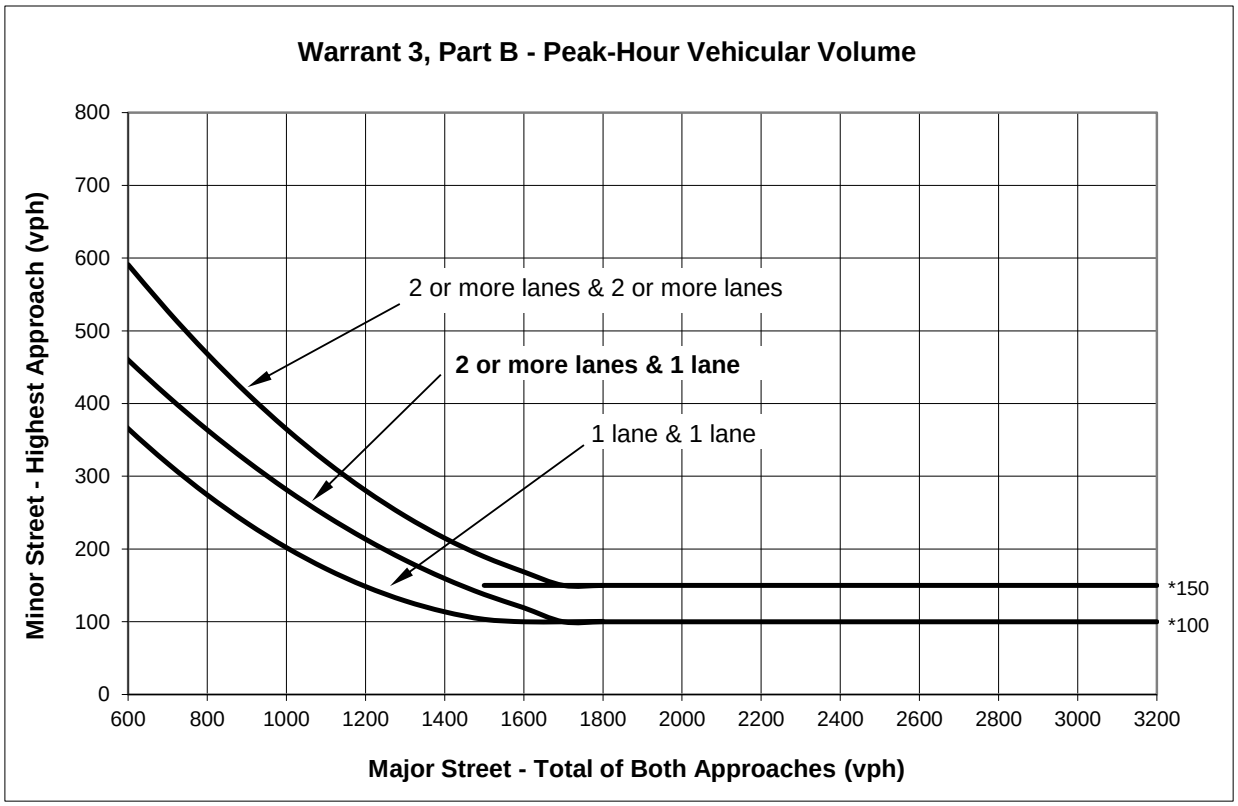
		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Background + Proj					
Major Street - Both Approaches	Asbury Street	X		80	80	26					
Minor Street - Highest Approach	Walnut Street	X		42	42	37					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Walnut Street and Asbury Street

Walnut Street and Asbury Street **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Asbury Street	X		80	80	26					
Minor Street - Highest Approach	Walnut Street	X		42	42	37					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Walnut Street and Asbury Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Asbury Street — Critical Approach Speed* (mph) 25

Minor Street: Walnut Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…….. ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population…….. ☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB					
Highest Minor Street Average Delay (sec/veh)	8.9	8.9	8.9					
Corresponding Minor Street Approach Volume (veh/hr)	47	47	83					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.2					
Total Entering Volume (veh/hr)	143	143	137					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

PM PEAK HOUR

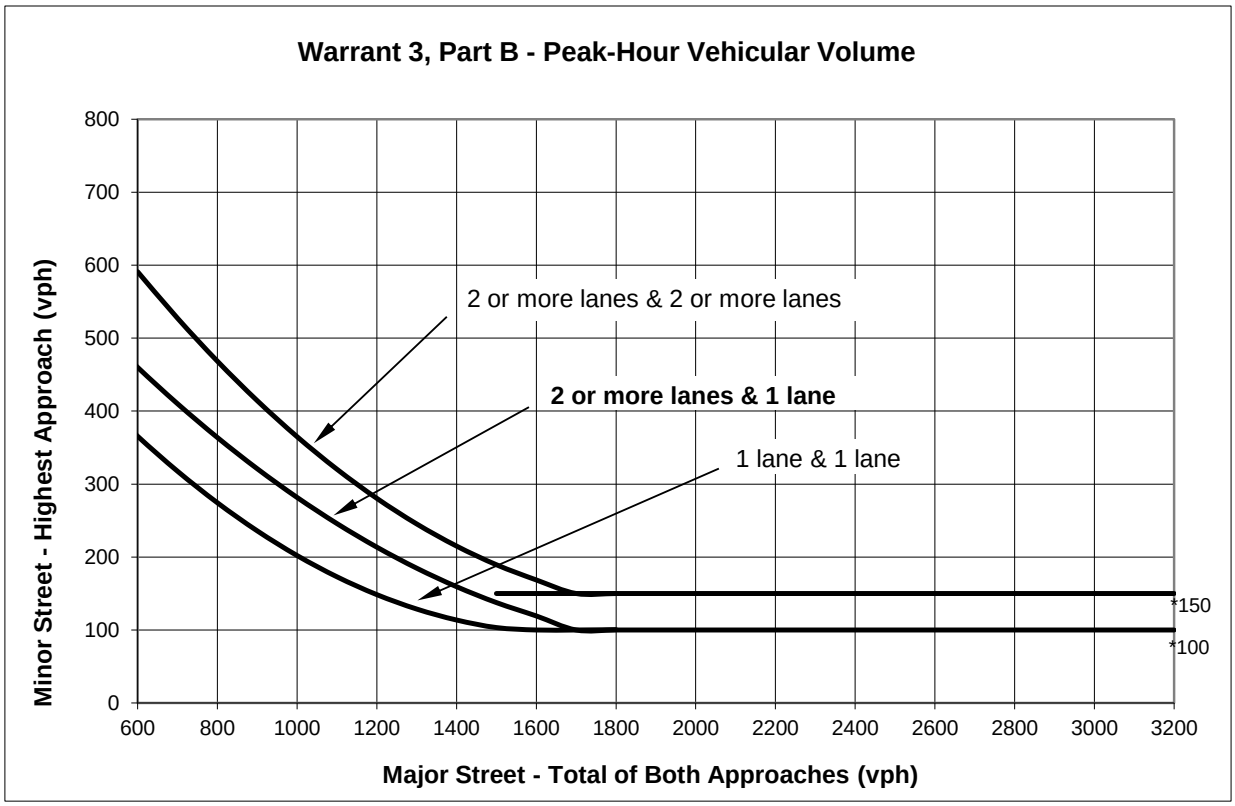
		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Asbury Street	X		96	96	54					
Minor Street - Highest Approach	Walnut Street	X		47	47	83					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Walnut Street and Asbury Street

Walnut Street and Asbury Street **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Asbury Street	X		96	96	54					
Minor Street - Highest Approach	Walnut Street	X		47	47	83					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Walnut Street and Taylor Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Taylor Street — Critical Approach Speed* (mph) 35

Minor Street: Walnut Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)………………………. ☐ or
In built up area of isolated community of < 10,000 population…………………… ☐ } **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	SB	SB	NB					
Highest Minor Street Average Delay (sec/veh)	103.8	264.4	26.7					
Corresponding Minor Street Approach Volume (veh/hr)	42	42	122					
Minor Street Total Delay (veh-hrs)	1.2	3.1	0.9					
Total Entering Volume (veh/hr)	1996	2330	2457					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	Yes					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

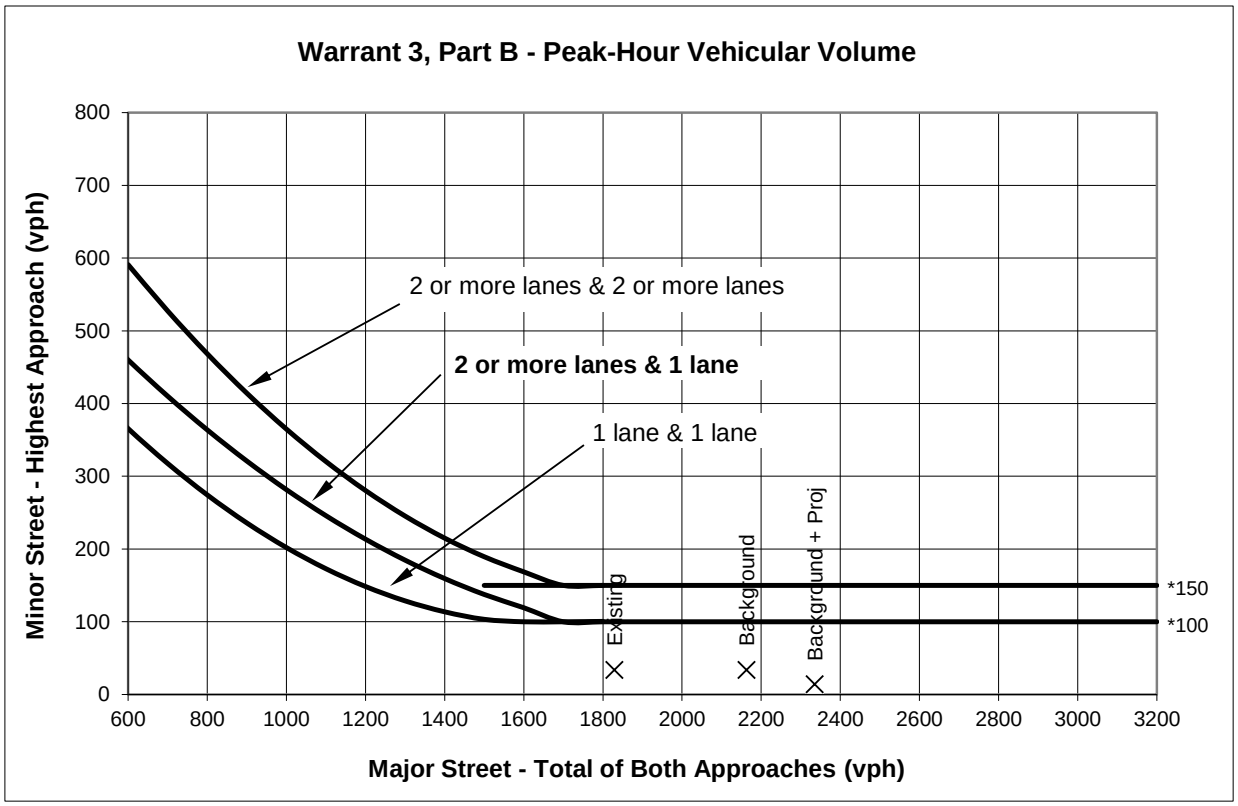
		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	1829	2163	2335					
Minor Street - Highest Approach	Walnut Street	X		34	34	14					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Walnut Street and Taylor Street

Walnut Street and Taylor Street **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	1829	2163	2335					
Minor Street - Highest Approach	Walnut Street	X		34	34	14					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Walnut Street and Taylor Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Taylor Street — Critical Approach Speed* (mph) 35

Minor Street: Walnut Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population…… ☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	SB	SB	NB					
Highest Minor Street Average Delay (sec/veh)	536.2	4095.6	485.8					
Corresponding Minor Street Approach Volume (veh/hr)	64	64	160					
Minor Street Total Delay (veh-hrs)	9.5	72.8	21.6					
Total Entering Volume (veh/hr)	2423	2919	3026					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	Yes	Yes	Yes					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	Yes					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**Yes**					

