LOS PORTALES CONDOMINIUM PROJECT
CITY OF SANTA BARBARA, CALIFORNIA

TRAFFIC, CIRCULATION, AND PARKING STUDY

April 12, 2007 **ATE #04072.01**

Prepared for:

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TRAFFIC, CIRCULATION, AND PARKING STUDY FOR THE LOS PORTALES CONDOMINIUM PROJECT - CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following traffic, circulation, and parking study for the Los Portales Condominium Project, located in the City of Santa Barbara. The study addresses potential traffic, circulation, and parking impacts associated with the project and identifies improvements where appropriate, as well as addresses comments made by the City of Santa Barbara.

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INTRODUCTION

The following report contains an analysis of the potential traffic, circulation, and parking impacts associated with the Los Portales Condominium Project. The report provides information regarding existing and future traffic conditions within the project study-area, and recommends improvements where necessary. The report also contains an analysis of site access, circulation, and parking issues.

PROJECT DESCRIPTION

The applicant is proposing to construct a 48-unit condominium complex at 535 East Montecito Street in the City of Santa Barbara. The project site, which is currently vacant, is located on the northwest corner of the Montecito Street/Calle Cesar Chavez intersection. Figure 1 shows the location of the project site, and Figure 2 shows the project site plan. The project proposes to provide 2-car tandem configuration garages for each unit, for a total of 96 residential parking spaces. Two additional visitor spaces are also provided on-site.

PROJECT STUDY AREA

The project study area evaluated in this report was developed based on input provided by City staff. Table 1 lists the key study-area intersections included in the analysis.

Table 1
Study-Area Intersections

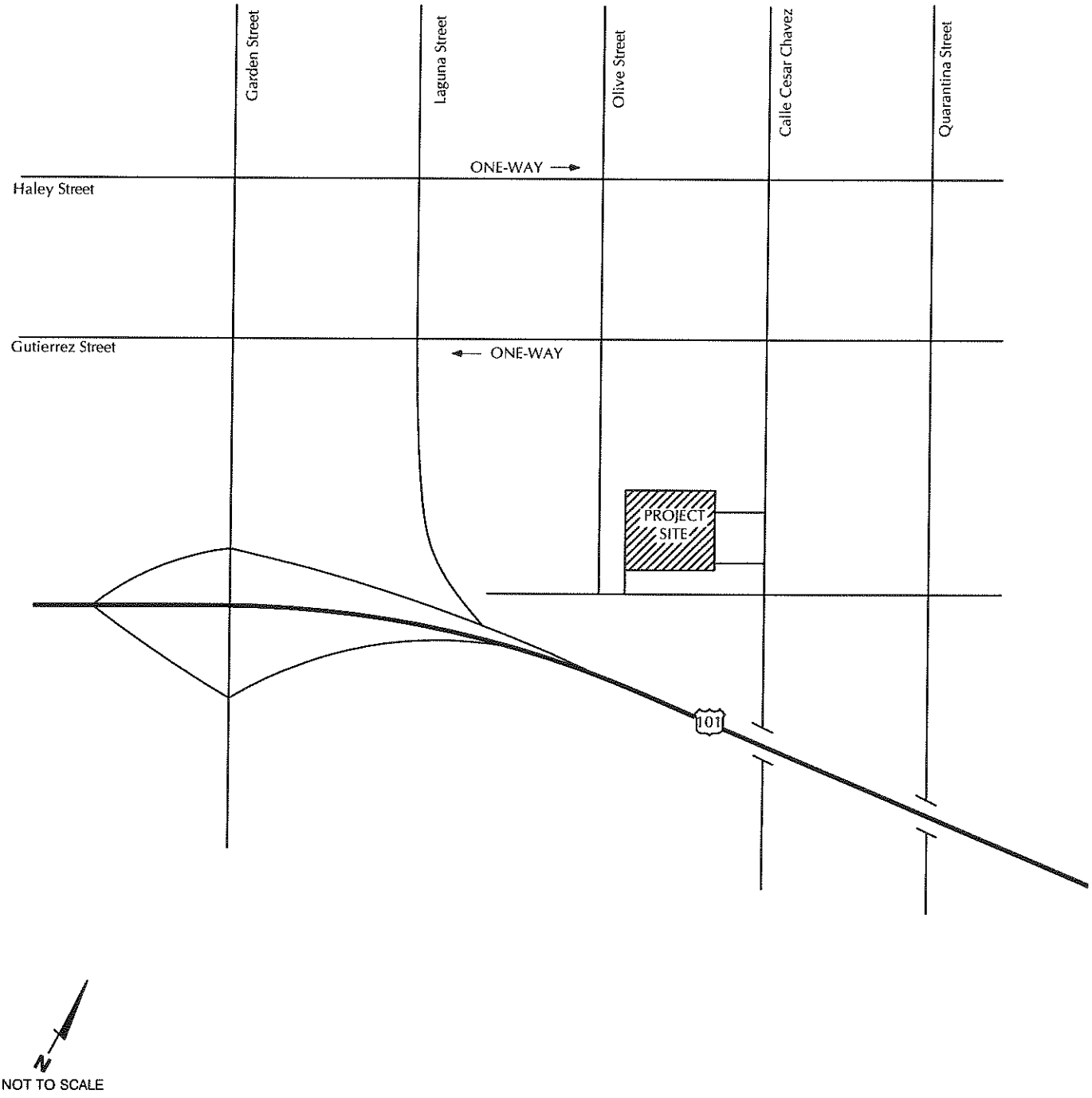
1. Garden St. / Haley St.
2. Garden St. / Gutierrez St.
3. Gutierrez St. / Calle Cesar Chavez
4. Garden St. / U.S. 101 NB Ramps
5. Garden St. / U.S. 101 SB Ramps

EXISTING CONDITIONS

Street Network

The project site is served by a network of highways, arterial streets and collector streets, as illustrated in Figure 1. The following text provides a brief discussion of the major components of the study-area street network.

U.S. Highway 101, located south of the site, provides regional access to the site via the Garden Street interchange. U.S. 101 connects the City of Santa Barbara with Goleta, Buellton and Santa Maria to the north; and with Montecito, Carpinteria and Ventura to the south. U.S.



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EXISTING STREET NETWORK

FIGURE 1

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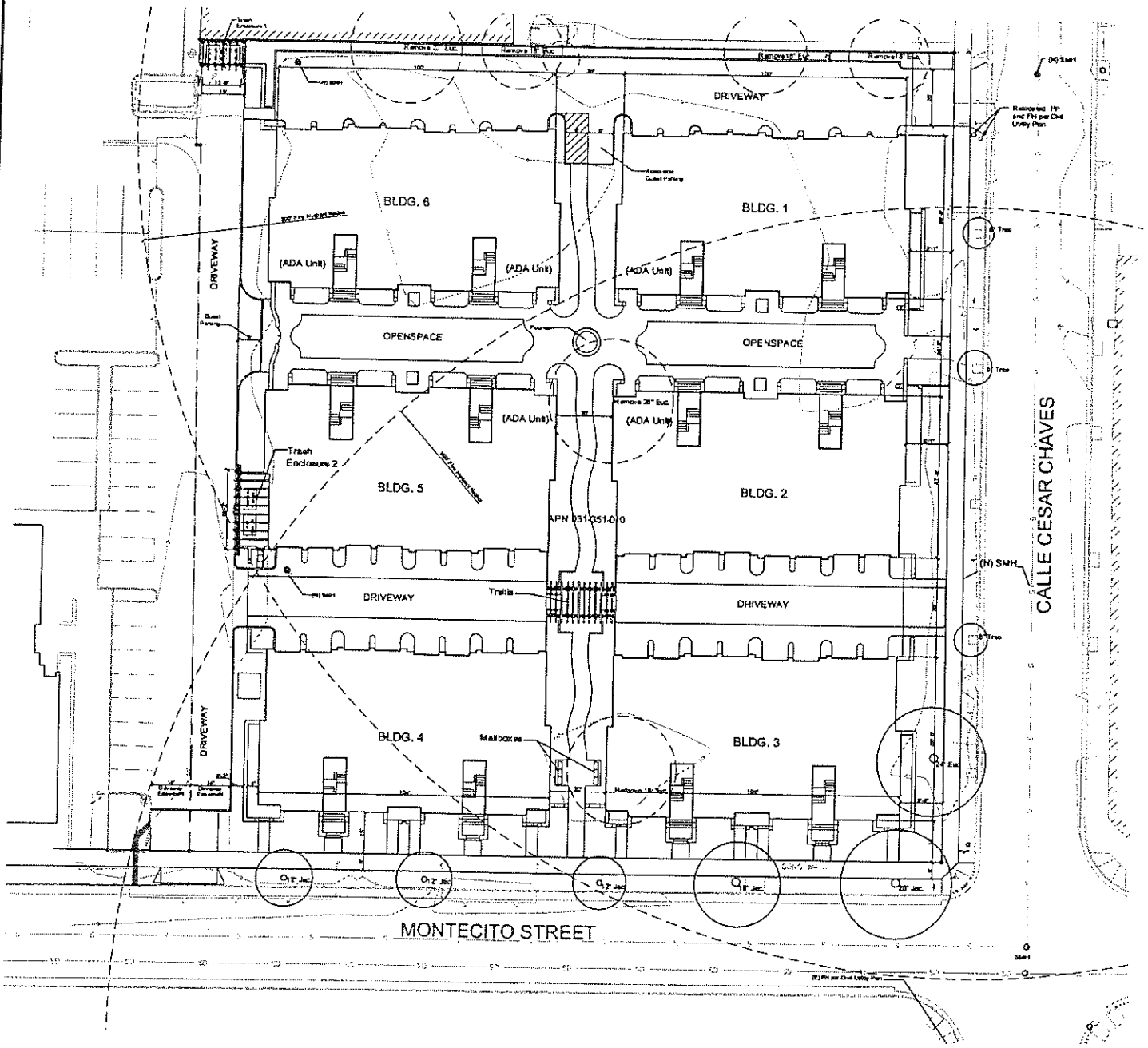

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PROJECT SITE PLAN

FIGURE 2

MMF #04072.01

101 is a 6-lane freeway west of the Milpas Street interchange, and a 4-lane freeway east of the interchange.

Garden Street, located west of the project site, is a four-lane divided roadway with Class II bike lanes south of the U.S. Highway 101. It connects downtown and waterfront traffic with U.S. 101. North of the Garden Street/Guiterrez Street intersection the roadway is 2 lanes and extends in the northwestern direction until it turns into Constance Avenue near the Santa Barbara Mission.

Calle Cesar Chavez, located along the project's eastern frontage, is a 2-lane roadway which extends south of the Salsipuedes Street/Guiterrez Street intersection under the U.S. 101 and widens to 4 lanes until it connects to Cabrillo Boulevard. This roadway provides a link between the Waterfront area and the Downtown and Eastside areas of the City. Access to the Los Portales Condominiums Project would be provided via two driveways on Calle Cesar Chavez.

East Montecito Street is a 2- lane road located along the project's southern frontage. This roadway extends east of the project site towards the eastside area of the City, and terminates 2 blocks west of the project site at U.S. 101.A driveway on Montecito Street would provide access to a portion of the units, and would be shared with the adjacent property. The intersections of Montecito/Calle Cesar Chavez and Montecito/Quarantina are controlled by all-way stop signs. The intersection of Montecito/Milpas is controlled by a traffic signal.

Haley Street, located north of the project site, is a 2-lane, 1-way street that extends east from downtown Santa Barbara to the eastside area of the City, terminating at Alameda Padre Serra. Signals control the intersections of Haley/Garden, Haley/Laguna, and Haley/Calle Cesar Chavez. Haley Street provides the most direct access to the project for vehicles exiting the freeway from the Garden Street interchange.

Gutierrez Street is a 1-way street that extends west from Alameda Padre Serra on the eastside of the City to downtown Santa Barbara. Signals control the intersections of Gutierrez/Garden and Gutierrez/Calle Cesar Chavez. Gutierrez Street runs parallel to the projects northern frontage, and provides the most direct route towards the Garden Street/U.S. 101 interchange.

Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The City considers LOS C with a volume-to-capacity ratio of 0.77 as the minimum acceptable operating standard for signalized intersections, and an average vehicle delay of 22 seconds as the minimum standard for unsignalized intersections.

Existing peak hour volumes for the study-area intersections were derived from counts conducted in October and November of 2006 (Traffic count data is contained in the Technical Appendix for reference). After initial review of the traffic count data, City staff conducted supplemental counts in February, 2007 at the Gutierrez/Garden intersection to verify ATE's findings. The data collected by City staff show that the loading for the westbound left-turn from Gutierrez Street onto Garden Street was highly uneven, with 25% of the vehicles in the first lane and 75% of the vehicles in the second lane. City staff have requested that the ATE traffic study be revised to account for this unequal loading because it is so pronounced and affects the overall operation of the intersection.

Levels of service for the signalized study-area intersections were calculated based on the "Intersection Capacity Utilization" (ICU) methodology. Existing A.M. and P.M. peak hour traffic volumes for the study-area intersections are shown on Figure 3. Table 2 lists the existing intersection levels of service (calculation worksheets are contained in the Technical Appendix).

Table 2
Existing Intersection Levels of Service

Intersection	A.M. Peak		P.M. Peak	
	ICU	LOS	ICU	LOS
Garden/ Haley	0.65	B	0.63	B
Garden/Gutierrez	**0.82**	**D**	**0.79**	**C**
Gutierrez/Calle Cesar Chavez	0.44	A	0.39	A
Garden/US 101 NB Ramps	0.43	A	0.62	B
Garden/US 101 SB Ramps	0.45	A	0.57	A

The data presented in Table 2 shows that the Garden/Gutierrez intersection operates below the City standard of 0.77 during the A.M. and P.M. peak hours. All of the other study-area intersections operate in the LOS A - B range, which is considered acceptable based on City standards.

Historic Traffic Volume Review

After review of the existing levels of service, City staff requested a review of historical traffic volumes within the Garden Street corridor. ATE contacted the Santa Barbara County Association of Governments (SBCAG) and obtained traffic volumes for the U.S. 101 Northbound Ramps/Garden Street intersection for the last 15 years. Table 3 shows the levels of service and P.M. peak hour volumes provided from SBCAG. Levels of Service calculation worksheets showing the volumes are contained in the Technical Appendix for reference.

Table 3
U.S. 101 NB Ramps/Garden Street Intersection Historic Traffic Volumes

Year	V/C Ratio/LOS	Peak Hour Entering Volumes
1992	0.62/LOS B	2,303
1996	0.66/LOS B	2,726
1997	0.59/LOS A	2,429
1999	0.58/LOS A	2,522
2000	0.66/LOS B	2,738
2002	0.63/LOS B	2,592
2004	0.72/LOS C	3,150
2006(City of Santa Barbara)	0.56/LOS A	2,689(a)
2006 (Los Portales)	0.62/LOS B	2,564(a)

(a) 2006 City counts higher than 2006 counts completed for this study, V/C ratio is lower due to allocation of critical movements

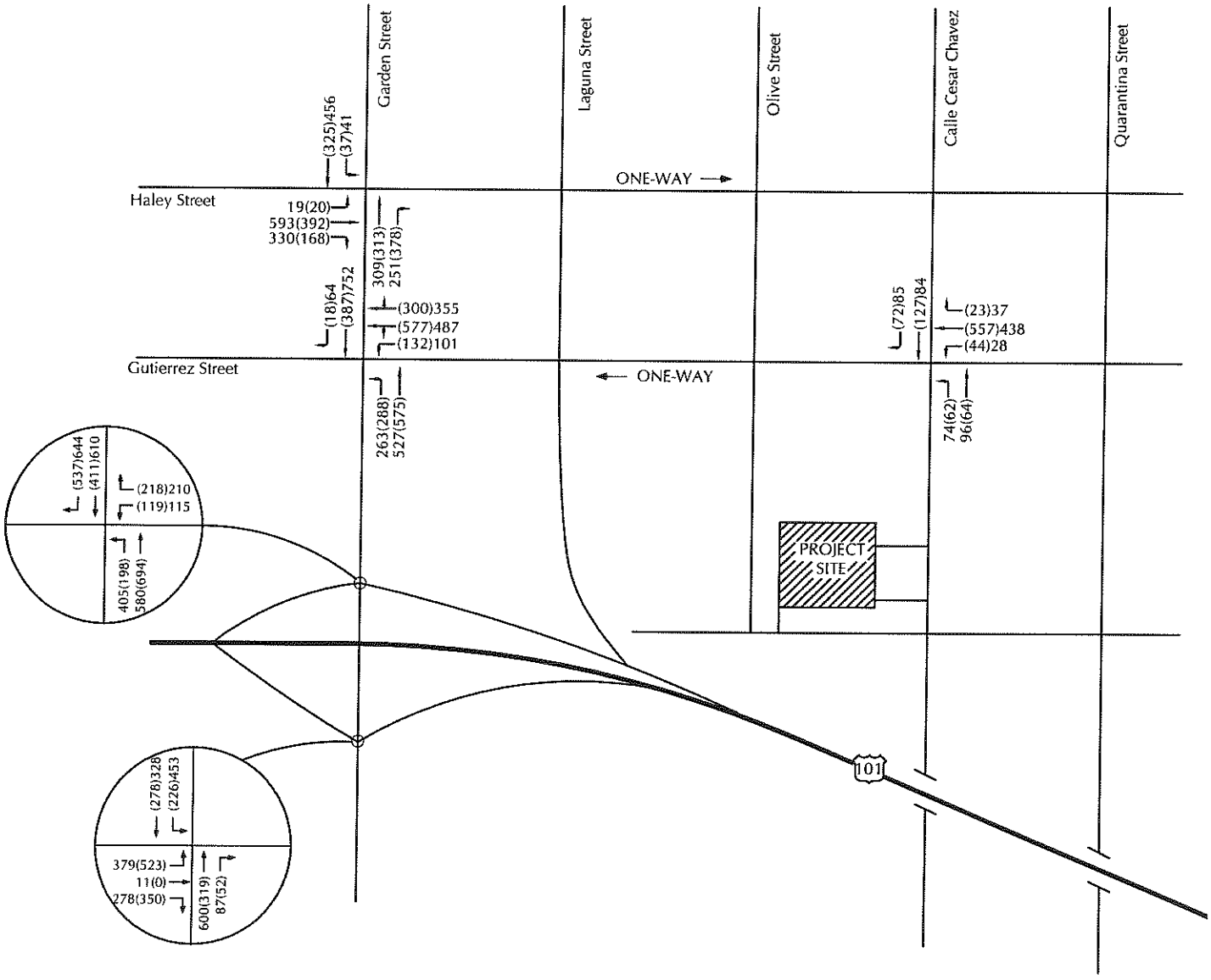
The data presented in Table 3 show that the P.M. peak hour traffic volumes for the U.S. 101 NB Ramps/Garden Street intersection range from 2,303 in 1992 to 3,150 in 2004. The most current traffic volumes show a decline from the volumes collected in 2004. This is maybe due to traffic avoiding the congestion that occurs on U.S. 101 during the P.M. peak period.

THRESHOLDS OF SIGNIFICANCE

The City's project-specific and cumulative impact thresholds are outlined below.

Project-Specific Threshold. The City's project-specific impact threshold states that if a development project would cause the V/C ratio at an intersection to exceed 0.77, or if the project would increase the V/C ratio at intersections which already exceed 0.77 by 0.01, the project's impact is considered significant.

Cumulative Threshold. The City cumulative impact threshold states that if a development project would add traffic to an intersection which is forecast to operate above V/C 0.77 with cumulative traffic volumes, the project's contribution is considered a significant cumulative impact.



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EXISTING TRAFFIC VOLUMES

FIGURE 3

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PROJECT-GENERATED TRAFFIC VOLUMES

Trip Generation

Trip generation estimates for the Los Portales Condominium Project were calculated based on the average rates for Residential Condominium/Townhouse (Land Use Code #230) presented in the Institute of Transportation Engineers (ITE) Trip Generation Report[1]. Table 4 shows the project trip generation estimates.

Table 4
Project Trip Generation Estimates

Land Use	Size	ADT	A.M. Peak		P.M. Peak	
			Rate	Trips	Rate	Trips
Condominiums	48 Units	281	0.44	21	0.52	25

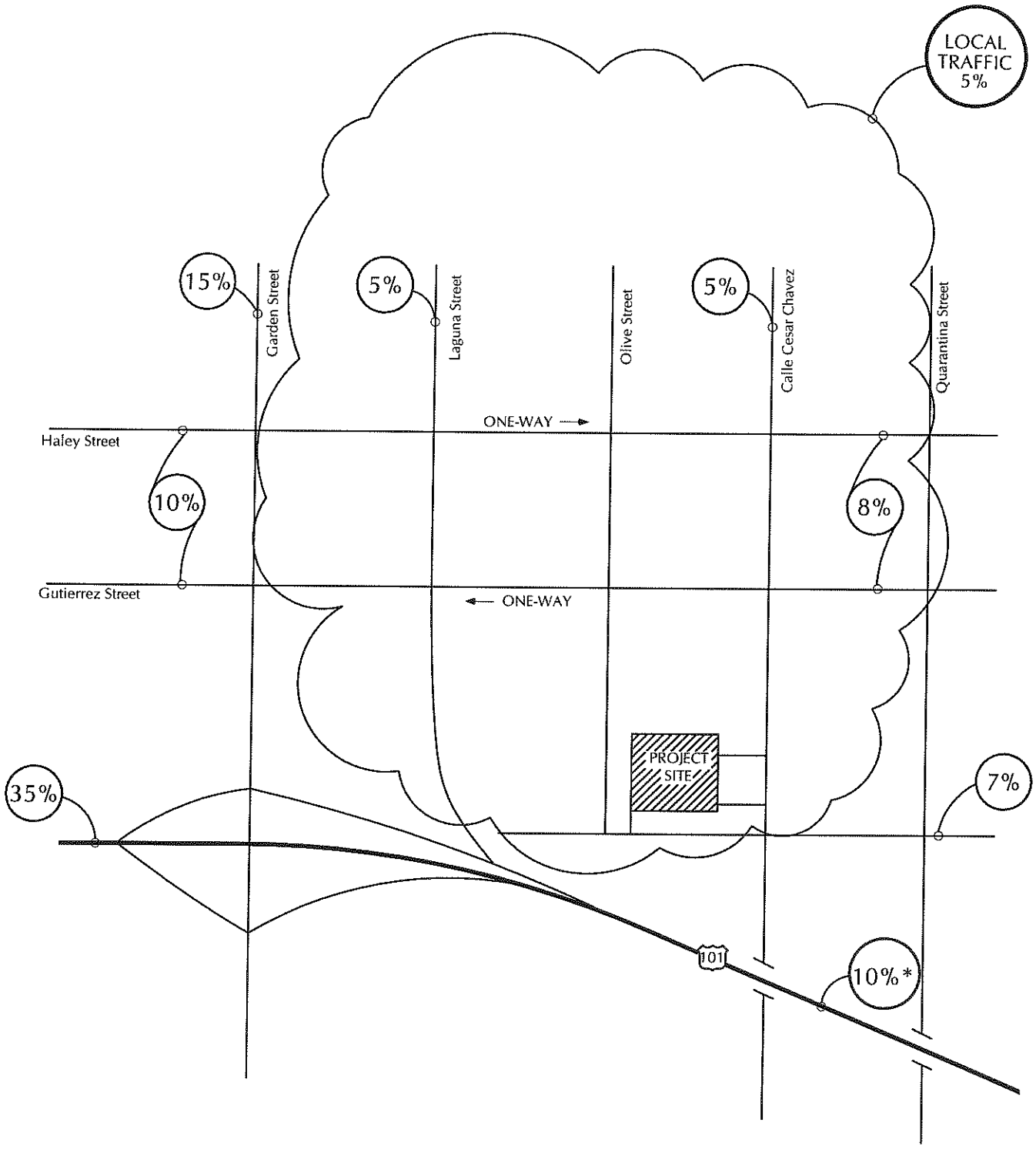
Table 4 shows that the proposed project would generate 281 Average Daily Traffic (ADT), 21 A.M. peak hour trips, and 25 P.M. peak hour trips.