PART B

PM PEAK HOUR

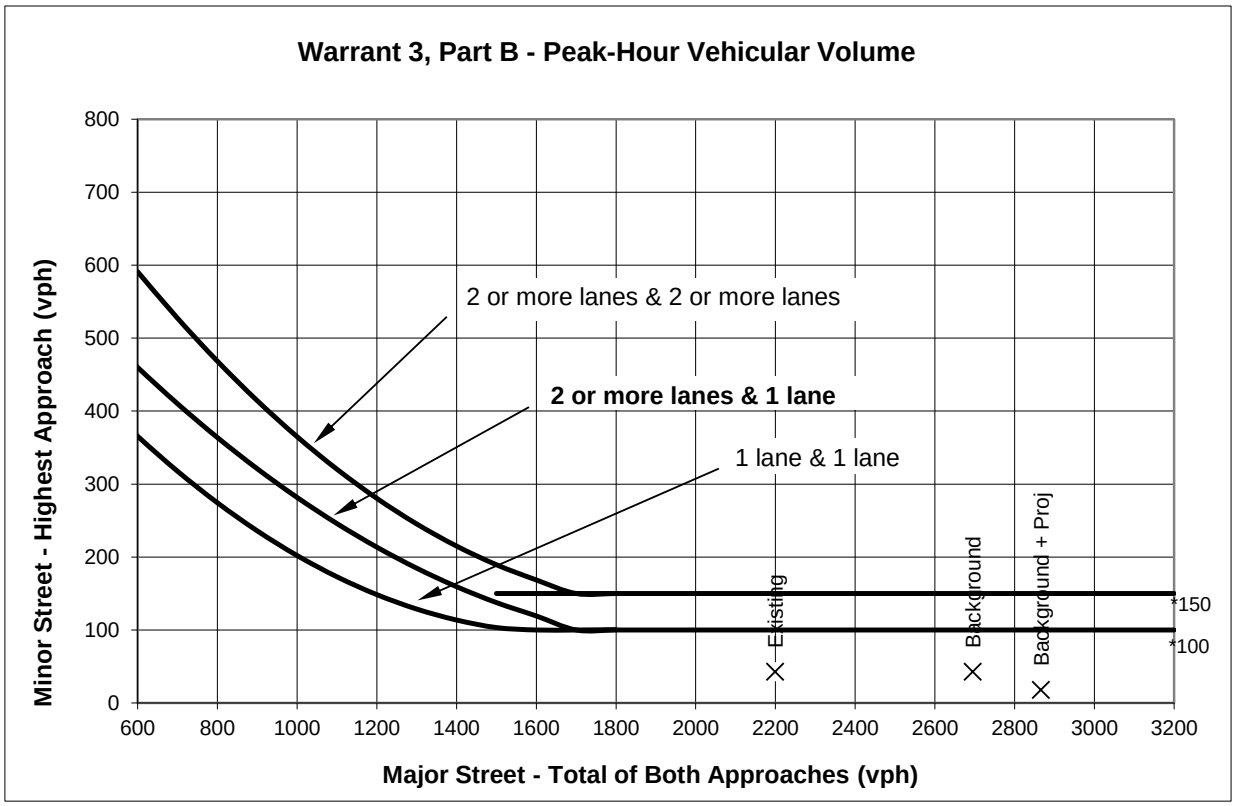
		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	2199	2695	2866					
Minor Street - Highest Approach	Walnut Street	X		43	43	18					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Walnut Street and Taylor Street

Walnut Street and Taylor Street **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	2199	2695	2866					
Minor Street - Highest Approach	Walnut Street	X		43	43	18					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Spring Street and Asbury Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Spring Street — Critical Approach Speed* (mph) 25

Minor Street: Asbury Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)………………………… ☐ or
In built up area of isolated community of < 10,000 population………………………… ☐ } **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB					
Highest Minor Street Average Delay (sec/veh)	10.5	10.5	9.5					
Corresponding Minor Street Approach Volume (veh/hr)	28	28	29					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1					
Total Entering Volume (veh/hr)	356	356	29					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

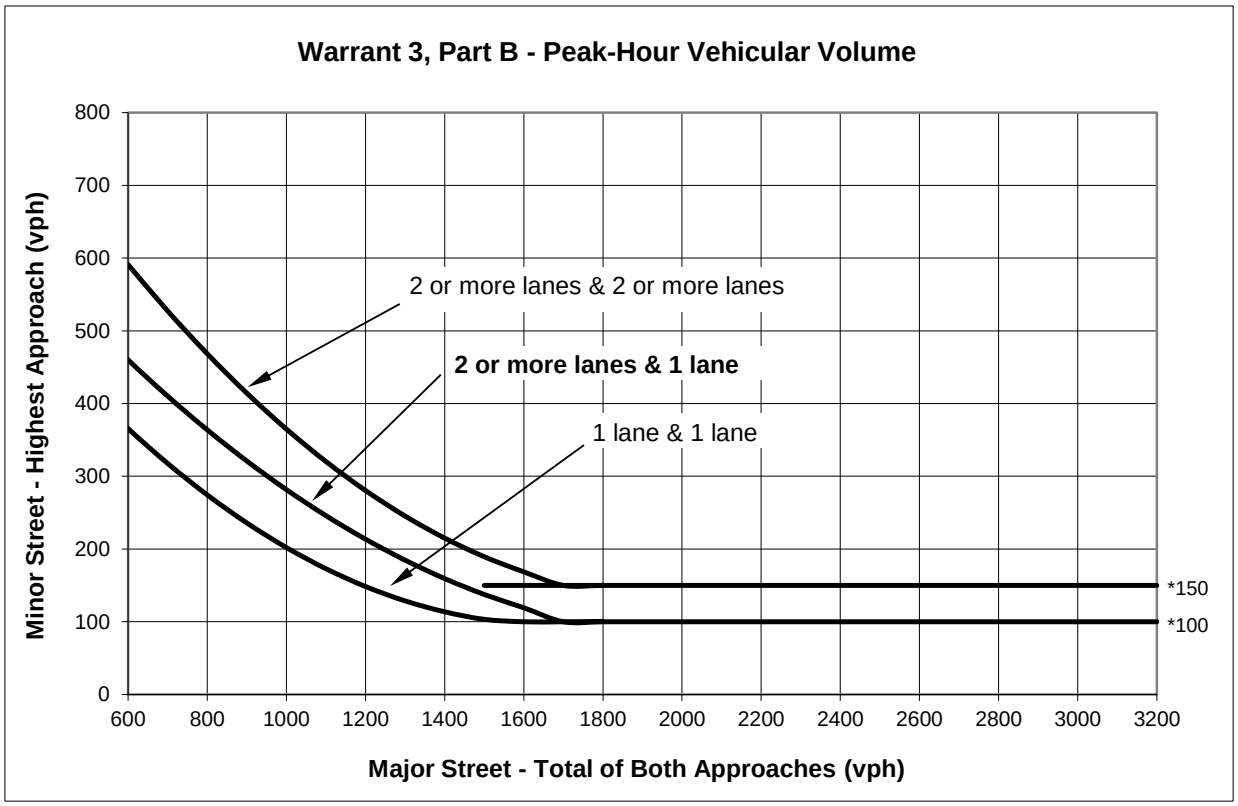
		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Background + Proj					
Major Street - Both Approaches	Spring Street	X		308	308	0					
Minor Street - Highest Approach	Asbury Street	X		28	28	29					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Spring Street and Asbury Street

Spring Street and Asbury Street **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Spring Street	X		308	308	0					
Minor Street - Highest Approach	Asbury Street	X		28	28	29					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Spring Street and Asbury Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Spring Street — Critical Approach Speed* (mph) 25

Minor Street: Asbury Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……………………… ☐ or ☐ **Rural (R)**
In built up area of isolated community of < 10,000 population……………………

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	WB	WB	EB					
Highest Minor Street Average Delay (sec/veh)	10.2	10.2	9.4					
Corresponding Minor Street Approach Volume (veh/hr)	40	40	102					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.3					
Total Entering Volume (veh/hr)	293	293	102					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

PM PEAK HOUR

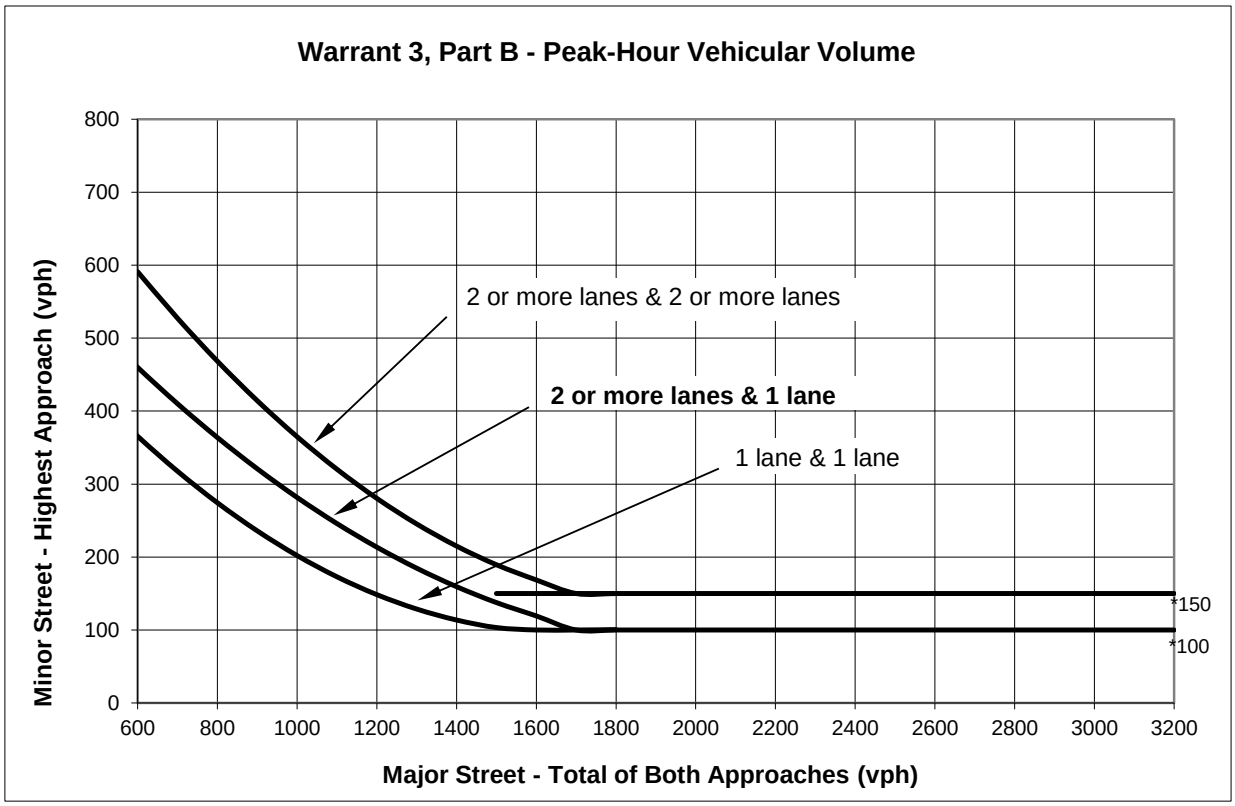
		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Spring Street	X		215	215	0					
Minor Street - Highest Approach	Asbury Street	X		40	40	102					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Spring Street and Asbury Street

Spring Street and Asbury Street **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Spring Street	X		215	215	0					
Minor Street - Highest Approach	Asbury Street	X		40	40	102					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Spring Street and Taylor Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Taylor Street — Critical Approach Speed* (mph) 35

Minor Street: Spring Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……………………… ☐
or } **Rural (R)**
In built up area of isolated community of < 10,000 population……………………… ☐

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB					
Highest Minor Street Average Delay (sec/veh)	13.8	15.4	0.0					
Corresponding Minor Street Approach Volume (veh/hr)	34	34	0					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.0					
Total Entering Volume (veh/hr)	2088	2422	2376					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

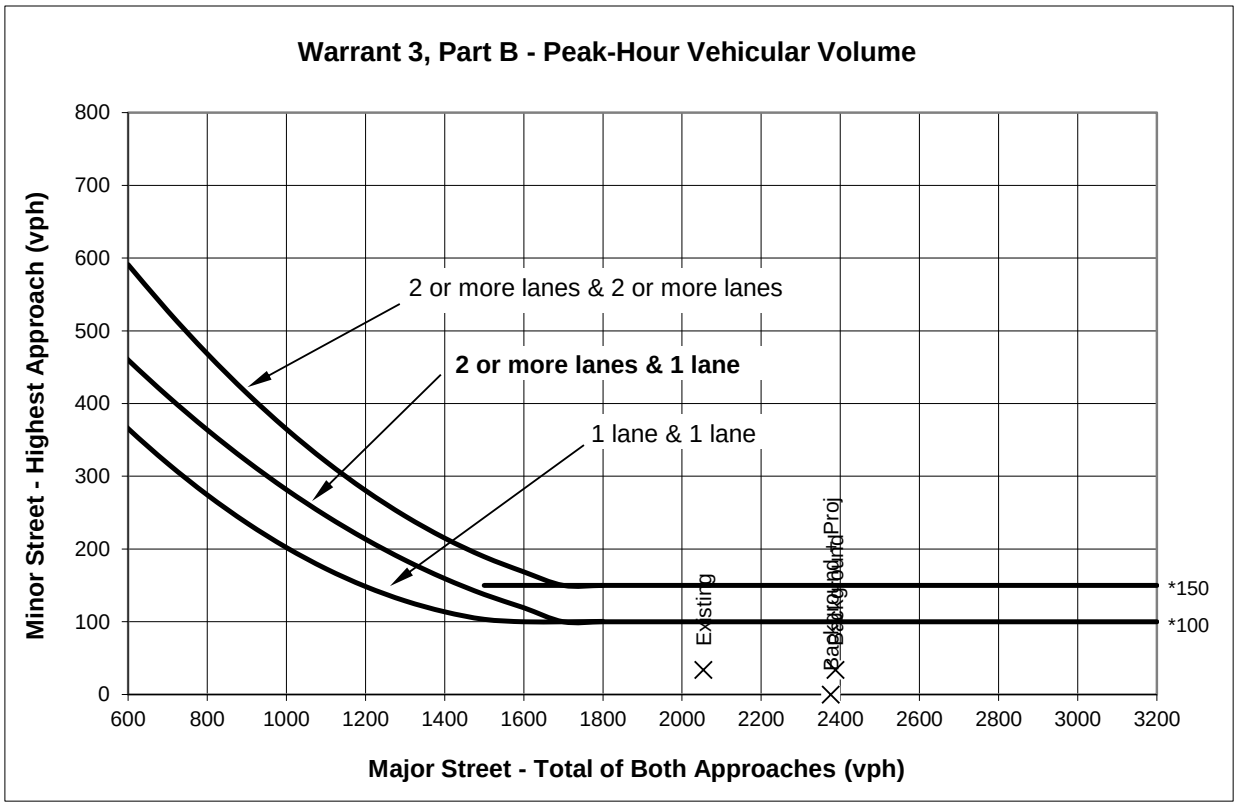
		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	2054	2388	2376					
Minor Street - Highest Approach	Spring Street	X		34	34	0					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Spring Street and Taylor Street

Spring Street and Taylor Street **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	2054	2388	2376					
Minor Street - Highest Approach	Spring Street	X		34	34	0					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Spring Street and Taylor Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Taylor Street — Critical Approach Speed* (mph) 35

Minor Street: Spring Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)………………………… ☐ or **Rural (R)**

In built up area of isolated community of < 10,000 population……………………… ☐

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB					
Highest Minor Street Average Delay (sec/veh)	13.7	14.9	0.0					
Corresponding Minor Street Approach Volume (veh/hr)	64	64	0					
Minor Street Total Delay (veh-hrs)	0.2	0.3	0.0					
Total Entering Volume (veh/hr)	2465	2961	2962					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

PM PEAK HOUR

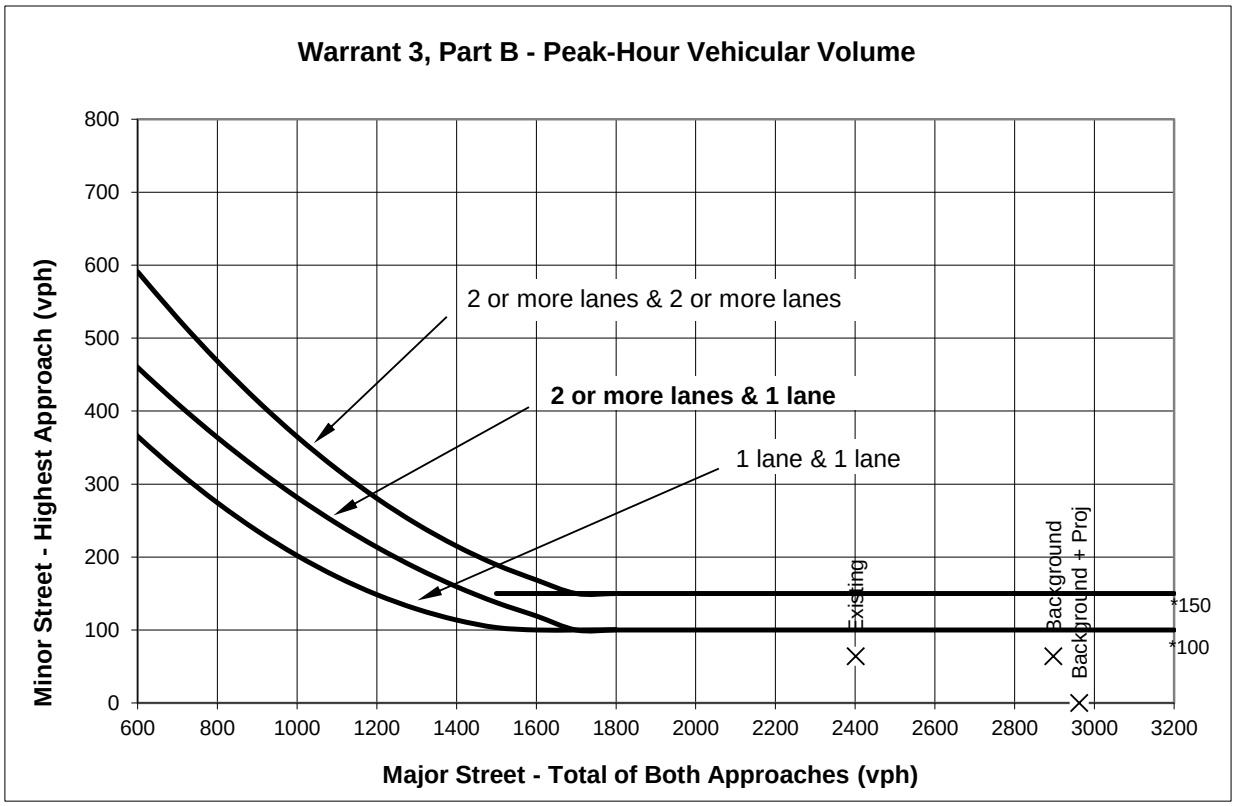
		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	2401	2897	2962					
Minor Street - Highest Approach	Spring Street	X		64	64	0					
Signal Warranted based on Part B?				No	No	No					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Spring Street and Taylor Street

Spring Street and Taylor Street **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	2401	2897	2962					
Minor Street - Highest Approach	Spring Street	X		64	64	0					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Irene Street and Taylor Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Taylor Street — Critical Approach Speed* (mph) 35

Minor Street: Irene Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)………………………… ☐ or ☐ } **Rural (R)**

In built up area of isolated community of < 10,000 population………………………

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB					
Highest Minor Street Average Delay (sec/veh)	13.4	14.8	15.4					
Corresponding Minor Street Approach Volume (veh/hr)	14	14	35					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1					
Total Entering Volume (veh/hr)	2029	2363	2372					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

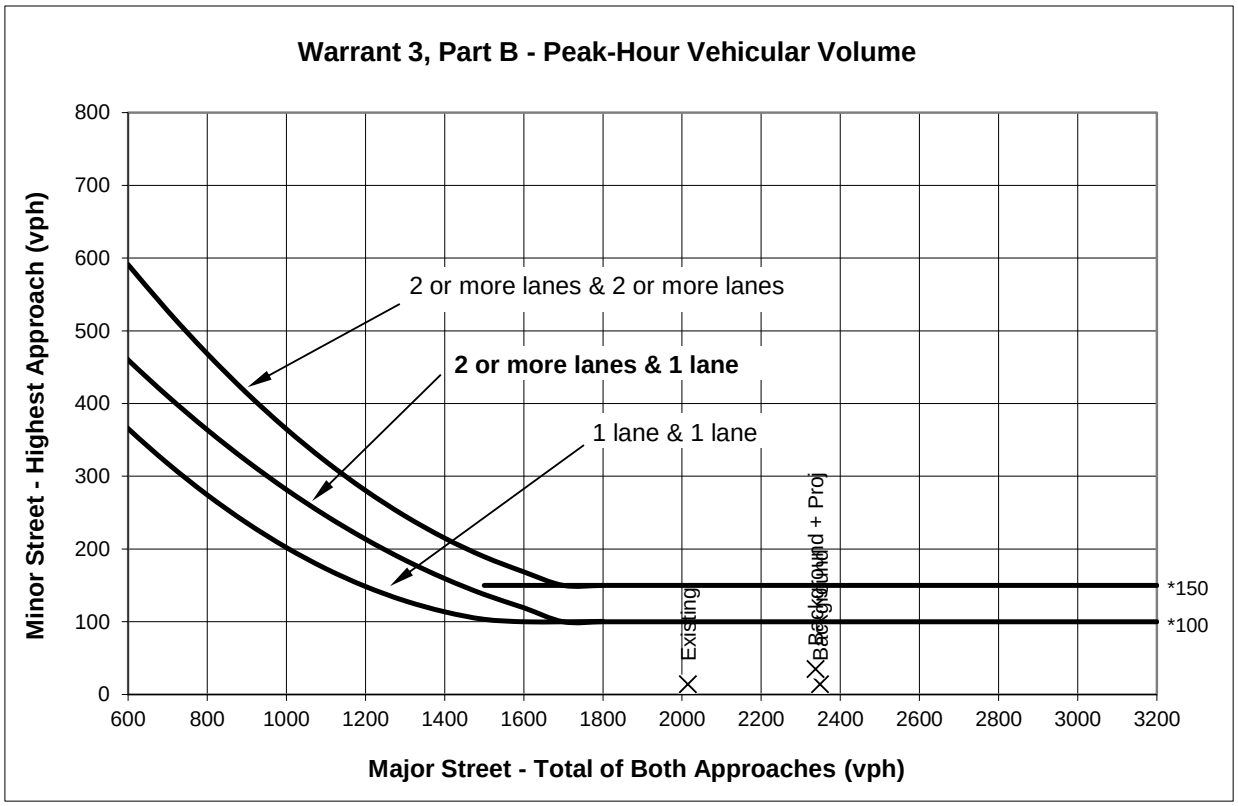
		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	2015	2349	2337					
Minor Street - Highest Approach	Irene Street	X		14	14	35					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Irene Street and Taylor Street

Irene Street and Taylor Street **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	2015	2349	2337					
Minor Street - Highest Approach	Irene Street	X		14	14	35					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Irene Street and Taylor Street

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JW date: 4/7/22

Major Street: Taylor Street — Critical Approach Speed* (mph) 35

Minor Street: Irene Street — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)………………………. ☐
or — **Rural (R)**
In built up area of isolated community of < 10,000 population…………………… ☐

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB					
Highest Minor Street Average Delay (sec/veh)	13.1	14.2	15.9					
Corresponding Minor Street Approach Volume (veh/hr)	35	35	92					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.4					
Total Entering Volume (veh/hr)	2417	2913	2990					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

PM PEAK HOUR

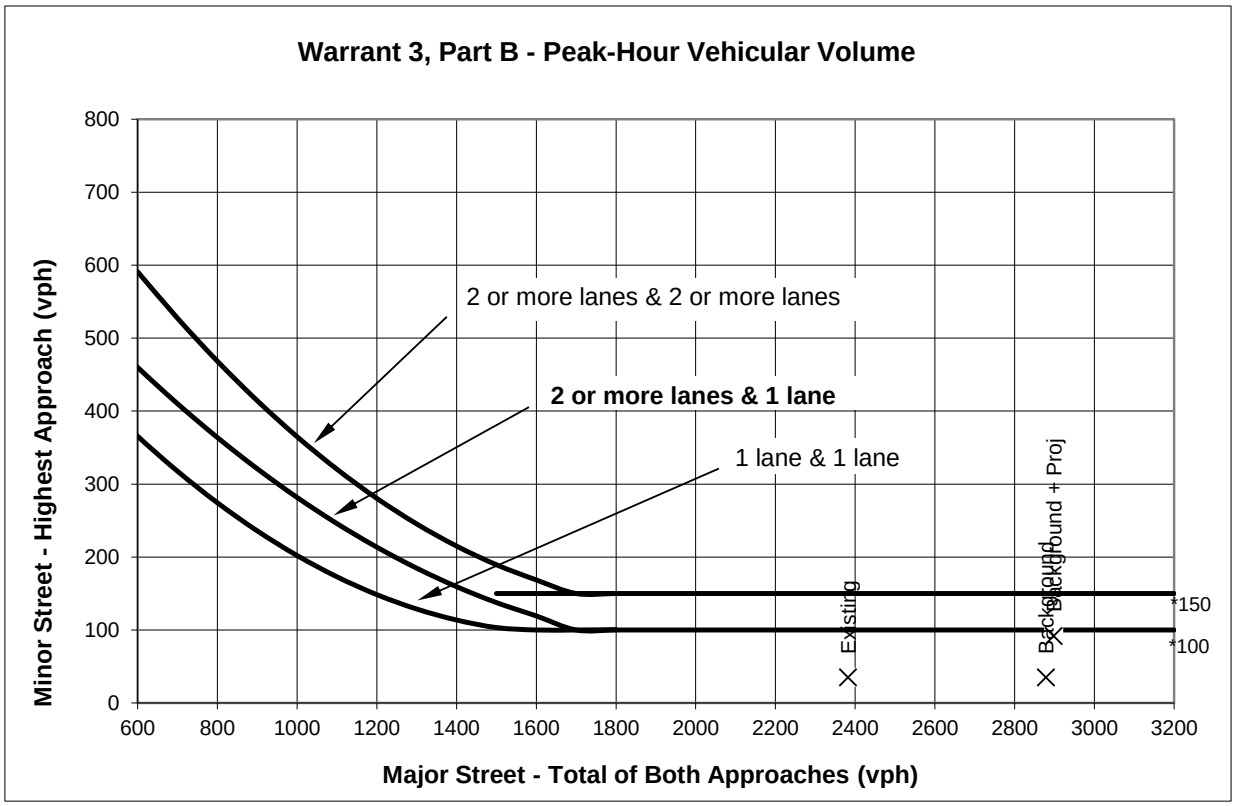
		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Taylor Street		X	2382	2878	2898					
Minor Street - Highest Approach	Irene Street	X		35	35	92					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)

Irene Street and Taylor Street

Irene Street and Taylor Street **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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 approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj	0				
Major Street - Both Approaches	Taylor Street		X	2382	2878	2898	0				
Minor Street - Highest Approach	Irene Street	X		35	35	92	0				
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**				

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volume was removed from the minor WB approach.