In order to verify the rates presented in the ITE manual, ATE conducted trip generation studies at various condominium complexes throughout the Santa Barbara area. The results of the trip generation studies are included in the Technical Appendix for reference. These studies confirm that the ITE Condominium rates are appropriate for projects in the Santa Barbara area.

Trip Distribution

The A.M. and P.M. peak hour trips generated by the project were distributed onto the study-area street network based on the percentages shown in Table 5 and on Figure 4. Trip distribution percentages were developed based on existing traffic patterns and were reviewed by City staff. The distribution and impact analysis is based on the City's practice of following 5 vehicle trips or more through adjacent intersections. This provides a statistical certainty for project-generated traffic additions at critical intersections on a day-to-day basis.

[1] Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.



LEGEND

% - Distribution Pecentage

5% Via Milpas St. On Montecito St.

* - 5% Via Garden St.

N

NOT TO SCALE

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PROJECT TRIP DISTRIBUTION

FIGURE 4

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Table 5
Project Trip Distribution Percentages

Origin/Destination	Direction	Percentage
Local	-	5%
Garden Street	North	15%
Laguna Street	North	5%
Calle Cesar Chavez	North	5%
Haley St./Gutierrez St.	East	8%
Haley St./Gutierrez St.	West	10%
Montecito Street	East	7%
U.S. Highway 101	North	35%
U.S. Highway 101	South	10%*
TOTAL		**100%**

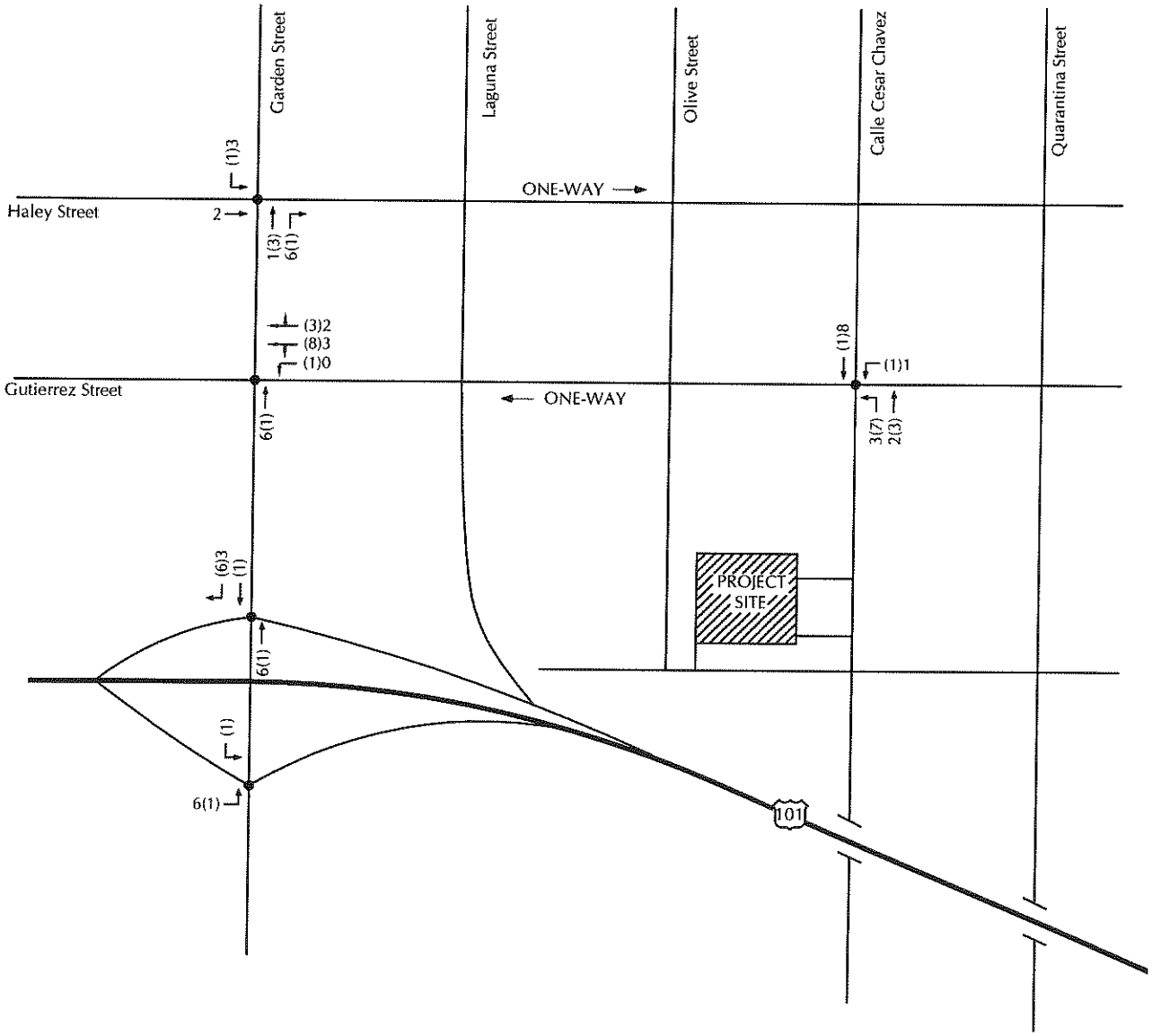
*5% Via Garden Street / 5% Via Milpas

Once distributed, project-generated traffic was assigned to the study-area street system. Figure 5 shows the project-added peak hour traffic volumes. Figure 6 shows the Existing+Project traffic volumes.

PROJECT-SPECIFIC IMPACTS

Intersection Operations

Levels of service for the study-area intersections were re-calculated with the project added traffic. Tables 6 and 7 compare the Existing and Existing+Project levels of service and identify project-specific impacts.



N

NOT TO SCALE

LEGEND

XX - (A.M.)P.M. Peak Hour Volume

● - Study-Area Intersection

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PROJECT ADDED TRAFFIC VOLUMES

FIGURE 5

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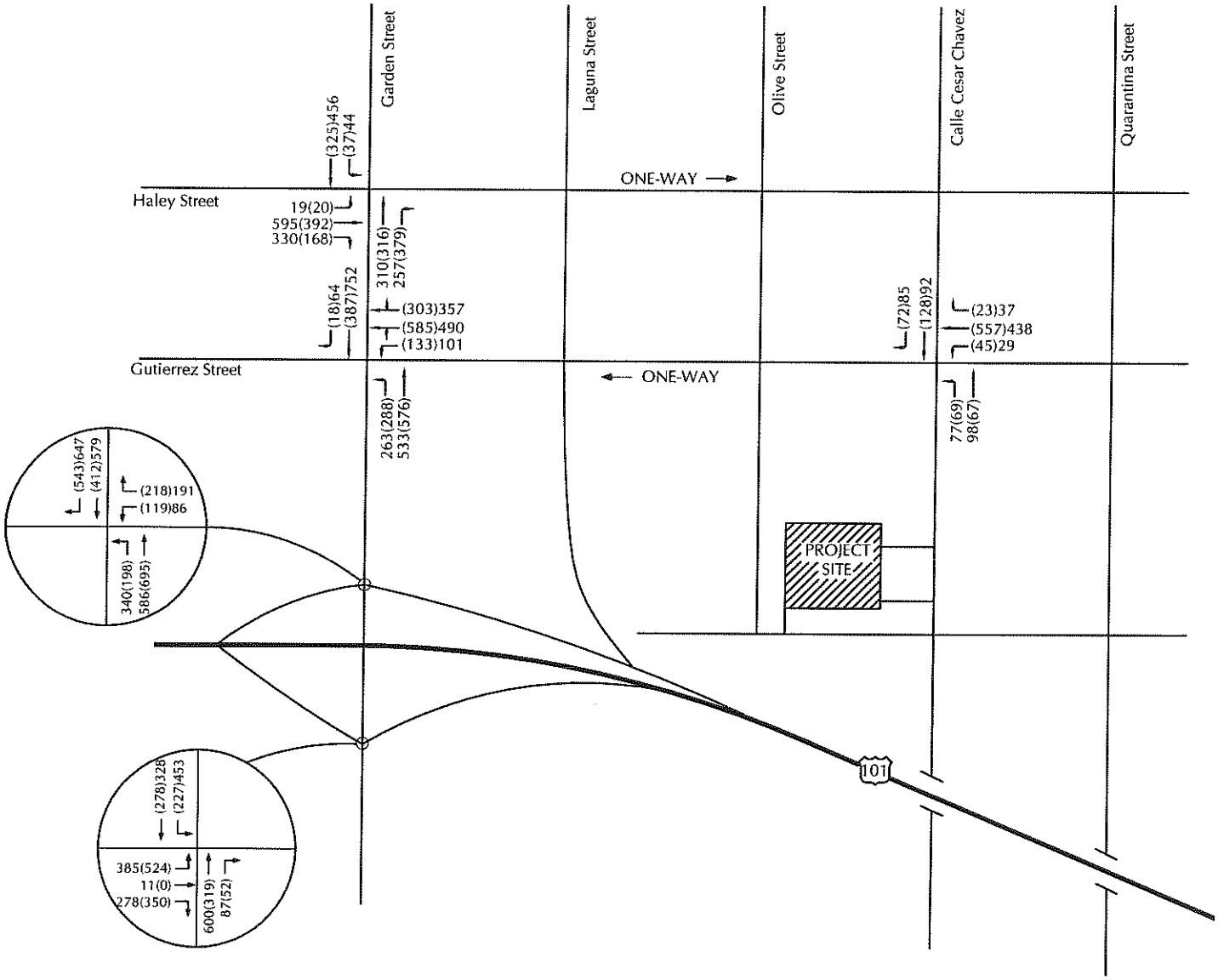

NOT TO SCALE

LEGEND

XX - (A.M.)P.M. Peak Hour Volume

X - Average Daily Traffic Volume

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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

MMF #04072.01

Table 6
Existing + Project A.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Impact?
	ICU	LOS	ICU	LOS	
Garden/ Haley	0.65	B	0.65	B	No
Garden/Gutierrez	**0.82**	**D**	**0.83**	**D**	**Yes**
Gutierrez/Calle Cesar Chavez	0.44	A	0.45	A	No
Garden/US 101 NB Ramps	0.43	A	0.43	A	No
Garden/US 101 SB Ramps	0.45	A	0.45	A	No

Table 7
Existing + Project P.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Impact?
	ICU	LOS	ICU	LOS	
Garden/ Haley	0.63	B	0.63	B	No
Garden/Gutierrez	**0.79**	**D**	**0.80**	**D**	**Yes**
Gutierrez/Calle Cesar Chavez	0.39	A	0.40	A	No
Garden/US 101 NB Ramps	0.61	B	0.62	B	No
Garden/US 101 SB Ramps	0.57	A	0.58	A	No

Tables 6 and 7 indicate that the project generates a significant impact at the Garden/Gutierez intersection according to City thresholds. All of the study-area intersections would continue to operate at LOS A or LOS B during the A.M. and P.M. peak periods.