Appendix F

ADT Counts

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 10
SPRING ST N.O TAYLOR ST

Start	20-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	9	8	5	5	13	5	9	13	10	9	9	8
01:00	*	*	*	*	4	4	7	3	11	15	10	8	15	9	9	8
02:00	*	*	*	*	1	0	6	9	9	12	3	3	8	8	5	6
03:00	*	*	*	*	3	1	5	2	4	4	4	4	5	2	4	3
04:00	*	*	*	*	4	8	7	2	7	2	5	3	6	7	6	4
05:00	*	*	*	*	45	9	46	9	53	11	12	3	8	1	33	7
06:00	*	*	*	*	**108**	11	**98**	6	**95**	13	20	6	11	6	**66**	8
07:00	*	*	*	*	92	10	93	15	83	11	32	23	12	6	62	13
08:00	*	*	*	*	71	14	82	**19**	63	19	21	11	23	7	52	14
09:00	*	*	*	*	59	17	41	18	53	15	35	14	24	4	42	14
10:00	*	*	*	*	57	**36**	55	17	54	24	48	12	**42**	14	51	21
11:00	*	*	*	*	71	34	49	19	63	**35**	**50**	**24**	35	**22**	54	**27**
12:00 PM	*	*	*	*	77	28	**74**	35	56	10	43	24	35	25	57	24
01:00	*	*	*	*	**94**	33	66	32	63	28	48	23	28	11	**60**	25
02:00	*	*	*	*	56	39	64	31	68	41	45	20	**55**	16	58	29
03:00	*	*	*	*	62	38	55	31	**86**	39	40	30	39	11	56	30
04:00	*	*	*	*	66	37	51	**36**	67	**45**	37	**32**	43	**31**	53	**36**
05:00	*	*	*	*	42	**44**	55	23	53	23	**52**	25	48	19	50	27
06:00	*	*	*	*	38	32	39	25	30	28	41	18	47	25	39	26
07:00	*	*	*	*	41	28	39	15	40	24	32	29	31	24	37	24
08:00	*	*	*	*	24	24	29	13	33	18	24	15	39	25	30	19
09:00	*	*	*	*	10	15	23	27	17	24	26	15	26	20	20	20
10:00	*	*	*	*	26	27	11	17	17	22	15	20	16	17	17	21
11:00	*	*	*	*	6	9	15	22	17	17	16	17	15	17	14	16
Lane	0	0	0	0	1066	506	1015	431	1055	485	668	392	621	336	884	430
Day	0		0		1572		1446		1540		1060		957		1314	
AM Peak	-	-	-	-	06:00	10:00	06:00	08:00	06:00	11:00	11:00	11:00	10:00	11:00	06:00	11:00
Vol.	-	-	-	-	108	36	98	19	95	35	50	24	42	22	66	27
PM Peak	-	-	-	-	13:00	17:00	12:00	16:00	15:00	16:00	17:00	16:00	14:00	16:00	13:00	16:00
Vol.	-	-	-	-	94	44	74	36	86	45	52	32	55	31	60	36

All Traffic Data Services, Inc.
www.alltrafficdata.net

Site Code: 10
SPRING ST N.O TAYLOR ST

Start	27-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	12	7	13	12	*	*	*	*	*	*	*	*	*	*	12	10
01:00	6	10	7	2	*	*	*	*	*	*	*	*	*	*	6	6
02:00	5	1	5	6	*	*	*	*	*	*	*	*	*	*	5	4
03:00	8	3	3	1	*	*	*	*	*	*	*	*	*	*	6	2
04:00	7	2	15	3	*	*	*	*	*	*	*	*	*	*	11	2
05:00	50	6	48	9	*	*	*	*	*	*	*	*	*	*	49	8
06:00	**89**	7	84	12	*	*	*	*	*	*	*	*	*	*	**86**	10
07:00	74	18	**93**	16	*	*	*	*	*	*	*	*	*	*	84	17
08:00	75	13	77	23	*	*	*	*	*	*	*	*	*	*	76	18
09:00	48	13	53	23	*	*	*	*	*	*	*	*	*	*	50	18
10:00	56	19	70	17	*	*	*	*	*	*	*	*	*	*	63	18
11:00	69	**28**	69	**30**	*	*	*	*	*	*	*	*	*	*	69	**29**
12:00 PM	64	26	43	45	*	*	*	*	*	*	*	*	*	*	54	36
01:00	**72**	**44**	57	30	*	*	*	*	*	*	*	*	*	*	64	37
02:00	65	35	**79**	37	*	*	*	*	*	*	*	*	*	*	**72**	36
03:00	61	36	59	**50**	*	*	*	*	*	*	*	*	*	*	60	**43**
04:00	58	35	52	47	*	*	*	*	*	*	*	*	*	*	55	41
05:00	54	30	49	32	*	*	*	*	*	*	*	*	*	*	52	31
06:00	31	29	36	25	*	*	*	*	*	*	*	*	*	*	34	27
07:00	34	17	27	20	*	*	*	*	*	*	*	*	*	*	30	18
08:00	32	18	39	26	*	*	*	*	*	*	*	*	*	*	36	22
09:00	18	14	22	22	*	*	*	*	*	*	*	*	*	*	20	18
10:00	22	22	24	10	*	*	*	*	*	*	*	*	*	*	23	16
11:00	16	12	13	11	*	*	*	*	*	*	*	*	*	*	14	12
Lane	1026	445	1037	509	0	0	0	0	0	0	0	0	0	0	1031	479
Day	1471		1546		0		0		0		0		0		1510	
AM Peak	06:00	11:00	07:00	11:00	-	-	-	-	-	-	-	-	-	-	06:00	11:00
Vol.	89	28	93	30	-	-	-	-	-	-	-	-	-	-	86	29
PM Peak	13:00	13:00	14:00	15:00	-	-	-	-	-	-	-	-	-	-	14:00	15:00
Vol.	72	44	79	50	-	-	-	-	-	-	-	-	-	-	72	43

Comb. Total	1471	1546	1572	1446	1540	1060	957	2824

ADT ADT 1,370 AADT 1,370

All Traffic Data Services, Inc.
www.alltrafficdata.net

Site Code: 11
ASBURY ST E.O SPRING ST

Start	20-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	7	4	6	5	11	7	10	7	11	9	9	6
01:00	*	*	*	*	2	3	11	6	10	9	12	5	**22**	8	11	6
02:00	*	*	*	*	1	1	9	8	12	12	5	8	11	6	8	7
03:00	*	*	*	*	7	2	3	2	3	5	3	5	5	6	4	4
04:00	*	*	*	*	6	4	8	2	9	7	6	1	5	5	7	4
05:00	*	*	*	*	5	7	10	6	21	10	9	3	7	4	10	6
06:00	*	*	*	*	7	10	8	9	7	13	11	7	15	9	10	10
07:00	*	*	*	*	4	4	9	9	10	8	16	9	7	4	9	7
08:00	*	*	*	*	4	6	7	6	10	6	13	8	7	5	8	6
09:00	*	*	*	*	15	19	**15**	8	18	15	18	**13**	15	5	16	12
10:00	*	*	*	*	25	**27**	9	**14**	18	9	18	10	17	12	17	14
11:00	*	*	*	*	**30**	18	10	14	**25**	**19**	**21**	13	10	**13**	**19**	**15**
12:00 PM	*	*	*	*	26	17	25	20	22	16	15	12	18	13	21	16
01:00	*	*	*	*	33	**26**	23	14	37	17	27	19	18	12	28	18
02:00	*	*	*	*	**35**	16	**31**	**25**	20	21	18	18	23	15	25	19
03:00	*	*	*	*	27	17	22	23	37	24	26	12	16	10	26	17
04:00	*	*	*	*	22	18	23	15	24	22	25	18	19	18	23	18
05:00	*	*	*	*	21	19	23	14	13	11	**31**	18	26	13	23	15
06:00	*	*	*	*	25	18	13	12	24	16	31	**24**	**33**	23	25	19
07:00	*	*	*	*	34	26	27	18	**46**	25	25	19	17	12	**30**	20
08:00	*	*	*	*	28	14	16	11	31	**27**	24	22	26	7	25	16
09:00	*	*	*	*	15	24	22	19	19	23	24	13	31	**27**	22	**21**
10:00	*	*	*	*	23	18	20	12	24	23	15	20	11	25	19	20
11:00	*	*	*	*	6	6	14	18	12	18	13	14	21	13	13	14
Lane	0	0	0	0	408	324	364	290	463	363	416	298	391	274	408	310
Day	0		0		732		654		826		714		665		718	
AM Peak	-	-	-	-	11:00	10:00	09:00	10:00	11:00	11:00	11:00	09:00	01:00	11:00	11:00	11:00
Vol.	-	-	-	-	30	27	15	14	25	19	21	13	22	13	19	15
PM Peak	-	-	-	-	14:00	13:00	14:00	14:00	19:00	20:00	17:00	18:00	18:00	21:00	19:00	21:00
Vol.	-	-	-	-	35	26	31	25	46	27	31	24	33	27	30	21

All Traffic Data Services, Inc.
www.alltrafficdata.net

Site Code: 11
ASBURY ST E.O SPRING ST

Start	27-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	14	9	4	9	*	*	*	*	*	*	*	*	*	*	9	9
01:00	13	7	9	3	*	*	*	*	*	*	*	*	*	*	11	5
02:00	8	5	5	5	*	*	*	*	*	*	*	*	*	*	6	5
03:00	7	4	2	0	*	*	*	*	*	*	*	*	*	*	4	2
04:00	6	1	7	1	*	*	*	*	*	*	*	*	*	*	6	1
05:00	10	10	12	10	*	*	*	*	*	*	*	*	*	*	11	10
06:00	10	13	6	10	*	*	*	*	*	*	*	*	*	*	8	12
07:00	10	7	9	9	*	*	*	*	*	*	*	*	*	*	10	8
08:00	10	11	14	12	*	*	*	*	*	*	*	*	*	*	12	12
09:00	17	5	17	13	*	*	*	*	*	*	*	*	*	*	17	9
10:00	18	16	21	12	*	*	*	*	*	*	*	*	*	*	20	14
11:00	**27**	**18**	**30**	**20**	*	*	*	*	*	*	*	*	*	*	**28**	**19**
12:00 PM	26	17	20	16	*	*	*	*	*	*	*	*	*	*	23	16
01:00	**36**	24	20	18	*	*	*	*	*	*	*	*	*	*	28	21
02:00	23	19	35	27	*	*	*	*	*	*	*	*	*	*	29	23
03:00	21	**26**	**48**	**34**	*	*	*	*	*	*	*	*	*	*	**34**	**30**
04:00	22	16	27	14	*	*	*	*	*	*	*	*	*	*	24	15
05:00	24	14	17	14	*	*	*	*	*	*	*	*	*	*	20	14
06:00	23	21	22	32	*	*	*	*	*	*	*	*	*	*	22	26
07:00	35	19	26	17	*	*	*	*	*	*	*	*	*	*	30	18
08:00	30	15	21	23	*	*	*	*	*	*	*	*	*	*	26	19
09:00	16	16	17	16	*	*	*	*	*	*	*	*	*	*	16	16
10:00	22	18	16	11	*	*	*	*	*	*	*	*	*	*	19	14
11:00	14	7	10	10	*	*	*	*	*	*	*	*	*	*	12	8
Lane	442	318	415	336	0	0	0	0	0	0	0	0	0	0	425	326
Day	760		751		0		0		0		0		0		751	
AM Peak	11:00	11:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	11:00	11:00
Vol.	27	18	30	20	-	-	-	-	-	-	-	-	-	-	28	19
PM Peak	13:00	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	15:00	15:00
Vol.	36	26	48	34	-	-	-	-	-	-	-	-	-	-	34	30

Comb. Total	760	751	732	654	826	714	665	1469

ADT ADT 729 AADT 729

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 12
WALNUT ST N.O TAYLOR ST

Start	20-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	2	6	1	7	7	4	3	10	4	7	3	7
01:00	*	*	*	*	3	0	1	3	4	11	3	8	5	8	3	6
02:00	*	*	*	*	1	5	3	6	4	9	0	4	2	8	2	6
03:00	*	*	*	*	2	2	0	2	1	3	0	4	2	3	1	3
04:00	*	*	*	*	3	3	1	4	1	4	3	5	1	7	2	5
05:00	*	*	*	*	12	18	16	8	18	10	2	3	2	1	10	8
06:00	*	*	*	*	12	**30**	22	7	20	11	6	6	3	5	13	12
07:00	*	*	*	*	18	18	23	14	21	14	11	**17**	3	6	15	14
08:00	*	*	*	*	10	13	**28**	**18**	**22**	17	6	9	8	7	15	13
09:00	*	*	*	*	**29**	7	15	14	21	15	12	10	7	4	17	10
10:00	*	*	*	*	15	14	20	18	21	**22**	17	12	**11**	11	17	15
11:00	*	*	*	*	29	16	19	17	22	20	**18**	13	11	**16**	**20**	**16**
12:00 PM	*	*	*	*	12	19	23	**27**	22	10	15	19	13	**23**	17	20
01:00	*	*	*	*	22	13	22	26	**24**	21	**19**	21	9	11	19	18
02:00	*	*	*	*	13	**34**	**24**	25	24	**29**	18	17	14	14	19	24
03:00	*	*	*	*	19	22	20	25	23	28	15	**27**	15	11	18	23
04:00	*	*	*	*	17	30	18	26	22	23	15	24	15	22	17	**25**
05:00	*	*	*	*	**23**	21	21	17	20	19	18	21	**17**	18	**20**	19
06:00	*	*	*	*	14	19	16	20	14	24	15	16	13	22	14	20
07:00	*	*	*	*	13	19	13	15	15	23	12	21	13	18	13	19
08:00	*	*	*	*	16	8	12	11	11	15	11	14	15	22	13	14
09:00	*	*	*	*	11	10	8	21	5	17	11	11	8	16	9	15
10:00	*	*	*	*	10	6	6	15	5	17	6	14	5	11	6	13
11:00	*	*	*	*	6	6	5	14	4	13	5	11	7	13	5	11
Lane	0	0	0	0	312	339	337	360	351	379	241	317	203	284	288	336
Day	0		0		651		697		730		558		487		624	
AM Peak	-	-	-	-	09:00	06:00	08:00	08:00	08:00	10:00	11:00	07:00	10:00	11:00	11:00	11:00
Vol.	-	-	-	-	29	30	28	18	22	22	18	17	11	16	20	16
PM Peak	-	-	-	-	17:00	14:00	14:00	12:00	13:00	14:00	13:00	15:00	17:00	12:00	17:00	16:00
Vol.	-	-	-	-	23	34	24	27	24	29	19	27	17	23	20	25

All Traffic Data Services, Inc.
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Site Code: 12
WALNUT ST N.O TAYLOR ST

Start	27-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	4	7	4	9	*	*	*	*	*	*	*	*	*	*	4	8
01:00	2	8	3	2	*	*	*	*	*	*	*	*	*	*	2	5
02:00	2	1	1	6	*	*	*	*	*	*	*	*	*	*	2	4
03:00	3	3	0	1	*	*	*	*	*	*	*	*	*	*	2	2
04:00	2	2	5	4	*	*	*	*	*	*	*	*	*	*	4	3
05:00	20	5	17	7	*	*	*	*	*	*	*	*	*	*	18	6
06:00	25	8	26	11	*	*	*	*	*	*	*	*	*	*	**26**	10
07:00	22	16	21	14	*	*	*	*	*	*	*	*	*	*	22	15
08:00	**26**	14	**27**	**20**	*	*	*	*	*	*	*	*	*	*	26	17
09:00	16	13	20	19	*	*	*	*	*	*	*	*	*	*	18	16
10:00	22	**19**	24	17	*	*	*	*	*	*	*	*	*	*	23	**18**
11:00	24	18	26	19	*	*	*	*	*	*	*	*	*	*	25	18
12:00 PM	19	19	15	31	*	*	*	*	*	*	*	*	*	*	17	25
01:00	**20**	24	20	21	*	*	*	*	*	*	*	*	*	*	20	22
02:00	15	26	18	28	*	*	*	*	*	*	*	*	*	*	16	27
03:00	18	**27**	20	**34**	*	*	*	*	*	*	*	*	*	*	19	**30**
04:00	20	25	**22**	28	*	*	*	*	*	*	*	*	*	*	**21**	26
05:00	20	25	19	23	*	*	*	*	*	*	*	*	*	*	20	24
06:00	11	23	13	21	*	*	*	*	*	*	*	*	*	*	12	22
07:00	13	14	12	16	*	*	*	*	*	*	*	*	*	*	12	15
08:00	12	13	16	20	*	*	*	*	*	*	*	*	*	*	14	16
09:00	7	10	6	16	*	*	*	*	*	*	*	*	*	*	6	13
10:00	8	18	8	8	*	*	*	*	*	*	*	*	*	*	8	13
11:00	5	11	4	10	*	*	*	*	*	*	*	*	*	*	4	10
Lane	336	349	347	385	0	0	0	0	0	0	0	0	0	0	341	365
Day	685		732		0		0		0		0		0		706	
AM Peak	08:00	10:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	06:00	10:00
Vol.	26	19	27	20	-	-	-	-	-	-	-	-	-	-	26	18
PM Peak	13:00	15:00	16:00	15:00	-	-	-	-	-	-	-	-	-	-	16:00	15:00
Vol.	20	27	22	34	-	-	-	-	-	-	-	-	-	-	21	30

Comb. Total	685	732	651	697	730	558	487	1330
ADT	ADT 649	AADT 649						

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Site Code: 13
IRENE ST N.O TAYLOR ST

Start	20-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	3	5	1	3	3	7	1	6	6	6	3	5
01:00	*	*	*	*	1	2	4	7	6	7	1	7	6	**13**	4	7
02:00	*	*	*	*	0	1	0	7	2	7	4	4	5	6	2	5
03:00	*	*	*	*	0	4	1	2	4	2	1	2	5	4	2	3
04:00	*	*	*	*	4	5	1	7	3	6	1	5	4	4	3	5
05:00	*	*	*	*	1	4	4	7	6	12	1	5	3	4	3	6
06:00	*	*	*	*	10	5	8	6	6	6	3	8	7	9	7	7
07:00	*	*	*	*	6	1	5	5	4	6	8	9	4	4	5	5
08:00	*	*	*	*	3	5	1	6	4	7	5	10	4	5	3	7
09:00	*	*	*	*	**15**	10	5	**10**	**17**	12	**9**	**13**	3	9	**10**	11
10:00	*	*	*	*	11	15	5	6	8	12	7	11	7	11	8	11
11:00	*	*	*	*	13	**17**	**11**	7	4	**16**	9	13	**8**	6	9	**12**
12:00 PM	*	*	*	*	**16**	15	12	**16**	13	14	9	11	7	11	11	13
01:00	*	*	*	*	12	18	12	14	14	21	13	**17**	8	10	12	16
02:00	*	*	*	*	10	**21**	**19**	16	13	13	12	11	11	14	13	15
03:00	*	*	*	*	9	16	16	12	13	22	9	15	8	9	11	15
04:00	*	*	*	*	12	17	16	13	**29**	14	12	15	12	12	**16**	14
05:00	*	*	*	*	13	20	10	14	14	9	13	17	10	16	12	15
06:00	*	*	*	*	12	15	7	9	8	15	**14**	17	15	17	11	15
07:00	*	*	*	*	14	19	16	15	17	**26**	14	15	9	9	14	**17**
08:00	*	*	*	*	12	14	6	9	14	19	13	16	5	15	10	15
09:00	*	*	*	*	5	10	4	13	13	12	8	14	**16**	**19**	9	14
10:00	*	*	*	*	4	14	3	12	9	13	12	9	14	7	8	11
11:00	*	*	*	*	2	5	3	9	6	8	8	7	8	12	5	8
Lane	0	0	0	0	188	258	170	225	230	286	187	257	185	232	191	252
Day	0		0		446		395		516		444		417		443	
AM Peak	-	-	-	-	09:00	11:00	11:00	09:00	09:00	11:00	09:00	09:00	11:00	01:00	09:00	11:00
Vol.	-	-	-	-	15	17	11	10	17	16	9	13	8	13	10	12
PM Peak	-	-	-	-	12:00	14:00	14:00	12:00	16:00	19:00	18:00	13:00	21:00	21:00	16:00	19:00
Vol.	-	-	-	-	16	21	19	16	29	26	14	17	16	19	16	17

All Traffic Data Services, Inc.
www.alltrafficdata.net

Site Code: 13
IRENE ST N.O TAYLOR ST

Start	27-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	6	8	7	4	*	*	*	*	*	*	*	*	*	*	6	6
01:00	5	6	3	6	*	*	*	*	*	*	*	*	*	*	4	6
02:00	4	5	5	4	*	*	*	*	*	*	*	*	*	*	4	4
03:00	4	6	0	1	*	*	*	*	*	*	*	*	*	*	2	4
04:00	1	6	1	5	*	*	*	*	*	*	*	*	*	*	1	6
05:00	7	7	7	7	*	*	*	*	*	*	*	*	*	*	7	7
06:00	8	7	7	4	*	*	*	*	*	*	*	*	*	*	8	6
07:00	7	6	7	7	*	*	*	*	*	*	*	*	*	*	7	6
08:00	9	7	8	10	*	*	*	*	*	*	*	*	*	*	8	8
09:00	3	10	8	11	*	*	*	*	*	*	*	*	*	*	6	10
10:00	**12**	12	10	14	*	*	*	*	*	*	*	*	*	*	11	13
11:00	12	**14**	**14**	**18**	*	*	*	*	*	*	*	*	*	*	**13**	**16**
12:00 PM	12	16	10	12	*	*	*	*	*	*	*	*	*	*	11	14
01:00	14	20	12	13	*	*	*	*	*	*	*	*	*	*	13	16
02:00	13	13	17	21	*	*	*	*	*	*	*	*	*	*	15	17
03:00	**15**	13	**21**	**28**	*	*	*	*	*	*	*	*	*	*	**18**	**20**
04:00	12	13	9	15	*	*	*	*	*	*	*	*	*	*	10	14
05:00	10	14	8	11	*	*	*	*	*	*	*	*	*	*	9	12
06:00	13	14	19	13	*	*	*	*	*	*	*	*	*	*	16	14
07:00	14	**21**	13	15	*	*	*	*	*	*	*	*	*	*	14	18
08:00	9	18	15	12	*	*	*	*	*	*	*	*	*	*	12	15
09:00	11	10	10	11	*	*	*	*	*	*	*	*	*	*	10	10
10:00	11	13	8	10	*	*	*	*	*	*	*	*	*	*	10	12
11:00	5	9	8	7	*	*	*	*	*	*	*	*	*	*	6	8
Lane	217	268	227	259	0	0	0	0	0	0	0	0	0	0	221	262
Day	485		486		0		0		0		0		0		483	
AM Peak	10:00	11:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	11:00	11:00
Vol.	12	14	14	18	-	-	-	-	-	-	-	-	-	-	13	16
PM Peak	15:00	19:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	15:00	15:00
Vol.	15	21	21	28	-	-	-	-	-	-	-	-	-	-	18	20

Comb. Total	485	486	446	395	516	444	417	926

ADT ADT 456 AADT 456

Appendix G

Parks, Recreation and Neighborhood Services (PRNS) Counts

Multiple Facilities

Monthly Calendar For December 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	***2***	***3***	***4*** (All) 12a - Close Skip Date: New Year's Eve & New Year's	***5***	***6***
7	***8***	***9***	***10***	***11***	***12***	***13***
14	***15***	***16***	***17***	***18***	***19***	***20***
21	***22***	***23***	***24***	***25***	***26***	***27***
28	***29***	***30***	***31***			

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For January 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	***2*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711	***3*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711
4 (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 1: 30p-4:30p Cobras	***5*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-9p Bascom Community Center	***6*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-5:30p Cesario Baseball #12049 (CW-COSF2) 6p-8p United Youth Rugby #12757	***7*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-9p Bascom Community Center	***8*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-5:30p Cesario Baseball #12049 (CW-COSF2) 6p-8p United Youth Rugby #12757	***9*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-8:30p Bascom Community Center	***10*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-12p Tennisball Cricket #12085
11 (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-12p Tennisball Cricket #12085	***12*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-9p Bascom Community Center	***13*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-5:30p Cesario Baseball #12049 (CW-COSF2) 6p-8p United Youth Rugby #12757	***14*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-9p Bascom Community Center	***15*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-5:30p Cesario Baseball #12049 (CW-COSF2) 6p-8p United Youth Rugby #12757	***16*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-8:30p Bascom Community Center	***17*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-12p Tennisball Cricket #12085
18 (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-12p Tennisball Cricket #12085	***19*** (All) 12a-11:59p Skip Date: Martin Luther King Day (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711	***20*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-5:30p Cesario Baseball #12049 (CW-COSF2) 6p-9p Bascom Community Center	***21*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-9p Bascom Community Center	***22*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-5:30p Cesario Baseball #12049 (CW-COSF2) 6p-8p United Youth Rugby #12757	***23*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-8:30p Bascom Community Center	***24*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-12p Tennisball Cricket #12085
25 (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-12p Tennisball Cricket #12085	***26*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-8p United Youth Rugby #12757	***27*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-5:30p Cesario Baseball #12049 (CW-COSF2) 6p-9p Bascom Community Center	***28*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-9p Bascom Community Center	***29*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-5:30p Cesario Baseball #12049 (CW-COSF2) 6p-8p United Youth Rugby #12757	***30*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-8:30p Bascom Community Center	***31*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-12p Tennisball Cricket #12085

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For February 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-12p Tennisball Cricket #12085	***2*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-9:15p United Youth Rugby #12757	***3*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSB2) 7: 15p-10p Bascom Community Center	***4*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-10p Bascom Community Center	***5*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-9:15p United Youth Rugby #12757	***6*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSF2) 6p-8:30p Bascom Community Center	***7*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711
8 (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711	***9*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-9:15p United Youth Rugby #12757	***10*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSB2) 7: 15p-10p Bascom Community Center	***11*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-10p Bascom Community Center	***12*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-9:15p United Youth Rugby #12757	***13*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4: 30p-5:30p San Jose PA L #14266 (CW-COSF2) 6p-8:30p Bascom Community Center	***14*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-5p San Jose PA L #14266
15 (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711	***16*** (All) 12a-11:59p Skip Date: President's Day (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967	***17*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSB2) 7: 15p-10p Bascom Community Center	***18*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-10p Bascom Community Center	***19*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-9:15p United Youth Rugby #12757	***20*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-6p San Jose PA L #14266 (CW-COSF2) 6p-8:30p Bascom Community Center	***21*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 9a-5p San Jose PA L #14266
22 (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711	***23*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-9:15p United Youth Rugby #12757	***24*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSB2) 7: 15p-10p Bascom Community Center	***25*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-10p Bascom Community Center	***26*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 5p-7p San Jose American Little League #11967 (CW-COSF2) 7: 15p-9:15p United Youth Rugby #12757	***27*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 4p-6p San Jose PA L #14266 (CW-COSF2) 6p-8:30p Bascom Community Center	***28*** (CW-COSF1) 8a-10p Citywide Sports - FIELD CLOSED #11711 (CW-COSB2) 10a-1p Cobras #13740 (CW-COSB2) 1: 30p-5:30p San Jose PA L #14266