CUMULATIVE IMPACTS

Cumulative Traffic Volumes

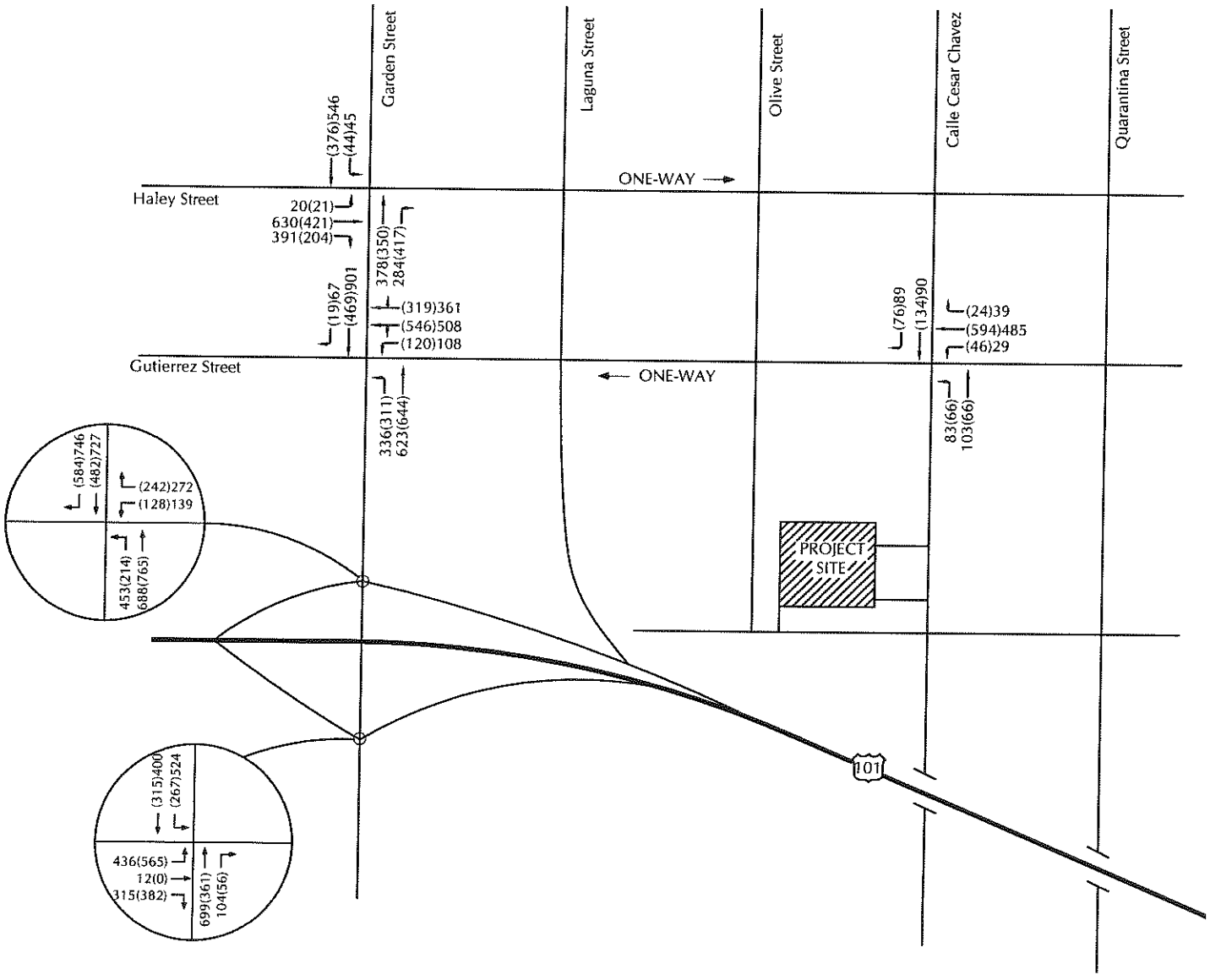
Cumulative traffic volume forecasts were developed based on lists of approved and pending projects provided by the City. A background growth rate of 0.05% per year was also used to account for traffic generated by pending projects in the region but not close to the study-area. Trip generation estimates for the approved and pending projects were developed using rates presented in the ITE Trip Generation Manual (worksheets showing the cumulative trip generation estimates are in the Technical Appendix). Figure 7 shows the Cumulative traffic volumes. Cumulative + Project P.M. peak hour traffic volumes are shown in Figure 8.

Intersection Impacts

Levels of service for the study-area intersections were recalculated with the cumulative volumes. Tables 8 and 9 compare the Cumulative and the Cumulative + Project levels of service for the study-area intersections and identifies cumulative impacts.

Table 8
Cumulative and Cumulative + Project A.M. Peak Hour
Levels of Service

Intersection	Cumulative		Cumulative + Project		Impact?
	ICU	LOS	ICU	LOS	
Garden/ Haley	0.70	B	0.71	C	NO
Garden/Gutierrez	**0.84**	**D**	**0.85**	**D**	**YES**
Gutierrez/Calle Cesar Chavez	0.47	A	0.47	A	NO
Garden/US 101 NB Ramps	0.47	A	0.47	A	NO
Garden/US 101 SB Ramps	0.49	A	0.49	A	NO



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CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

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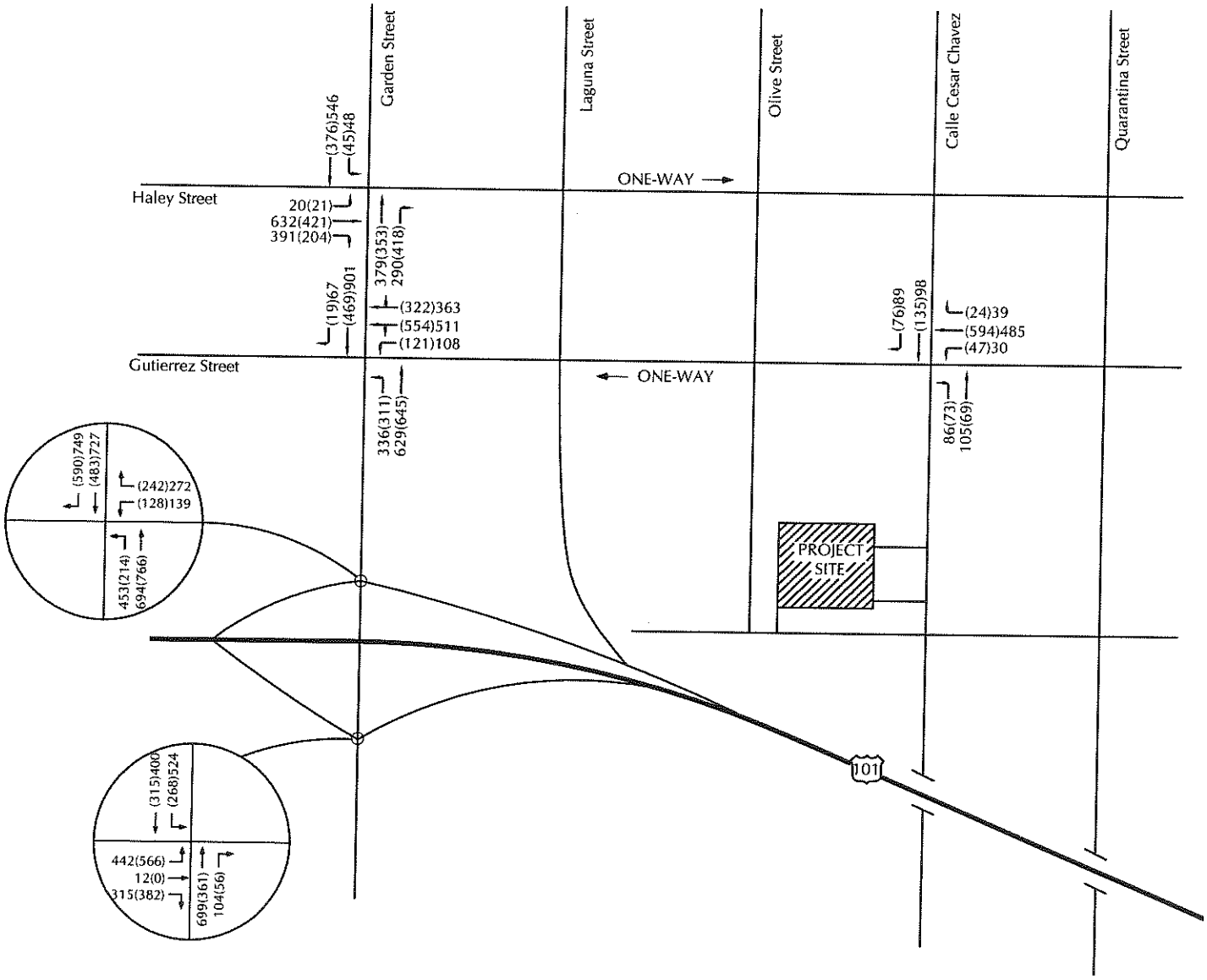

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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

MMF #04072.01

Table 9
Cumulative and Cumulative + Project P.M. Peak Hour
Levels of Service

Intersection	Cumulative		Cumulative + Project		Impact?
	ICU	LOS	ICU	LOS	
Garden/ Haley	0.70	B	0.71	C	NO
Garden/Gutierrez	**0.83**	**D**	**0.83**	**D**	**YES**
Gutierrez/Calle Cesar Chavez	0.42	A	0.42	A	NO
Garden/US 101 NB Ramps	0.70	B	0.70	B	NO
Garden/US 101 SB Ramps	0.65	B	0.65	B	NO

The data presented in Tables 8 and 9 show that the project is forecast to generate a significant impact at the Garden/Gutierrez intersection during the A.M. and P.M. peak hours. All of the study-area intersections would continue to operate below the City's 0.77 v/c threshold.

SITE ACCESS AND CIRCULATION

Site Access

Access to the proposed Los Portales Condominiums would be provided by three driveways. Two driveways located on Calle Cesar Chavez along the project's eastern frontage will provide access to 32 of the proposed units. These driveways will sufficiently accommodate the project generated traffic. The third driveway, located on Montecito Street, is shared with the adjacent building and will provide access for 16 of the proposed units. It is anticipated that the traffic generated by the 16 units will not cause an impact on the shared driveway. A figure showing driveway volumes is included in the Technical Appendix for reference.

In response to comments made in the City's DART letter ATE performed an Auto-Turn analysis to check maneuverability into and out of the garages. After the analysis was complete changes were made to the site plan to accommodate vehicle movements in and out of the garages. Auto-Turn analysis figures are contained in the Technical Appendix for reference.

PARKING

The following section summarizes the parking analyses completed for the project.

Parking Supply

The project proposes to provide parking for residents in garages for each of the 48 units. The garages would allow space for two cars to tandem park, for a total of 96 resident parking spaces. The project is proposing to provide 2 visitor parking spaces on site. Other visitors will be required to park on the adjacent streets.

City Zoning Ordinance Requirements

The City's Zoning Ordinance parking ratios for condominiums are summarized below:

Condominiums: 2 spaces/2- and 3-Bedroom unit
1 guest space/4 units

Based on these ratios, the project's zoning ordinance requirements were calculated as shown in Table 10.

Table 10
City of Santa Barbara Zoning Ordinance Parking Requirements

Land Use	Size	City Parking Ratio	Parking Space Requirements
Condominiums			
Residents	48 units	2 Spaces/Unit	96
Visitors		1 Visitor Space/4 Units	12
Total Requirement	-	-	108

The data presented in Table 10 show that the City Zoning Ordinance parking requirement for the project is 108 spaces. The 96 spaces required for residents would be accommodated on-site by the 48 garages which allow two cars to park in tandem configuration. The 2 visitor spaces that are proposed on-site would not meet the City's requirement of 12 visitor spaces. Thus, parking for10 visitor spaces will need to be accommodated on the adjacent streets.

Parking surveys were completed to determine if on-street parking availability is sufficient to accommodate the 10 visitor spaces required under the City Zoning Ordinance. The following section discusses the results of the parking surveys.

Parking Survey Data

ATE conducted parking surveys of the existing on-street parking in the project study area. Surveys were conducted on Tuesday, October 31 and Wednesday, November 1, 2006 between 8:00 A.M. to 8:00 P.M. Parked cars were counted on the streets adjacent to the project site within one city block to determine the existing on-street parking demand. ATE staff calculated that there are approximately 133 on-street parking spaces available within one city block of the project site. During the survey periods, 10 spaces located on both sides of 2 blocks on Montecito Street were temporarily unavailable due to construction. With the temporary closure of the 10 spaces, vehicles were still able to find parking in the project study-area. Since there was no diversion of parked cars to outside of the study-area it is assumed that these unavailable spaces will be available in the future. A spreadsheet showing the data collected during the parking survey is contained in the Technical Appendix. Table 11 presents the weekday parking survey results. Figure 9 shows the on-street parking occupancies measured during the peak period.