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For March 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066	***2*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5:30p-7:30p San Jose American Little League #14756	***3*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center (CW-COSB1) 8p-10p WAKA Kickball #14033	***4*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center	***5*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center	***6*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-7:30p San Jose American Little League #14756	***7*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
8 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066	***9*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5:30p-7:30p San Jose American Little League #14756	***10*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center (CW-COSB1) 8p-10p WAKA Kickball #14033	***11*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center	***12*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center	***13*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-7:30p San Jose American Little League #14756	***14*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
15 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066	***16*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5:30p-7:30p San Jose American Little League #14756 (CW-COSB1) 7:45p-10p Dynamic Sport and Social Club #14146	***17*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:30p San Jose American Little League #14756 (CW-COSF2) 6p-9p Bascom Community Center (CW-COSB1) 8p-10p WAKA Kickball #14033	***18*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center	***19*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center	***20*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-7:30p San Jose American Little League #14756	***21*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
22 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066	***23*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5:30p-7:30p San Jose American Little League #14756 (CW-COSB1) 7:45p-10p Dynamic Sport and Social Club #14146	***24*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:30p San Jose American Little League #14756 (CW-COSF2) 6p-9p Bascom Community Center	***25*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center (CW-COSB1) 7:45p-10p Dynamic Sport and Social Club #14146	***26*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9p Bascom Community Center	***27*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-7:30p San Jose American Little League #14756	***28*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For March 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29 (CW-COSB1) 10a-1p Tennisball Cricket Association #14065 (CW-COSB2) 10a-1p Tennisball Cricket #14066	***30*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5:30p-7:30p San Jose American Little League #14756 (CW-COSB1) 7:45p-10p Dynamic Sport and Social Club #14146	***31*** (All) 12a-11:59p Skip Date: Cesar Chavez Day (CW-COSF2) 6p-9p Bascom Community Center				

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For April 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***2*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***3*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***4*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
5 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066	***6*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***7*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9:30p Roosevelt Community Center (CW-COSB1) 8p-10p WAKA Kickball #14033	***8*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***9*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***10*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club	***11*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
12 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066	***13*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***14*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSF2) 6p-9:30p Roosevelt Community Center (CW-COSB1) 8p-10p WAKA Kickball #14033	***15*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***16*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***17*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club	***18*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
19 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066	***20*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***21*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***22*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***23*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***24*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club	***25*** (CW-COSB1) 9a-12p Tennisball Cricket (CW-COSB2) 9a-12p Cricbay Inc. #14013
26 (CW-COSB1) 9a-12p Tennisball Cricket	***27*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***28*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***29*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***30*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9:30p Roosevelt Community Center		

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For May 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club	***2*** (CW-COSB1) 9a-12p Tennisball Cricket (CW-COSB2) 9a-12p Cricbay Inc. #14013
3 (CW-COSB1) 9a-12p Tennisball Cricket (CW-COSB2) 9a-12p Tennisball Cricket #14066	***4*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***5*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 8p-10p WAKA Kickball #14033	***6*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***7*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***8*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club	***9*** (CW-COSB2) 9a-12p Cricbay Inc. #14013
10 (CW-COSB1) 9a-12p Tennisball Cricket (CW-COSB2) 9a-12p Cricbay Inc. #14013	***11*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***12*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 8p-10p WAKA Kickball #14033	***13*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***14*** (CW-COSB2) 2:45p-5p Bellarmine College Prep #14403 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***15*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club	***16*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-2p Tennisball Cricket #14066
17 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066	***18*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***19*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***20*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***21*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***22*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756	***23***
24	***25***	***26*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***27*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***28*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSF2) 6p-9:30p Roosevelt Community Center	***29*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club	***30*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066 (CW-COSB1) 12: 30p-7p San Jose Strikkers #16181 (CW-COSB2) 12: 30p-7p San Jose Strikkers #16181

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For May 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066 (CW-COSB1) 12:30p-7p San Jose Strikkers #16181 (CW-COSB2) 12:30p-7p San Jose Strikkers #16181						

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For June 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***2*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759	***3*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***4*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759	***5*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***6*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066 (CW-COSB1) 3p-7p Advanced Business Aquisitions #16114 (CW-COSB2) 3p-7p Advanced Business Aquisitions #16114
7 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 10a-6p Latin American Softball League #15692	***8*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***9*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759	***10*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***11*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759	***12*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***13*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
14 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 10a-6p Latin American Softball League #15692	***15*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***16*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759	***17*** (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***18*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759	***19*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***20*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
21 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066	***22*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***23*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759	***24*** (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***25*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759	***26*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384 (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***27*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
28 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-7p Latin American Softball League #15692	***29*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 7: 45p-10p Dynamic Sport and Social Club #14146	***30*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759				

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For July 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***2*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756 (CW-COSB2) 6:15p-8p Cesario Baseball #14759	***3*** (CW-COSB1) 4p-7:30p San Jose American Little League #14755 (CW-COSB2) 4p-5:45p San Jose American Little League #14756	***4***
5	***6*** (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***7*** (CW-COSB2) 4p-8p Cesario Baseball #14759	***8*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***9*** (CW-COSB2) 4p-8p Cesario Baseball #14759 (CW-COSB1) 6p-9p IBM Club #15571	***10*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***11*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
12 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-7p Latin American Softball League #15692	***13*** (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***14*** (CW-COSB2) 4p-8p Cesario Baseball #14759	***15*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***16*** (CW-COSB2) 4p-8p Cesario Baseball #14759 (CW-COSB1) 6p-9p IBM Club #15571	***17*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***18*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
19 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-7p Latin American Softball League #15692 (CW-COSB1) 12: 30p-3:30p BV Select #16527	***20*** (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***21*** (CW-COSB2) 4p-8p Cesario Baseball #14759	***22*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***23*** (CW-COSB2) 4p-8p Cesario Baseball #14759 (CW-COSB1) 6p-9p IBM Club #15571	***24*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***25*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066 (CW-COSB2) 12: 30p-3:30p San Jose Cobras #16748 (CW-COSB1) 1p-5p WAKA Kickball #14033
26 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-7p Latin American Softball League #15692	***27*** (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***28*** (CW-COSB2) 4p-8p Cesario Baseball #14759	***29*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***30*** (CW-COSB2) 4p-8p Cesario Baseball #14759 (CW-COSB1) 6p-9p IBM Club #15571	***31*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For August 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066 (CW-COSB2) 12: 30p-3:30p San Jose Cobras #16748
2 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-7p Latin American Softball League #15692 (CW-COSB1) 12: 30p-3:30p BV Select #16527	***3*** (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***4*** (CW-COSB2) 4p-8p Cesario Baseball #14759	***5*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***6*** (CW-COSB2) 4p-8p Cesario Baseball #14759 (CW-COSB1) 6p-9p IBM Club #15571	***7*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***8*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
9 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-7p Latin American Softball League #15692	***10*** (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***11*** (CW-COSB2) 4p-8p Cesario Baseball #14759	***12*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***13*** (CW-COSB2) 4p-8p Cesario Baseball #14759 (CW-COSB1) 6p-9p IBM Club #15571	***14*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***15*** (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-12p Tennisball Cricket #14066
16 (CW-COSB1) 9a-12p Tennisball Cricket Association #14065 (CW-COSB2) 9a-7p Latin American Softball League #15692 (CW-COSB1) 12: 30p-3:30p BV Select #16527	***17*** (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***18*** (CW-COSB2) 4p-8p Cesario Baseball #14759	***19*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***20*** (CW-COSB2) 4p-8p Cesario Baseball #14759 (CW-COSB1) 6p-9p IBM Club #15571	***21*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***22***
23 (CW-COSB2) 9a-7p Latin American Softball League #15692	***24*** (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146	***25*** (CW-COSB2) 4p-8p Cesario Baseball #14759 (CW-COSB1) 5: 30p-10p Citywide Sports	***26*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***27*** (CW-COSB2) 4p-8p Cesario Baseball #14759 (CW-COSB1) 6p-9p IBM Club #15571	***28*** (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146 (CW-COSB2) 6: 30p-10p Dynamic Sport and Social Club #14384	***29***

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For August 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30 (CW-COSB2) 9a-7p Latin American Softball League #15692 (CW-COSB1) 12: 30p-3:30p BV Select #16527	***31*** (CW-COSB2) 5: 30p-10p Bascom Community Center (CW-COSB1) 6: 30p-10p Dynamic Sport and Social Club #14146					

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For September 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSB1) 6p-8p BV Select #17022	***2*** (CW-COSB1) 6: 30p-10:15p Dynamic Sport and Social CLub #16955 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***3*** (CW-COSB2) 4p-8p Cesario Baseball #17173	***4***	***5***
6	***7***	***8*** (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSB1) 6p-8p BV Select #17022	***9*** (CW-COSB1) 6: 30p-10:15p Dynamic Sport and Social CLub #16955 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***10*** (CW-COSB2) 4p-8p Cesario Baseball #17173	***11*** (CW-COSB1) 6p-8p BV Select #17022 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***12*** (CW-COSB1) 8a-6p San Jose Strikkers #17645 (CW-COSB2) 10a-3p Chinese American Softball League #16822 (CW-COSB1) 6p-8p San Jose Strikkers
13 (CW-COSB1) 8a-6p San Jose Strikkers #17645 (CW-COSB2) 8a-6p San Jose Strikkers #17644	***14*** (CW-COSB2) 5: 30p-10p Bascom Community Center	***15*** (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSB1) 6p-8p BV Select #17022	***16*** (CW-COSB1) 6: 30p-10:15p Dynamic Sport and Social CLub #16955 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***17*** (CW-COSB2) 4p-8p Cesario Baseball #17173	***18*** (CW-COSB1) 6p-8p BV Select #17022 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***19*** (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 10a-3p Chinese American Softball League #16822
20 (CW-COSB2) 9a-6p San Jose Strikkers #17644 (CW-COSB1) 12p-3p BV Select #17022	***21*** (CW-COSB1) 5: 30p-10p Citywide Sports (CW-COSB2) 5: 30p-10p Bascom Community Center	***22*** (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSB1) 6p-8p BV Select #17022	***23*** (CW-COSB1) 6: 30p-10:15p Dynamic Sport and Social CLub #16955 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***24*** (CW-COSB2) 4p-8p Cesario Baseball #17173	***25*** (CW-COSB1) 6p-8p BV Select #17022 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***26*** (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 10a-3p Chinese American Softball League #16822 (CW-COSB1) 12: 30p-6:30p San Jose Strikkers #17645 (CW-COSB2) 6p-8p Tennisball Cricket
27 (CW-COSB1) 9a-6p San Jose Strikkers #17645 (CW-COSB2) 9a-6p San Jose Strikkers #17644	***28*** (CW-COSB2) 5: 30p-10p Bascom Community Center	***29*** (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSB1) 6p-8p BV Select #17022	***30*** (CW-COSB1) 6: 30p-10:15p Dynamic Sport and Social CLub #16955			

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For October 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 (CW-COSB2) 4p-6:45p Cesario Baseball (CW-COSF1) 6p-8p South Valley Grizzlies #17702	***2*** (CW-COSB1) 6p-8p BV Select #17022 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***3*** (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 10a-1p Chinese American Softball League #16822 (CW-COSB1) 6p-10p Tennisball Cricket #17696 (CW-COSB2) 6p-10p Tennisball Cricket #17697
4 (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB1) 12p-3p BV Select #17022 (CW-COSB1) 6p-10p Tennisball Cricket #17696 (CW-COSB2) 6p-10p Tennisball Cricket #17697	***5*** (CW-COSF1) 8: 15p-10p Roosevelt Community Center	***6*** (CW-COSB2) 3: 45p-5:45p Cesario Baseball #17173 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-8p South Valley Grizzlies #16988 (CW-COSF1) 8: 15p-10p Roosevelt Community Center	***7*** (CW-COSF1) 6p-8p South Valley Grizzlies #17702 (CW-COSF2) 6p-9p Rossevelt Community Center	***8*** (CW-COSB2) 4p-6:45p Cesario Baseball #17173 (CW-COSF1) 6p-8p South Valley Grizzlies #17702 (CW-COSF2) 7p-10p Rossevelt Community Center	***9*** (CW-COSB1) 6p-8p BV Select #17022 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***10*** (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 9a-6p San Jose Strikkers #17644 (CW-COSB1) 6p-10p Tennisball Cricket #17696 (CW-COSB2) 6p-10p Tennisball Cricket #17697
11 (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 9a-6p San Jose Strikkers #17644 (CW-COSB1) 6p-10p Tennisball Cricket #17696	***12*** (CW-COSF1) 8: 15p-10p Roosevelt Community Center	***13*** (CW-COSB2) 3: 45p-5:45p Cesario Baseball #17173 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-8p South Valley Grizzlies #16988 (CW-COSF1) 8: 15p-10p Roosevelt Community Center	***14*** (CW-COSF1) 6p-8p South Valley Grizzlies #17702 (CW-COSF2) 6p-9p Rossevelt Community Center	***15*** (CW-COSB2) 4p-6:45p Cesario Baseball #17173 (CW-COSF1) 6p-8p South Valley Grizzlies #17702 (CW-COSF2) 7p-10p Rossevelt Community Center	***16*** (CW-COSB1) 6p-8p BV Select #17022 (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***17*** (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 9a-6p San Jose Strikkers #17644 (CW-COSB1) 6p-10p Tennisball Cricket #17696 (CW-COSB2) 6p-10p Tennisball Cricket #17697
18 (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 9a-6p San Jose Strikkers #17644 (CW-COSB1) 12p-3p BV Select #17022 (CW-COSB1) 6p-10p Tennisball Cricket #17696 (CW-COSB2) 6p-10p Tennisball Cricket #17697	***19*** (CW-COSF1) 8: 15p-10p Roosevelt Community Center	***20*** (CW-COSB2) 3: 45p-5:45p Cesario Baseball #17173 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-8p South Valley Grizzlies #16988 (CW-COSF1) 8: 15p-10p Roosevelt Community Center	***21*** (CW-COSF1) 6p-8p South Valley Grizzlies #17702 (CW-COSF2) 6p-9p Rossevelt Community Center	***22*** (CW-COSB2) 4p-6:45p Cesario Baseball #17173 (CW-COSF1) 6p-8p South Valley Grizzlies #17702 (CW-COSF2) 7p-10p Rossevelt Community Center	***23*** (CW-COSB2) 6: 30p-10:15p Dynamic Sport and Social Club #16949	***24*** (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 9a-6p San Jose Strikkers #17644 (CW-COSB1) 6p-10p Tennisball Cricket #17696 (CW-COSB2) 6p-10p Tennisball Cricket #17697
25 (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 9a-6p San Jose Strikkers #17644 (CW-COSB1) 6p-10p Tennisball Cricket #17696 (CW-COSB2) 6p-10p Tennisball Cricket #17697	***26*** (CW-COSF1) 8: 15p-10p Roosevelt Community Center	***27*** (CW-COSB2) 3: 45p-5:45p Cesario Baseball #17173 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-8p South Valley Grizzlies #16988 (CW-COSF1) 8: 15p-10p Roosevelt Community Center	***28*** (CW-COSF1) 6p-8p South Valley Grizzlies #17702 (CW-COSF2) 6p-9p Rossevelt Community Center	***29*** (CW-COSB2) 4p-6:45p Cesario Baseball #17173 (CW-COSF1) 6p-8p South Valley Grizzlies #17702 (CW-COSF2) 7p-10p Rossevelt Community Center	***30***	***31*** (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB1) 6p-10p Tennisball Cricket #17696 (CW-COSB2) 6p-10p Tennisball Cricket #17697