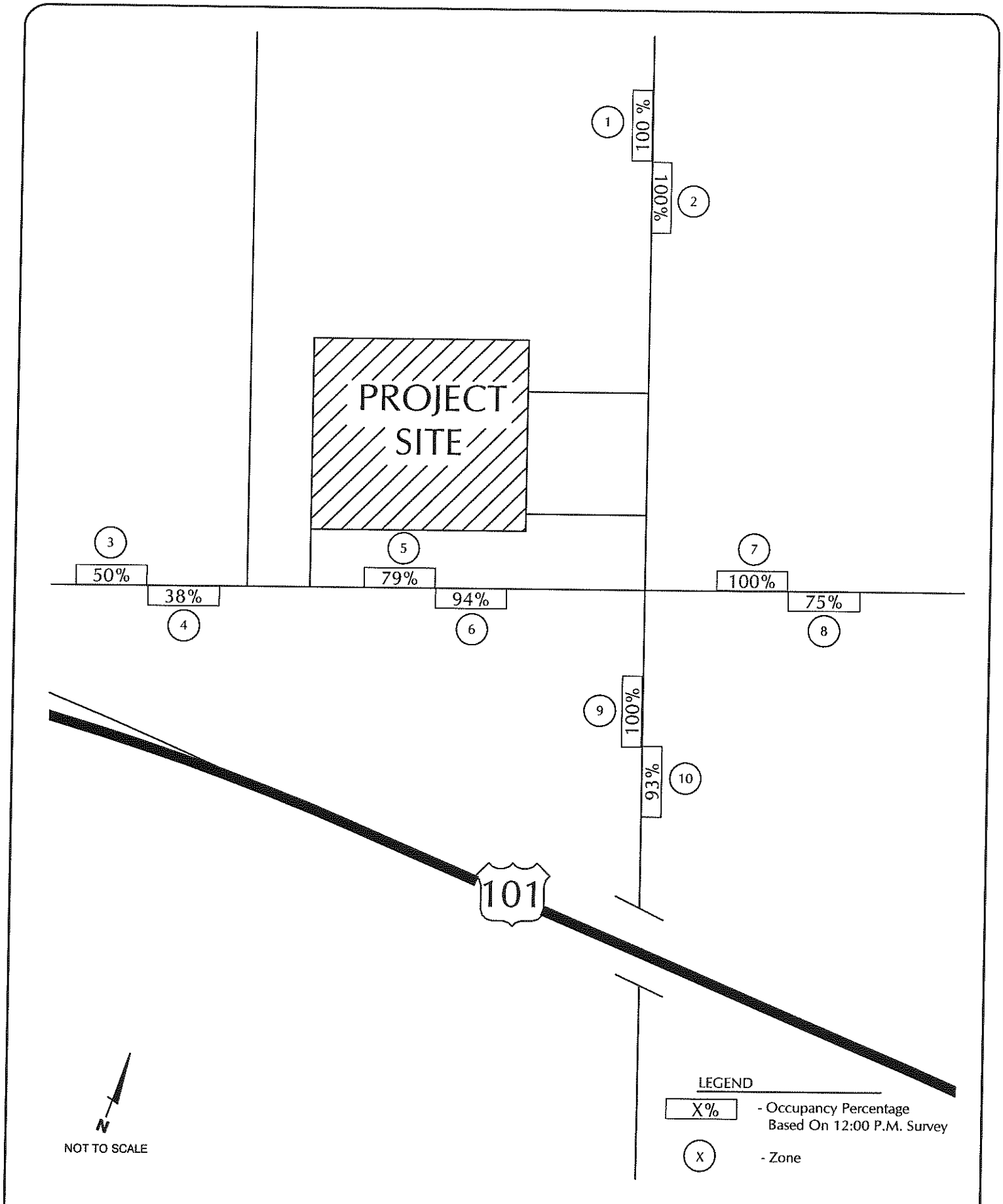
Table 11
Weekday On-Street Parking Survey

Time	Parked Cars	% Occupied (a)
8:00 A.M.	66	50%
10:00 A.M.	102	77%
12:00 P.M.	**119**	**89%**
2:00 P.M.	107	80%
4:00 P.M.	97	73%
6:00 P.M.	46	35%
8:00 P.M.	47	35%

(a) Assumes 133 spaces total; including 10 spaces that were unavailable due to construction during the survey.

The City of Santa Barbara has historically considered downtown parking resources to be effectively full when they exceed a day-to-day occupancy level of 85%. The City has used this 85% occupancy level as a guideline for determining parking impacts.

Table 11 shows that the peak on-street parking demand occurred at 12:00 P.M. when 89% of the available on-street parking was occupied. This period exceeds the City's 85% parking occupancy threshold, all other observed periods operate below the City's threshold.



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ON-STREET PARKING OCCUPANCIES
TUESDAY, OCTOBER 31, 2006 12:00 P.M. SURVEY

FIGURE 9

MMF #04072.01

Existing Plus Visitor Parking Demand Analysis

Visitor parking demand estimates were developed based on the City Zoning Ordinance requirements. The number of visitor cars parking per hour were estimated based on the rates presented it the Urban Land Institutes (ULI) Shared Parking Manual[2]. The ULI shared parking manual presents time-of-day factors for visitor parking. For the purpose of this analysis, it is assumed that 2 visitor spaces will be provided on-site. Table 12 presents the hourly visitor parking demand and the existing + project on-street parking demands.

Table 12
Visitor Parking Demand

Time	Existing On-Street Demand	Visitor Demand		Total On-Street Demand	Total On-Street Spaces Available	On-Street % Occupied
		On-Street	On-Site			
8:00 A.M.	66	0	2	66	133	50%
10:00 A.M.	102	0	2	102	133	77%
12:00 P.M.	**119**	**0**	**2**	**119**	**133**	**89%**
2:00 P.M.	107	0	2	107	133	80%
4:00 P.M.	97	0	2	97	133	73%
6:00 P.M.	46	5	2	51	133	38%
8:00 P.M.	47	10	2	57	133	43%

The data presented in Table 12 show that the visitor parking demand generated by the project between 8:00 A.M. and 4:00 P.M. would be two spaces. This visitor parking demand would be accommodated by the two visitor parking spaces provided on-site. The project would therefore not add to the on-street parking demands during the mid-day period when parking occupancies are highest, due to the higher demands generated by the adjacent commercial and office land uses. The visitor parking demands generated by the project would increase to between 7 and 12 spaces in the evening periods (6:00 P.M.-8:00 P.M.) when the on-street parking occupancies are less than 50%, and there are lower on-street parking demands generated by the adjacent commercial and office land uses. Based on this analysis, the project would not generate impacts to the on-street parking resources in the study area.

[2] Shared Parking, 2nd Edition, The Urban Land Institute, 2005.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact guidelines to assess impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. According to the CMP, local agencies must ensure that the scope of any traffic analysis performed for the environmental review process required under CEQA includes assessment of project-related impacts on the CMP system if total trip generation exceeds 50 peak hour or 500 daily trips. The data presented in Table 3 shows that the project is forecast to generate 281 daily trips, 21 A.M. peak hour trips, and 25 P.M. peak hour trips. Therefore the project is consistent with the CMP and no further analysis is required.

■ ■ ■

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, AICP, Principal Transportation Planner
Dan Dawson, Senior Transportation Planner
Matthew Farrington, Traffic Technician II

References

Trip Generation, Institute of Transportation Engineers, 6th edition, November 1997.

Shared Parking, 2nd Edition, The Urban Land Institute, 2005.

Persons Contacted

Dayton, Rob, City of Santa Barbara
Greene Victoria, City of Santa Barbara
Hubbell, Jan, City of Santa Barbara

TECHNICAL APPENDIX

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PROJECT DRIVEWAY VOLUMES

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LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

LOS	Delay[a]	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

[a] Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

[1] Highway Capacity Manual, National Research Board, 2000

TRAFFIC COUNT DATA

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GARDEN & HALEY
Site Code : 10250604
Start Date : 11/1/2006
Page No : 1

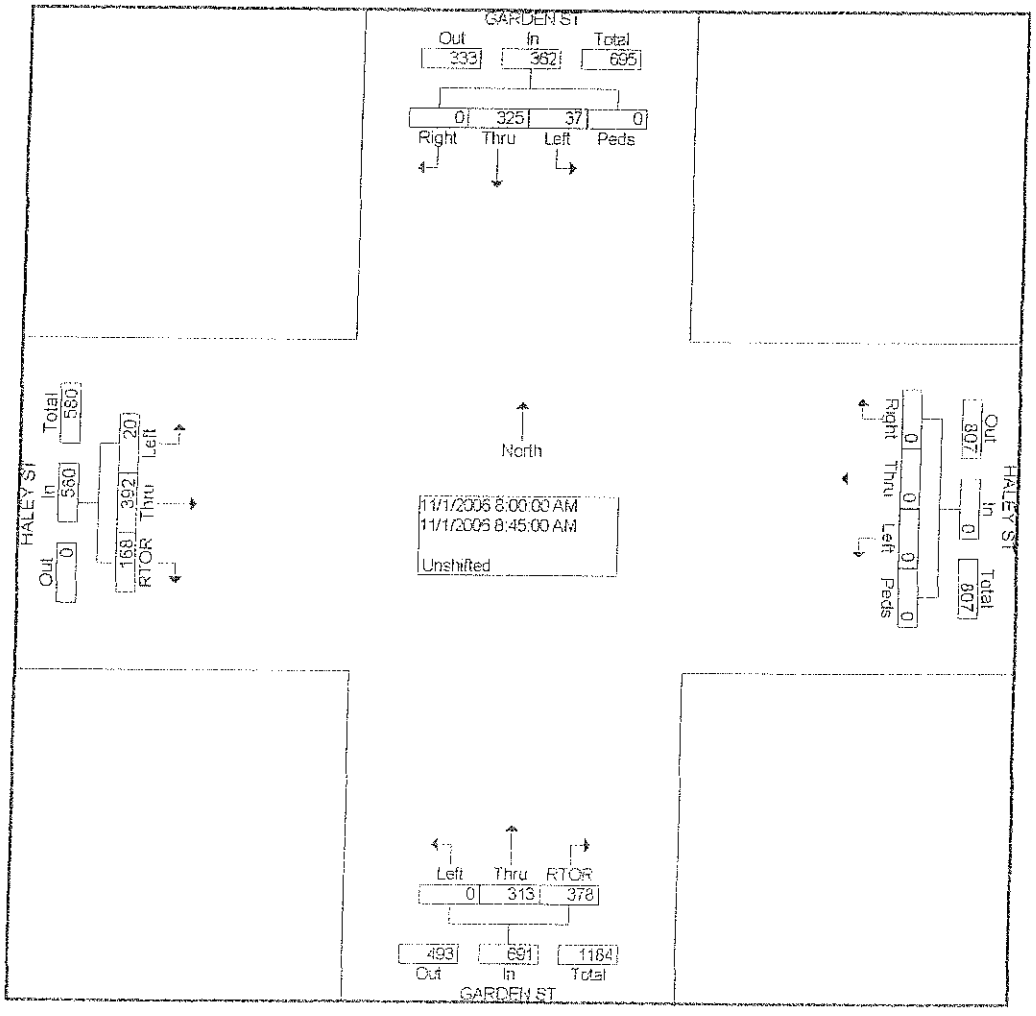
Groups Printed- Unshifted

	GARDEN ST From North				HALEY ST From East				GARDEN ST From South				HALEY ST From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	RTOR	Thru	Left	Right	RTOR	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	39	5	0	0	0	0	0	59	15	60	0	14	6	63	1	262
07:15 AM	0	48	8	0	0	0	0	0	77	11	73	0	13	14	73	3	320
07:30 AM	0	49	4	0	0	0	0	0	66	3	72	0	17	0	72	1	284
07:45 AM	0	40	7	0	0	0	0	0	39	3	63	0	7	0	72	4	235
Total	0	176	24	0	0	0	0	0	241	32	268	0	51	20	280	9	1101
08:00 AM	0	102	8	0	0	0	0	0	93	6	75	0	35	4	118	8	449
08:15 AM	0	87	9	0	0	0	0	0	84	8	92	0	35	4	90	3	412
08:30 AM	0	72	9	0	0	0	0	0	92	3	64	0	48	1	91	5	385
08:45 AM	0	64	11	0	0	0	0	0	90	2	82	0	37	4	93	4	387
Total	0	325	37	0	0	0	0	0	359	19	313	0	155	13	392	20	1633
*** BREAK ***																	
04:00 PM	0	120	10	0	0	0	0	0	66	3	83	0	69	10	152	4	517
04:15 PM	0	116	16	0	0	0	0	0	71	0	68	0	65	15	179	6	536
04:30 PM	0	113	12	0	0	0	0	0	56	6	78	0	81	4	141	4	495
04:45 PM	0	107	6	0	0	0	0	0	63	6	82	0	49	13	117	4	447
Total	0	456	44	0	0	0	0	0	256	15	311	0	264	42	589	18	1995
05:00 PM	0	120	7	0	0	0	0	0	52	7	81	0	66	17	156	5	531
05:15 PM	0	108	14	0	0	0	0	0	62	2	97	0	53	18	142	6	502
05:30 PM	0	107	8	0	0	0	0	0	52	1	95	0	70	15	133	5	486
05:45 PM	0	97	7	0	0	0	0	0	51	1	106	0	62	13	94	2	433
Total	0	432	36	0	0	0	0	0	217	11	379	0	271	63	525	18	1952
Grand Total	0	1389	141	0	0	0	0	0	1073	77	1271	0	741	138	1786	65	6681
Apprch %	0.0	90.8	9.2	0.0	0.0	0.0	0.0	0.0	44.3	3.2	52.5	0.0	27.1	5.1	65.4	2.4	
Total %	0.0	20.8	2.1	0.0	0.0	0.0	0.0	0.0	16.1	1.2	19.0	0.0	11.1	2.1	26.7	1.0	

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GARDEN & HALEY
Site Code : 10250604
Start Date : 11/1/2006
Page No : 2

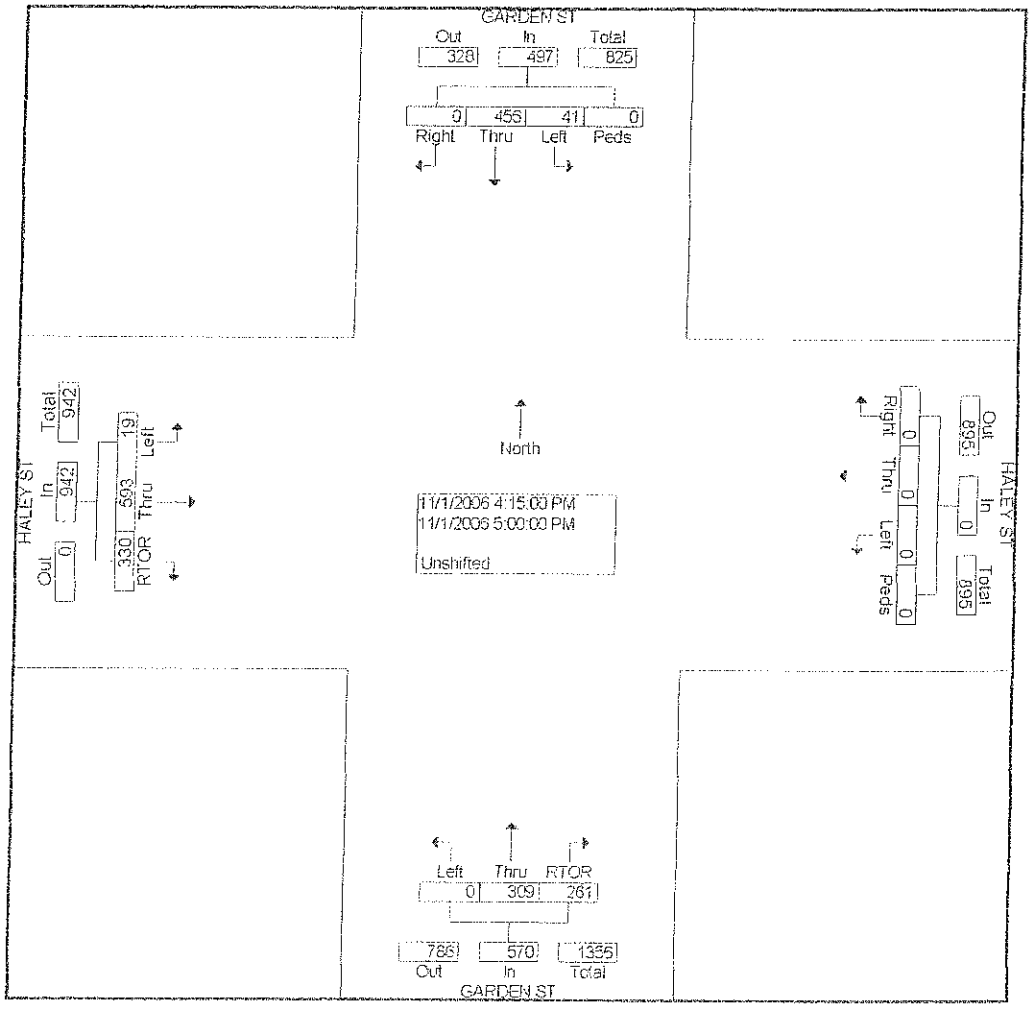
	GARDEN ST From North					HALEY ST From East					GARDEN ST From South					HALEY ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	RTO R	Thru	Left	App. Total	Right	RTO R	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	0	325	37	0	362	0	0	0	0	0	359	19	313	0	691	155	13	392	20	580	1633
Percent	0.0	89.8	10.2	0.0		0.0	0.0	0.0	0.0		52.0	2.7	45.3	0.0		26.7	2.2	67.6	3.4		
08:00 Volume	0	102	8	0	110	0	0	0	0	0	93	6	75	0	174	35	4	118	8	165	449
Peak Factor																					0.909
High Int.	08:00 AM					6:45:00 AM					08:15 AM					08:00 AM					
Volume	0	102	8	0	110	0	0	0	0	0	84	8	92	0	184	35	4	118	8	165	
Peak Factor					0.823										0.939					0.879	



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GARDEN & HALEY
Site Code : 10250604
Start Date : 11/1/2006
Page No : 3

	GARDEN ST From North					HALEY ST From East					GARDEN ST From South					HALEY ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	RTO R	Thru	Left	App. Total	Right	RTO R	Thru	Left	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	0	456	41	0	497	0	0	0	0	0	242	19	309	0	570	281	49	593	19	942	2009
Percent	0.0	91.8	8.2	0.0		0.0	0.0	0.0	0.0		42.5	3.3	54.2	0.0		29.8	5.2	63.0	2.0		
04:15 Volume	0	116	16	0	132	0	0	0	0	0	71	0	68	0	139	65	15	179	6	265	536
Peak Factor																					0.937
High Int.	04:15 PM										04:45 PM					04:15 PM					
Volume	0	116	16	0	132	0	0	0	0	0	63	6	82	0	151	65	15	179	6	265	
Peak Factor					0.941										0.944					0.889	



6

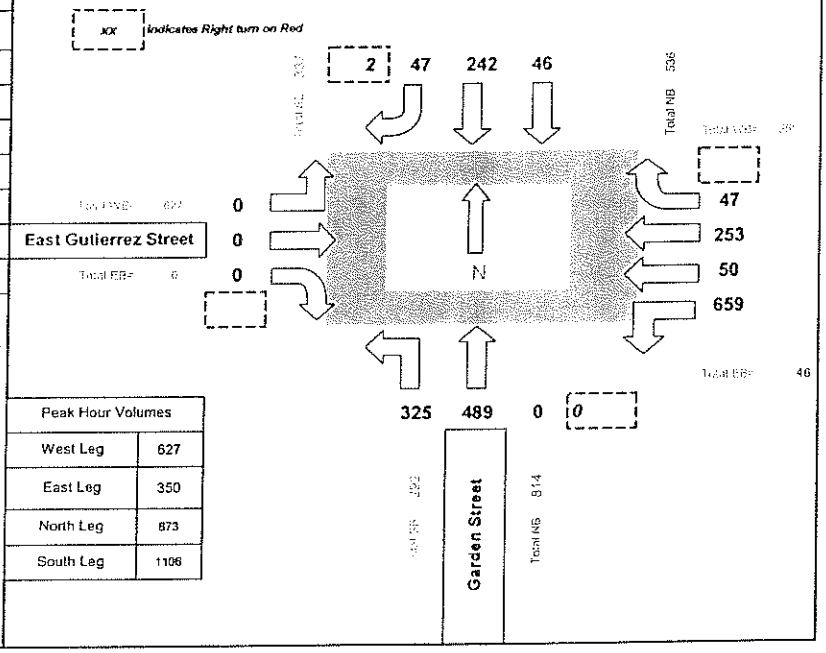
INTERSECTION TURNING MOVEMENT COUNT - CITY OF SANTA BARBARA

LOCATION:	E_W Street	East Gutierrez Street
	N_S Street	Garden Street
TIME:		7:30 am to 9:00am
DATE:		2/21/2007
DAY OF WEEK:		Wednseday
OBSERVERS:		JR/ AF
WEATHER:		Morning
ROAD CONDITIONS:		Dry
HOLIDAY/EVENTS:		None

Observed Any Traffic Patterns or Concerns ???

1 True North is not represented, North is based on Northbound 101 Freeway

PEAK HOUR SUMMARY (Vehicles Per Hour)



Peak Hour Volumes	
West Leg	627
East Leg	350
North Leg	873
South Leg	1106

15 MINUTES COUNT DATA

* RR: Right turn on Red

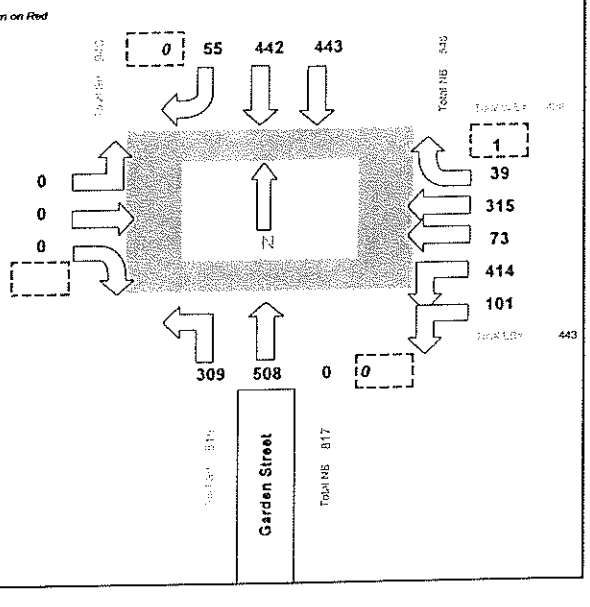
		EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
15 Min.Periods	Starting Time	LEFT	THRU	RIGHT	RR*	LEFT	THRU-2	THRU-3	RIGHT	LEFT	THRU	RIGHT	RR*	THRU-1	THRU-2	RIGHT	RR*	
1st Period	7:30:00 AM					141	11	51	11	48	126			7	51	11	0	457
2nd Period	7:45:00 AM					189	15	60	13	88	158			13	60	13	0	609
3rd Period	8:00:00 AM					155	10	64	16	91	113			10	64	16	1	540
4th Period	8:15:00 AM					163	12	66	7	74	112			12	55	7	1	509
5th Period	8:30:00 AM					152	13	63	11	72	106			11	63	11	0	502
6th Period	8:45:00 AM					189	8	67	13	101	97			13	67	8	0	563
																		0
																		0
PEAK HOUR TOTAL		0	0	0	0	659	50	253	47	325	489	0	0	46	242	47	2	2160

INTERSECTION TURNING MOVEMENT COUNT - CITY OF SANTA BARBARA

LOCATION:	E_W Street	East Gutierrez Street
	N_S Street	Garden Street
TIME:		4:00 pm to 6:00 pm
DATE:		2/21/2007
DAY OF WEEK:		Wednseday
OBSERVERS:		JR/ Sara
WEATHER:		Evening
ROAD CONDITIONS:		Dry
HOLIDAY/EVENTS:		None

Observed Any Traffic Patterns or Concerns ???