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For November 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 3p-6p Tennisball Cricket (CW-COSB1) 6p-10p Tennisball Cricket #17696 (CW-COSB2) 6p-10p Tennisball Cricket #17697	***2*** (CW-COSF1) 6p-9p Roosevelt Community Center	***3*** (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSF1) 6p-9p Roosevelt Community Center	***4*** (CW-COSF2) 6p-9p Rossevelt Community Center	***5*** (CW-COSB1) 4p-8p Cesario Baseball #17172 (CW-COSF2) 6p-9p Rossevelt Community Center	***6***	***7*** (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697
8 (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697	***9*** (CW-COSF1) 6p-9p Roosevelt Community Center	***10*** (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSF1) 6p-9p Roosevelt Community Center	***11*** (CW-COSF2) 6p-9p Rossevelt Community Center	***12*** (CW-COSB1) 4p-8p Cesario Baseball #17172 (CW-COSF2) 8p-10p Silicon Valley Rugby FC #17998	***13***	***14*** (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697
15	***16*** (CW-COSF1) 6p-9p Roosevelt Community Center	***17*** (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSF1) 6p-9p Roosevelt Community Center	***18*** (CW-COSF2) 6p-9p Rossevelt Community Center	***19*** (CW-COSB1) 4p-8p Cesario Baseball #17172 (CW-COSF2) 6p-9p Rossevelt Community Center	***20***	***21*** (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697
22 (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697	***23*** (CW-COSF1) 6p-9p Roosevelt Community Center	***24*** (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSF1) 6p-9p Roosevelt Community Center	***25*** (CW-COSF2) 6p-9p Rossevelt Community Center	***26*** (CW-COSB1) 4p-8p Cesario Baseball #17172 (CW-COSF2) 6p-9p Rossevelt Community Center	***27***	***28*** (CW-COSB1) 9a-5p San Jose Strikkers #17645 (CW-COSB2) 9a-5p San Jose Strikkers #17644
29 (CW-COSB1) 9a-5p San Jose Strikkers #17645 (CW-COSB2) 9a-5p San Jose Strikkers #17644	***30*** (CW-COSF1) 6p-9p Roosevelt Community Center					

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For December 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 (CW-COSF1) 6p-9p Roosevelt Community Center	***2*** (CW-COSF2) 6p-9p Rossevelt Community Center	***3*** (CW-COSF2) 6p-9p Rossevelt Community Center	***4***	***5*** (CW-COSB2) 9a-12p Tennisball Cricket #17697
6 (CW-COSB2) 9a-12p Tennisball Cricket #17697	***7*** (CW-COSF1) 6p-9p Roosevelt Community Center	***8*** (CW-COSF1) 6p-9p Roosevelt Community Center	***9*** (CW-COSF2) 6p-9p Rossevelt Community Center	***10*** (CW-COSF2) 6p-9p Rossevelt Community Center	***11***	***12*** (CW-COSB1) 9a-12p Tennisball Cricket (CW-COSB2) 9a-12p Tennisball Cricket #17697
13	***14*** (CW-COSF1) 6p-9p Roosevelt Community Center	***15*** (CW-COSF1) 6p-9p Roosevelt Community Center	***16*** (CW-COSF2) 6p-9p Rossevelt Community Center	***17*** (CW-COSB1) 4p-7p Cesario Baseball (CW-COSF2) 6p-9p Rossevelt Community Center	***18***	***19*** (CW-COSB1) 9a-12p Tennisball Cricket (CW-COSB2) 9a-12p Tennisball Cricket #17697
20 (CW-COSB1) 9a-12p Tennisball Cricket (CW-COSB2) 9a-12p Tennisball Cricket #17697	***21*** (CW-COSF1) 6p-9p Roosevelt Community Center	***22*** (CW-COSF1) 6p-9p Roosevelt Community Center	***23*** (CW-COSF2) 6p-9p Rossevelt Community Center	***24*** (All) 12a - Close Skip Date: Christmas Break	***25*** (All) ALL DAY Skip Date: Christmas Break (All) 12a - Close Skip Date: Christmas (Happy Hollow Park & Zoo)	***26*** (All) ALL DAY Skip Date: Christmas Break (All) ALL DAY Skip Date: Christmas (Happy Hollow Park & Zoo)
27 (All) Open - 11:59p Skip Date: Christmas Break (All) Open - 11:59p Skip Date: Christmas (Happy Hollow Park & Zoo)	***28*** (CW-COSF1) 6p-9p Roosevelt Community Center	***29*** (CW-COSF1) 6p-9p Roosevelt Community Center	***30*** (CW-COSF2) 6p-9p Rossevelt Community Center	***31*** (CW-COSF2) 6p-9p Rossevelt Community Center		

(All) = All Facilities ¤ (CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤

Multiple Facilities

Monthly Calendar For January 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4 (CW-COSF1) 6p-9p Roosevelt Community Center	5 (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSF1) 6p-9p Roosevelt Community Center	6 (CW-COSF2) 6p-9p Rossevelt Community Center	7 (CW-COSB1) 4p-8p Cesario Baseball #17172 (CW-COSF2) 6p-9p Rossevelt Community Center	8	9 (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697
10 (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697	11 (CW-COSF1) 6p-9p Roosevelt Community Center	12 (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSF1) 6p-9p Roosevelt Community Center	13 (CW-COSF2) 6p-9p Rossevelt Community Center	14 (CW-COSB1) 4p-8p Cesario Baseball #17172 (CW-COSF2) 6p-9p Rossevelt Community Center	15	16 (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697
17 (CW-COSB1) 9a-11:30a Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB1) 12p-3p BV Select #17022	18 (CW-COSF1) 6p-9p Roosevelt Community Center	19 (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSF1) 6p-9p Roosevelt Community Center	20 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-9p Rossevelt Community Center	21 (CW-COSB1) 4p-8p Cesario Baseball #17172 (CW-COSF2) 6p-9p Rossevelt Community Center	22	23 (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697
24 (CW-COSB1) 9a-11:30a Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB1) 12p-3p BV Select #17022	25 (CW-COSB2) 6p-8p BV Select #17022 (CW-COSF1) 6p-9p Roosevelt Community Center	26 (CW-COSB2) 4p-8p Cesario Baseball #17173 (CW-COSF1) 6p-9p Roosevelt Community Center	27 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-9p Rossevelt Community Center	28 (CW-COSB1) 4p-8p Cesario Baseball #17172 (CW-COSF2) 6p-9p Rossevelt Community Center	29	30 (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697
31 (CW-COSB1) 9a-11:30a Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB1) 12p-3p BV Select #17022						

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For February 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSB2) 6p-8p BV Select #17022 (CW-COSF1) 6p-9p Roosevelt Community Center	2 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSF1) 6p-9p Roosevelt Community Center	3 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-9p Rossevelt Community Center	4 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSF2) 6p-9p Rossevelt Community Center	5 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710	6 (CW-COSB1) 9a-12p Cricbay Inc #16860 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB2) 12:30p-5p San Jose PAL Baseball #17710
7 (CW-COSB2) 9a-12p Tennisball Cricket #17697	8 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSB2) 6p-8p BV Select #17022 (CW-COSF1) 6p-9p Roosevelt Community Center	9 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSF1) 6p-9p Roosevelt Community Center	10 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-9p Rossevelt Community Center	11 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSF2) 6p-9p Rossevelt Community Center	12 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710	13 (CW-COSB1) 9a-5p San Jose PAL Baseball #17709 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB2) 12:30p-5p San Jose PAL Baseball #17710
14 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB1) 12p-3p BV Select #17022	15 (CW-COSF1) 6p-9p Roosevelt Community Center	16 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSF1) 6p-9p Roosevelt Community Center	17 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-9p Rossevelt Community Center	18 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSF2) 6p-9p Rossevelt Community Center	19 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710	20 (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB1) 12:30p-5p San Jose PAL Baseball #17709 (CW-COSB2) 12:30p-5p San Jose PAL Baseball #17710
21 (CW-COSB1) 9a-11:30a Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB1) 12p-3p BV Select #17022	22 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSB2) 6p-8p BV Select #17022 (CW-COSF1) 6p-9p Roosevelt Community Center	23 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSF1) 6p-9p Roosevelt Community Center	24 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSB1) 6p-8p BV Select #17022 (CW-COSF2) 6p-9p Rossevelt Community Center	25 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSF2) 6p-9p Rossevelt Community Center	26 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710	27 (CW-COSB1) 9a-12p Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB1) 12:30p-5p San Jose PAL Baseball #17709 (CW-COSB2) 12:30p-5p San Jose PAL Baseball #17710
28 (CW-COSB1) 9a-11:45a Tennisball Cricket #17696 (CW-COSB2) 9a-12p Tennisball Cricket #17697 (CW-COSB1) 12p-3p BV Select #17022	29 (CW-COSB1) 4p-5:30p San Jose PAL Baseball #17709 (CW-COSB2) 4p-5:30p San Jose PAL Baseball #17710 (CW-COSB2) 6p-8p BV Select #17022 (CW-COSF1) 6p-9p Roosevelt Community Center					

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For March 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSF1) 6p-9p Roosevelt Community Center	2 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	3 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	4 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	5 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164
6 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 10a-1p BV Select #19229	7 (CW-COSB2) 5:30p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center	8 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	9 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	10 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	11 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	12 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164
13 (CW-COSB1) 9a-12p Tennisball Cricket #19168	14 (CW-COSB2) 5:30p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center	15 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	16 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	17 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	18 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	19 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164
20 (CW-COSB1) 9a-12p Tennisball Cricket #19168	21 (CW-COSB2) 5:30p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center	22 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	23 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	24 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	25 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	26 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164
27 (CW-COSB1) 9a-12p Tennisball Cricket #19168	28 (CW-COSB2) 5:30p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center	29 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center	30 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	31 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center		

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For April 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	2 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164
3 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 10a-1p BV Select #19229	4 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB2) 5:30p-7p Nicholas Mamea #19804 (CW-COSF1) 6p-9p Roosevelt Community Center	5 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	6 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	7 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSF2) 6p-9p Rossevelt Community Center	8 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	9 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 10a-3p Chinese American Softball League #19228
10 (CW-COSB1) 9a-12p Tennisball Cricket #19168	11 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSF1) 6p-9p Roosevelt Community Center	12 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSF1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	13 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	14 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	15 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	16 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 10a-3p Chinese American Softball League #19228
17 (CW-COSB1) 9a-12p Tennisball Cricket #19168	18 (CW-COSB2) 3p-5p Bellarmine College Prep #19103	19 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSB1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	20 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	21 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	22 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	23 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 10a-3p Chinese American Softball League #19228
24 (CW-COSB1) 9a-12p Tennisball Cricket #19168	25 (CW-COSB2) 3p-5p Bellarmine College Prep #19103	26 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSB1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	27 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	28 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	29 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	30 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 10a-3p Chinese American Softball League #19228

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For May 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 10a-1p BV Select #19229	2 (CW-COSB2) 3p-5p Bellarmine College Prep #19103	3 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSB1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	4 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	5 (CW-COSB2) 3p-5p Bellarmine College Prep #19103 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	6 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	7 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164
8 (CW-COSB1) 9a-12p Tennisball Cricket #19168	9	10 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSB1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	11 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	12 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	13 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	14 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164
15 (CW-COSB1) 9a-12p Tennisball Cricket #19168	16	17 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSB1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	18 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	19 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	20 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	21 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164
22 (CW-COSB1) 9a-12p Tennisball Cricket #19168	23	24 (CW-COSB2) 5p-7p San Jose American Little League #18895 (CW-COSB1) 6p-9p Roosevelt Community Center (CW-COSB2) 7:30p-9p BV Select #19229	25 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	26 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 6p-9p Roosevelt Community Center	27 (CW-COSB1) 4p-6p San Jose American Little League #18894 (CW-COSB2) 5p-7p San Jose American Little League #18895	28
29	30	31 (CW-COSB1) 6p-9p Roosevelt Community Center				