PEAK HOUR SUMMARY (Vehicles Per Hour)



Peak Hour Volumes	
West Leg	679
East Leg	428
North Leg	1488
South Leg	1332

15 MINUTES COUNT DATA

* RR: Right turn on Red		EASTBOUND				WESTBOUND						NORTHBOUND				SOUTHBOUND				TOTAL
15 Min.Periods	Starting Time	LEFT	THRU	RIGHT	RR*	LEFT	LEFT-2	THRU-2	THRU-3	RIGHT	RR	LEFT	THRU	RIGHT	RR*	THRU-1	THRU-2	RIGHT	RR*	
1st Period	4:00:00 PM					31	93	16	76	14	0	82	139			103	106	12	1	673
2nd Period	4:15:00 PM					34	104	12	79	13	0	74	151			113	111	21	0	712
3rd Period	4:30:00 PM					19	105	24	70	14	0	59	108			110	114	10	0	633
4th Period	4:45:00 PM					13	98	19	76	7	1	68	123			110	104	12	0	631
5th Period	5:00:00 PM					35	107	18	90	5	0	108	126			110	113	12	0	724
6th Period	5:15:00 PM					37	127	6	65	12	0	51	148			115	109	8	1	679
7th Period	5:30:00 PM					30	93	3	58	2	2	69	122			123	127	7	2	638
8th Period	5:45:00 PM					28	107	5	55	3	1	61	124			93	107	11	0	595
PEAK HOUR TOTAL		0	0	0	0	101	414	73	315	39	1	309	508	0	0	443	442	55	0	2700

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GUTIERREZ & CALLE C CHAVEZ
Site Code : 10250605
Start Date : 11/1/2006
Page No : 1

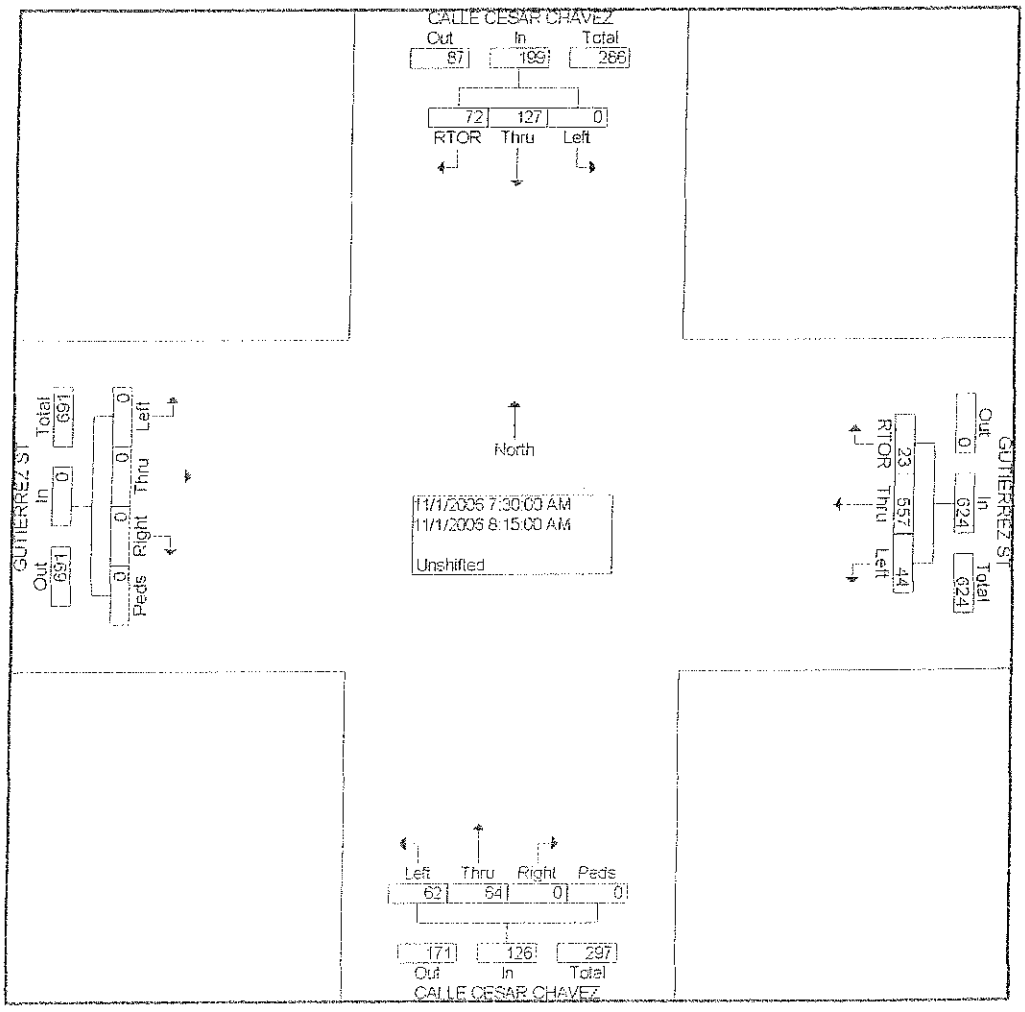
Groups Printed- Unshifted

	CALLE CESAR CHAVEZ From North				GUTIERREZ ST From East				CALLE CESAR CHAVEZ From South				GUTIERREZ ST From West				
Start Time	Right	RTOR	Thru	Left	Right	RTOR	Thru	Left	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	13	3	10	0	2	1	68	3	0	5	8	0	0	0	0	0	113
07:15 AM	8	3	18	0	2	0	112	6	0	8	8	0	0	0	0	0	165
07:30 AM	9	6	32	0	5	1	124	10	0	19	6	0	0	0	0	0	212
07:45 AM	10	0	41	0	5	1	169	12	0	21	23	0	0	0	0	0	282
Total	40	12	101	0	14	3	473	31	0	53	45	0	0	0	0	0	772
08:00 AM	19	4	36	0	8	0	142	17	0	12	13	0	0	0	0	0	251
08:15 AM	13	11	18	0	2	1	122	5	0	12	20	0	0	0	0	0	204
08:30 AM	11	7	28	0	9	2	112	8	0	13	16	0	0	0	0	0	206
08:45 AM	12	11	18	0	5	2	119	16	0	26	18	0	0	0	0	0	227
Total	55	33	100	0	24	5	495	46	0	63	67	0	0	0	0	0	888
*** BREAK ***																	
04:00 PM	19	7	22	0	7	4	105	7	0	22	21	0	0	0	0	0	214
04:15 PM	19	9	20	0	7	1	108	4	0	20	17	0	0	0	0	0	205
04:30 PM	7	7	19	0	8	1	117	11	0	29	15	0	0	0	0	0	214
04:45 PM	12	5	23	0	8	1	108	4	0	25	21	0	0	0	0	0	207
Total	57	28	84	0	30	7	438	26	0	96	74	0	0	0	0	0	840
05:00 PM	8	13	23	0	4	0	103	7	0	20	27	0	0	0	0	0	205
05:15 PM	7	8	27	0	6	0	107	7	0	22	14	0	0	0	0	0	198
05:30 PM	4	10	17	0	2	0	99	6	0	18	13	0	0	0	0	0	169
05:45 PM	1	6	12	0	3	0	103	6	0	20	10	0	0	0	0	0	161
Total	20	37	79	0	15	0	412	26	0	80	64	0	0	0	0	0	733
Grand Total	172	110	364	0	83	15	1818	129	0	292	250	0	0	0	0	0	3233
Apprch %	26.6	17.0	56.3	0.0	4.1	0.7	88.9	6.3	0.0	53.9	46.1	0.0	0.0	0.0	0.0	0.0	
Total %	5.3	3.4	11.3	0.0	2.6	0.5	56.2	4.0	0.0	9.0	7.7	0.0	0.0	0.0	0.0	0.0	

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GUTIERREZ & CALLE C CHAVEZ
Site Code : 10250605
Start Date : 11/1/2006
Page No : 2

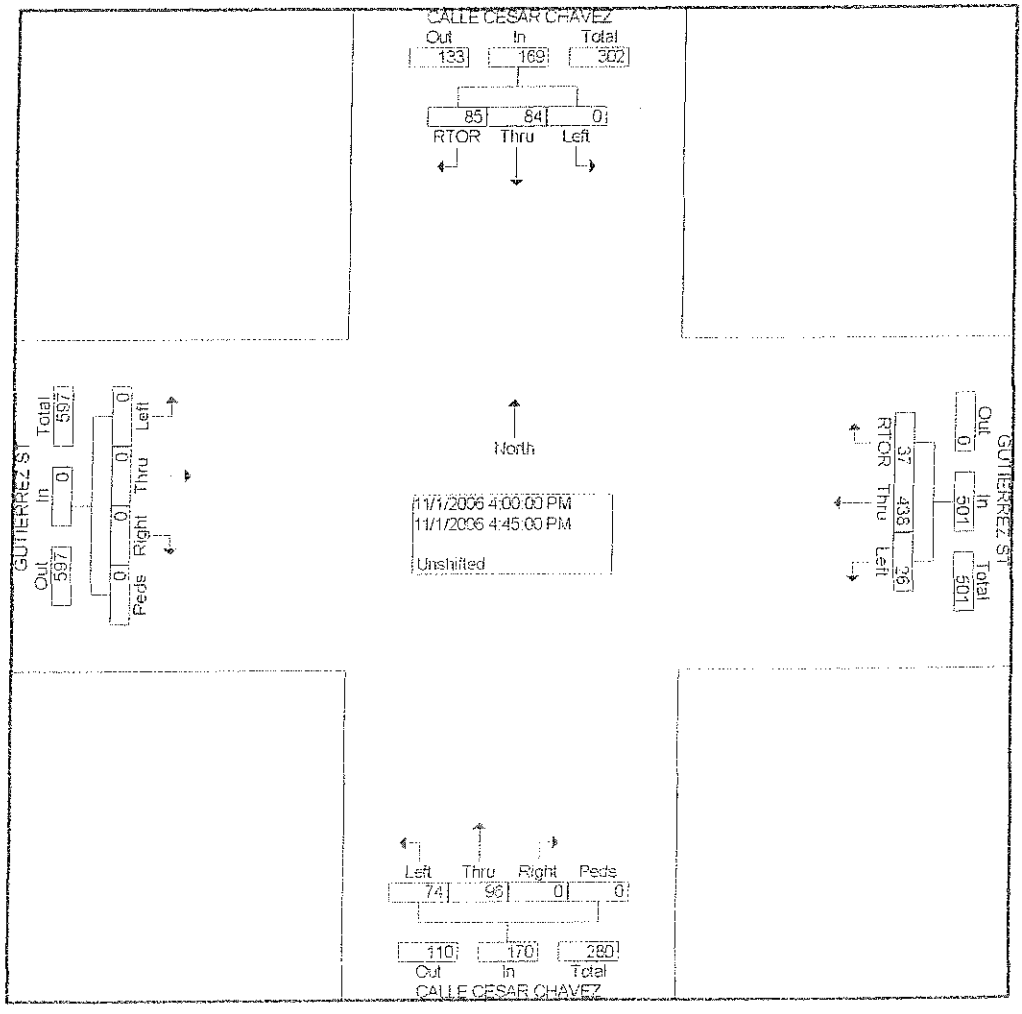
	CALLE CESAR CHAVEZ From North					GUTIERREZ ST From East					CALLE CESAR CHAVEZ From South					GUTIERREZ ST From West					
Start Time	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	51	21	127	0	199	20	3	557	44	624	0	64	62	0	126	0	0	0	0	0	949
Percent	25.6	10.6	63.8	0.0		3.2	0.5	89.3	7.1		0.0	50.8	49.2	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	10	0	41	0	51	5	1	169	12	187	0	21	23	0	44	0	0	0	0	0	282
Peak Factor																					0.841
High Int.	08:00 AM					07:45 AM					07:45 AM					6:45:00 AM					
Volume	19	4	36	0	59	5	1	169	12	187	0	21	23	0	44						
Peak Factor					0.843					0.834					0.716						



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GUTIERREZ & CALLE C CHAVEZ
Site Code : 10250605
Start Date : 11/1/2006
Page No : 3