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For June 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 (CW-COSB2) 6p-8p BV Select #19229	2	3	4 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-4:30p Chinese American Softball League #19228
5 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 10a-1p BV Select #19229	6	7 (CW-COSB1) 5:30p-7p NC Ballers #20937	8 (CW-COSB2) 6p-8p BV Select #19229	9 (CW-COSB1) 10a-2p EMQ Families First #20668 (CW-COSB2) 10a-2p EMQ Families First #20668 (CW-COSB1) 5:30p-7p NC Ballers #20937	10 (CW-COSB2) 12:30p-4p Alano CWB SJ and West #21043	11 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-4:30p Chinese American Softball League #19228
12 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 3p-5p San Jose Athletics #20921	13	14 (CW-COSB1) 5:30p-7p NC Ballers #20937	15 (CW-COSB2) 6p-8p BV Select #19229	16 (CW-COSB1) 5:30p-7p NC Ballers #20937	17	18 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-4:30p Chinese American Softball League #19228
19 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB2) 3p-5p San Jose Athletics #20921	20	21 (CW-COSB1) 5:30p-7p NC Ballers #20937	22	23 (CW-COSB1) 5:30p-7p NC Ballers #20937	24	25 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-4:30p Chinese American Softball League #19228
26 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB2) 3p-5p San Jose Athletics #20921	27	28 (CW-COSB1) 5:30p-7p NC Ballers #20937	29	30 (CW-COSB1) 5:30p-7p NC Ballers #20937		

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For July 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3 (CW-COSB2) 3p-5p San Jose Athletics #20921	4	5	6	7	8	9 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB2) 12:30p-5p Indian Health Center #19899 (CW-COSB2) 5p-6p Indian Health Center #19899
10 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB2) 3p-5p San Jose Athletics #20921	11 (CW-COSF1) 9a-5p Bascom Community Center (CW-COSF2) 9a-5p Bascom Community Center (CW-COSB1) 5:30p-7p Special Olympics #21093 (CW-COSB2) 5:30p-7p Special Olymics #21094	12	13	14	15 (CW-COSF1) 9a-5p Bascom Community Center (CW-COSF2) 9a-5p Bascom Community Center	16 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-2p Special Olympics #21093 (CW-COSB2) 12:30p-2p Special Olymics #21094
17 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB2) 12:30p-2:30p BV Select (CW-COSB2) 3p-5p San Jose Athletics #20921	18 (CW-COSB1) 5p-6:30p Special Olympics #21093 (CW-COSB2) 5p-6:30p Special Olymics #21094	19	20	21	22	23 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-2p Special Olympics #21093 (CW-COSB2) 12:30p-2p Special Olymics #21094
24 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB2) 3p-5p San Jose Athletics #20921	25 (CW-COSB1) 5p-6:30p Special Olympics #21093 (CW-COSB2) 5p-6:30p Special Olymics #21094	26	27	28	29	30 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-2p Special Olympics #21093 (CW-COSB2) 12:30p-2p Special Olymics #21094

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For July 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB2) 12:30p-2:30p BV Select (CW-COSB2) 3p-5p San Jose Athletics #20921						

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For August 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 (CW-COSB1) 5p-6:30p Special Olympics #21093 (CW-COSB2) 5p-6:30p Special Olymics #21094	2	3	4	5	6 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-2p Special Olympics #21093 (CW-COSB2) 12:30p-2p Special Olymics #21094
7 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164	8 (CW-COSB1) 5p-6:30p Special Olympics #21093 (CW-COSB2) 5p-6:30p Special Olymics #21094	9	10	11	12	13 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-2p Special Olympics #21093 (CW-COSB2) 12:30p-2p Special Olymics #21094
14 (CW-COSB1) 9a-12p Tennisball Cricket #19168 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB2) 12:30p-2:30p BV Select	15 (CW-COSB1) 5p-6:30p Special Olympics #21093 (CW-COSB2) 5p-6:30p Special Olymics #21094	16	17	18	19	20 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB1) 12:30p-2p Special Olympics #21093 (CW-COSB2) 12:30p-2p Special Olymics #21094
21 (CW-COSB2) 9a-12p Tennisball Cricket #19164	22 (CW-COSB1) 5p-6:30p Special Olympics #21093 (CW-COSB2) 5p-6:30p Special Olymics #21094	23	24	25	26	27 (CW-COSB2) 9a-12p Tennisball Cricket #19164
28 (CW-COSB2) 9a-12p Tennisball Cricket #19164 (CW-COSB2) 12:30p-2:30p BV Select	29	30	31			

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For September 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4 (CW-COSB2) 9a-11a Blue Bombers #21808	5 (CW-COSF2) 6p-9p Roosevelt Community Center	6 (CW-COSB1) 6p-9p Roosevelt Community Center	7	8 (CW-COSB2) 5:30p-7p NC Ballers #22469	9	10
11 (CW-COSB2) 9a-11a Blue Bombers #21808	12 (CW-COSF2) 6p-9p Roosevelt Community Center	13 (CW-COSB1) 6p-9p Roosevelt Community Center	14	15 (CW-COSB2) 5:30p-7p NC Ballers #22469	16	17
18 (CW-COSB2) 9a-11a Blue Bombers #21808	19 (CW-COSF2) 6p-9p Roosevelt Community Center	20 (CW-COSB1) 6p-9p Roosevelt Community Center	21	22 (CW-COSB2) 5:30p-7p NC Ballers #22469	23	24
25 (CW-COSB2) 9a-11a Blue Bombers #21808	26 (CW-COSF2) 6p-9p Roosevelt Community Center	27 (CW-COSB1) 6p-9p Roosevelt Community Center	28	29 (CW-COSB2) 5:30p-7p NC Ballers #22469	30	

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For October 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 (CW-COSB2) 5p-10p Tennisball Cricket #22121
2 (CW-COSB2) 5p-10p Tennisball Cricket #22121	3 (CW-COSF2) 6p-9p Roosevelt Community Center	4 (CW-COSB1) 6p-9p Roosevelt Community Center	5	6 (CW-COSB2) 5p-6:30p NC Ballers #22469	7	8 (CW-COSB2) 5p-10p Tennisball Cricket #22121
9 (CW-COSB1) 10a-2p Bay Area Community Sports #22434 (CW-COSB2) 5p-10p Tennisball Cricket #22121	10 (CW-COSF2) 6p-9p Roosevelt Community Center	11 (CW-COSB1) 6p-9p Roosevelt Community Center	12 (CW-COSB1) 11a-5p Infinera Cricket Tournament #22742 (CW-COSB2) 11a-7p Infinera Cricket Tournament #22743	13 (CW-COSB2) 5p-6:30p NC Ballers #22469	14	15 (CW-COSB2) 5p-10p Tennisball Cricket #22121
16 (CW-COSB1) 10a-2p Bay Area Community Sports #22434 (CW-COSB2) 5p-10p Tennisball Cricket #22121	17 (CW-COSF2) 6p-9p Roosevelt Community Center	18 (CW-COSB1) 6p-9p Roosevelt Community Center	19	20 (CW-COSB2) 5p-6:30p NC Ballers #22469	21	22 (CW-COSB2) 5p-10p Tennisball Cricket #22121
23 (CW-COSB1) 10a-2p Bay Area Community Sports #22434 (CW-COSB2) 5p-10p Tennisball Cricket #22121	24 (CW-COSF2) 6p-9p Roosevelt Community Center	25 (CW-COSB1) 6p-9p Roosevelt Community Center	26	27 (CW-COSB2) 5p-6:30p NC Ballers #22469	28	29 (CW-COSB2) 5p-10p Tennisball Cricket #22121

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For October 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30 (CW-COSB1) 10a-2p Bay Area Community Sports #22434	31					

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For November 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 (CW-COSF1) 6p-9p Roosevelt Community Center	2	3	4	5 (CW-COSB1) 9a-12p Tennisball Cricket #22122 (CW-COSB2) 9a-12p Tennisball Cricket #22121 (CW-COSB2) 3p-10p Tennisball Cricket #22121 (CW-COSB1) 5:30p-9p Tennisball Cricket
6 (CW-COSB2) 8: 30a-11:30a Tennisball Cricket #22121 (CW-COSB1) 9a-12p Tennisball Cricket #22122 (CW-COSB1) 12: 30p-4:30p Bay Area Community Sports #22434	7	8 (CW-COSF1) 6p-9p Roosevelt Community Center	9	10	11	12 (CW-COSB1) 9a-12p Tennisball Cricket #22122 (CW-COSB2) 9a-12p Tennisball Cricket #22121
13 (CW-COSB2) 8: 30a-11:30a Tennisball Cricket #22121 (CW-COSB1) 9a-12p Tennisball Cricket #22122 (CW-COSB1) 12: 30p-4:30p Bay Area Community Sports #22434	14	15 (CW-COSF1) 6p-9p Roosevelt Community Center	16	17	18	19 (CW-COSB1) 9a-12p Tennisball Cricket #22122 (CW-COSB2) 9a-12p Tennisball Cricket #22121
20 (CW-COSB2) 8: 30a-11:30a Tennisball Cricket #22121 (CW-COSB1) 9a-12p Tennisball Cricket #22122	21	22 (CW-COSF1) 6p-9p Roosevelt Community Center	23	24	25	26
27	28	29 (CW-COSF1) 6p-9p Roosevelt Community Center	30			

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Multiple Facilities

Monthly Calendar For December 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3 (CW-COSB1) 9a-12p Tennisball Cricket #22122 (CW-COSB2) 9a-12p Tennisball Cricket #22121
4 (CW-COSB2) 8: 30a-11:30a Tennisball Cricket #22121 (CW-COSB1) 9a-12p Tennisball Cricket #22122	5	6 (CW-COSF1) 6p-9p Roosevelt Community Center	7	8	9	10 (CW-COSB1) 9a-12p Tennisball Cricket #22122 (CW-COSB2) 9a-12p Tennisball Cricket #22121
11 (CW-COSB2) 8: 30a-11:30a Tennisball Cricket #22121 (CW-COSB1) 9a-12p Tennisball Cricket #22122	12	13 (CW-COSF1) 6p-9p Roosevelt Community Center	14	15	16	17 (CW-COSB1) 9a-12p Tennisball Cricket #22122 (CW-COSB2) 9a-12p Tennisball Cricket #22121
18 (CW-COSB2) 8: 30a-11:30a Tennisball Cricket #22121 (CW-COSB1) 9a-12p Tennisball Cricket #22122	19	20 (CW-COSF1) 6p-9p Roosevelt Community Center	21	22	23	24
25 (All) 12a - Close Skip Date: Christmas (Happy Hollow Park & Zoo)	26 (All) ALL DAY Skip Date: Christmas (Happy Hollow Park & Zoo)	27 (All) Open - 11:59p Skip Date: Christmas (Happy Hollow Park & Zoo) (CW-COSF1) 6p-9p Roosevelt Community Center	28	29	30	31

(CW-COSF1) = Columbus Park Soccer Field #1 - Lighted ¤ (CW-COSB2) = Columbus Park Softball Field #2-Lighted ¤ (CW-COSF2) = Columbus Park Soccer Field #2 - Lighted ¤ (CW-COSB1) = Columbus Park Softball Field #1-Lighted ¤ (All) = All Facilities ¤

Hexagon Transportation Consultants, Inc.

Memorandum

Date: April 10, 2024

To: Ms. Carolyn Mogollon, David J. Powers & Associates Inc.

From: Gary Black, Nivedha Baskarapandian

Subject: Columbus Park Transportation Analysis – Impact of Updated Site Plan

Hexagon Transportation Consultants, Inc has reviewed the revised project site plan for the Columbus Park reconstruction project in San Jose , California. Hexagon prepared a transportation analysis, dated May 11, 2022, for the previous site plan dated March 9, 2022. It is our understanding that the site plan has been updated (April 4, 2024) and has removed the softball fields and relocated the east parking lot Two soccer fields will remain, along with horseshoe courts, pickleball courts, basketball courts, and picnic areas. The initial site plan included a parking lot east of the sports field which has now been removed, An equivalent number of parking stalls will be provided in two parking lots north of the sports fields. The proposed parking lots would take the space that was formerly designated for the softball fields.

Other than the relocation of the parking lots, the other aspects of site access and circulation have not changed since the May 2022 transportation report. The streets surrounding the park – Walnut Street, Asbury Street, Irene Street – will be changed to one-way operation with circulation around the park in a clockwise direction. Inbound traffic from W. Taylor Street can make a left or right turn on to Walnut Street. Outbound traffic will use Irene Street and will only be able to turn right on W. Taylor Street due to the median. The existing connection from Spring Street to W. Taylor Street will be closed, and Spring Street will terminate at Asbury Street.

The only change to access and circulation is the parking lot location. Access to the parking spaces will now be provided by two one-way driveways: one on Walnut Street and the other on Asbury Street. The parking lots are both one-way, and vehicles would exit via driveways on Asbury Street and Irene Street. The outbound driveway on Irene Street is located close to a curve for vehicles turning right from Asbury Street. Sight distance could be an issue for vehicles exiting the parking lot. Cars turning from Asbury Street to Irene Street would be going about 10 mph or less due to the sharp curve. The minimum Caltrans recommended stopping sight distance is 50 feet based on a design speed of 10 mph. Figure 1 shows the sight distance triangle based on a stopping sight distance of 50 feet as vehicles would need to slow down to make the turn. Hexagon recommends minimizing landscaping at the corner and removing two street parking spaces on Asbury Street to provide drivers with adequate sight distance while leaving the parking lot.

Figure 1
Driveway Sight Triangle

NORTH
Not to Scale