	CALLE CESAR CHAVEZ From North					GUTIERREZ ST From East					CALLE CESAR CHAVEZ From South					GUTIERREZ ST From West					
Start Time	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:00 PM																					
Volume	57	28	84	0	169	30	7	438	26	501	0	96	74	0	170	0	0	0	0	0	840
Percent	33.7	16.6	49.7	0.0		6.0	1.4	87.4	5.2		0.0	56.5	43.5	0.0		0.0	0.0	0.0	0.0		
04:30 Volume	7	7	19	0	33	8	1	117	11	137	0	29	15	0	44	0	0	0	0	0	214
Peak Factor																					0.981
High Int. 04:00 PM						04:30 PM					04:45 PM										
Volume	19	7	22	0	48	8	1	117	11	137	0	25	21	0	46						
Peak Factor					0.880					0.914					0.924						



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GARDEN & SH101NB'06
Site Code : 10250602
Start Date : 10/26/2006
Page No : 1

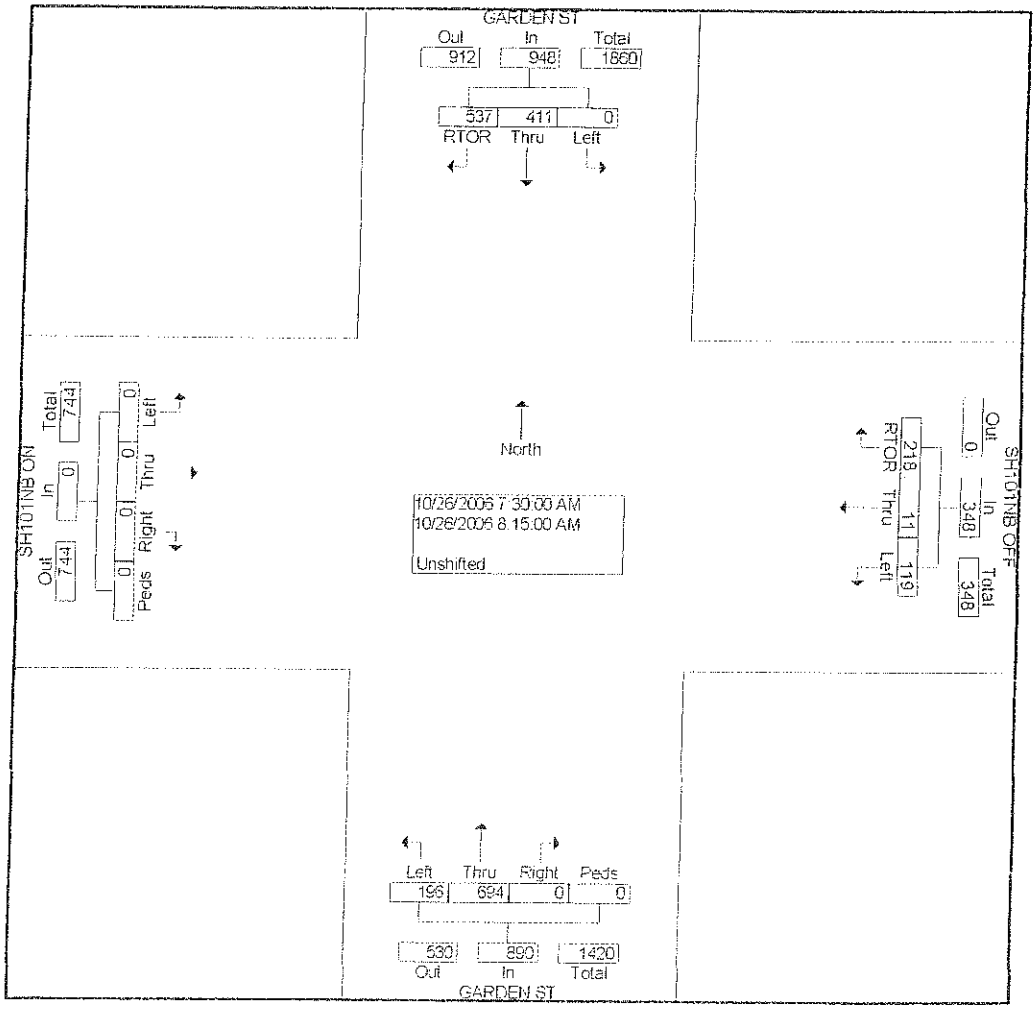
Groups Printed- Unshifted

	GARDEN ST From North				SH101NB OFF From East				GARDEN ST From South				SH101NB ON From West				
Start Time	Right	RTOR	Thru	Left	Right	RTOR	Thru	Left	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	61	10	64	0	8	16	3	20	0	100	41	0	0	0	0	0	323
07:15 AM	104	22	100	0	17	12	6	37	0	125	36	0	0	0	0	0	459
07:30 AM	106	23	105	0	24	23	0	27	0	147	48	0	0	0	0	0	503
07:45 AM	145	38	138	0	33	26	1	32	0	200	40	0	0	0	0	0	653
Total	416	93	407	0	82	77	10	116	0	572	165	0	0	0	0	0	1938
08:00 AM	98	27	114	0	34	23	3	28	0	162	63	0	0	0	0	0	557
08:15 AM	58	42	54	0	31	24	7	32	0	185	40	0	0	0	0	0	473
08:30 AM	55	45	61	0	30	18	5	14	0	151	42	0	0	0	0	0	421
08:45 AM	46	26	64	0	36	17	2	37	0	107	43	0	0	0	0	0	378
Total	257	140	293	0	131	82	17	111	0	605	193	0	0	0	0	0	1829
*** BREAK ***																	
04:00 PM	126	33	148	0	24	34	0	19	0	136	76	0	0	0	0	0	596
04:15 PM	137	25	130	0	29	37	0	28	0	131	55	0	0	0	0	0	572
04:30 PM	132	44	119	0	21	19	0	31	0	121	93	0	0	0	0	0	580
04:45 PM	109	39	131	0	30	20	0	16	0	118	76	0	0	0	0	0	539
Total	504	141	528	0	104	110	0	94	0	506	300	0	0	0	0	0	2287
05:00 PM	128	34	159	0	29	28	0	17	0	124	93	0	0	0	0	0	612
05:15 PM	123	35	170	0	17	27	0	22	0	112	78	0	0	0	0	0	584
05:30 PM	122	25	153	0	30	17	1	23	0	97	62	0	0	0	0	0	530
05:45 PM	109	30	146	0	25	28	0	16	0	124	55	0	0	0	0	0	533
Total	482	124	628	0	101	100	1	78	0	457	288	0	0	0	0	0	2259
Grand Total	1659	498	1856	0	418	369	28	399	0	2140	946	0	0	0	0	0	8313
Apprch %	41.3	12.4	46.2	0.0	34.4	30.4	2.3	32.9	0.0	69.3	30.7	0.0	0.0	0.0	0.0	0.0	
Total %	20.0	6.0	22.3	0.0	5.0	4.4	0.3	4.8	0.0	25.7	11.4	0.0	0.0	0.0	0.0	0.0	

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GARDEN & SH101NB'06
Site Code : 10250602
Start Date : 10/26/2006
Page No : 2

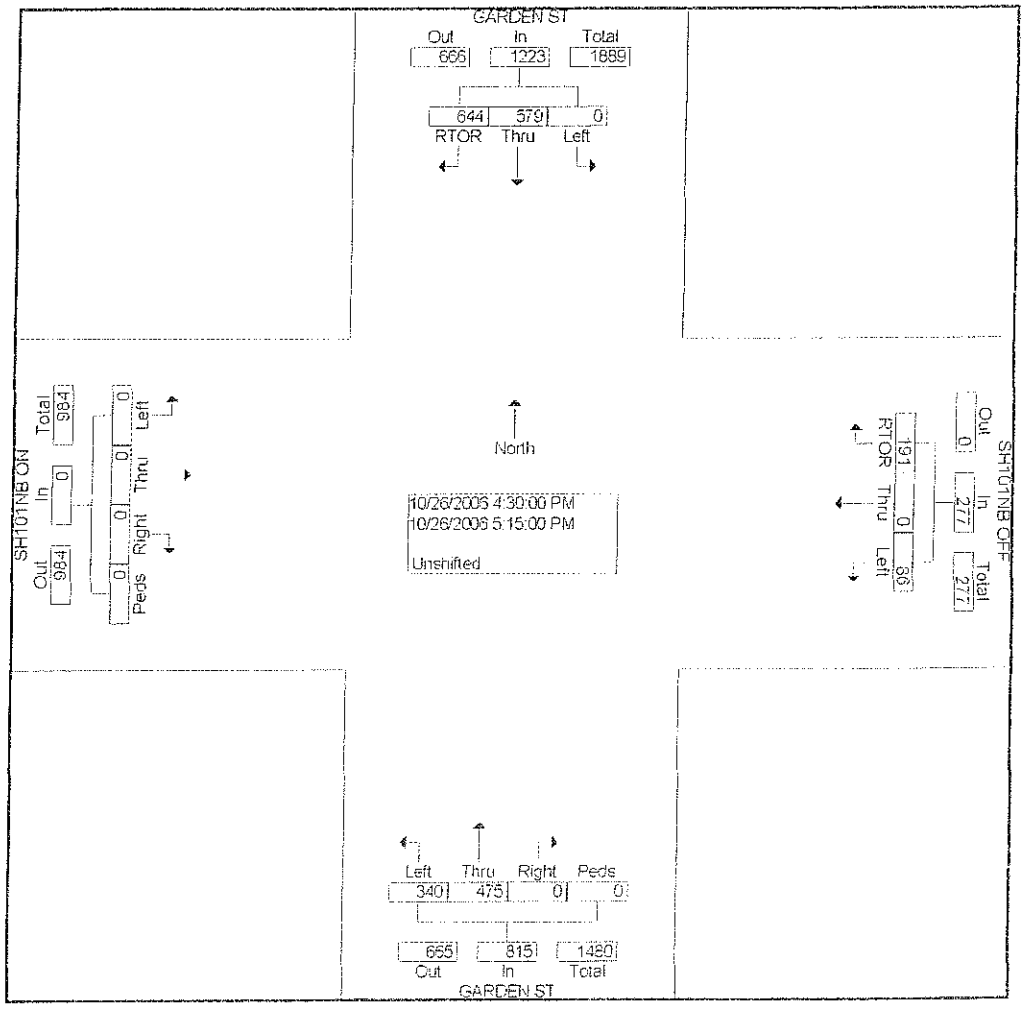
	GARDEN ST From North					SH101NB OFF From East					GARDEN ST From South					SH101NB ON From West					
Start Time	Right	RTO R	Thru	Left	App. Total	Right	RTO R	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	407	130	411	0	948	122	96	11	119	348	0	694	196	0	890	0	0	0	0	0	2186
Percent	42.9	13.7	43.4	0.0		35.1	27.6	3.2	34.2		0.0	78.0	22.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	145	38	138	0	321	33	26	1	32	92	0	200	40	0	240	0	0	0	0	0	653
Peak Factor																					0.837
High Int.	07:45 AM					08:15 AM					07:45 AM					6:45:00 AM					
Volume	145	38	138	0	321	31	24	7	32	94	0	200	40	0	240						
Peak Factor					0.738					0.926					0.927						



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GARDEN & SH101NB'06
Site Code : 10250602
Start Date : 10/26/2006
Page No : 3

	GARDEN ST From North					SH101NB OFF From East					GARDEN ST From South					SH101NB ON From West					
Start Time	Right	RTO R	Thru	Left	App. Total	Right	RTO R	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	492	152	579	0	1223	97	94	0	86	277	0	475	340	0	815	0	0	0	0	0	2315
Percent	40.2	12.4	47.3	0.0		35.0	33.9	0.0	31.0		0.0	58.3	41.7	0.0		0.0	0.0	0.0	0.0		
05:00 Volume	128	34	159	0	321	29	28	0	17	74	0	124	93	0	217	0	0	0	0	0	612
Peak Factor																					0.946
High Int	05:15 PM					05:00 PM					05:00 PM										
Volume	123	35	170	0	328	29	28	0	17	74	0	124	93	0	217						
Peak Factor					0.932					0.936					0.939						



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GARDEN & SH101SB'06
Site Code : 10250601
Start Date : 10/26/2006
Page No : 1

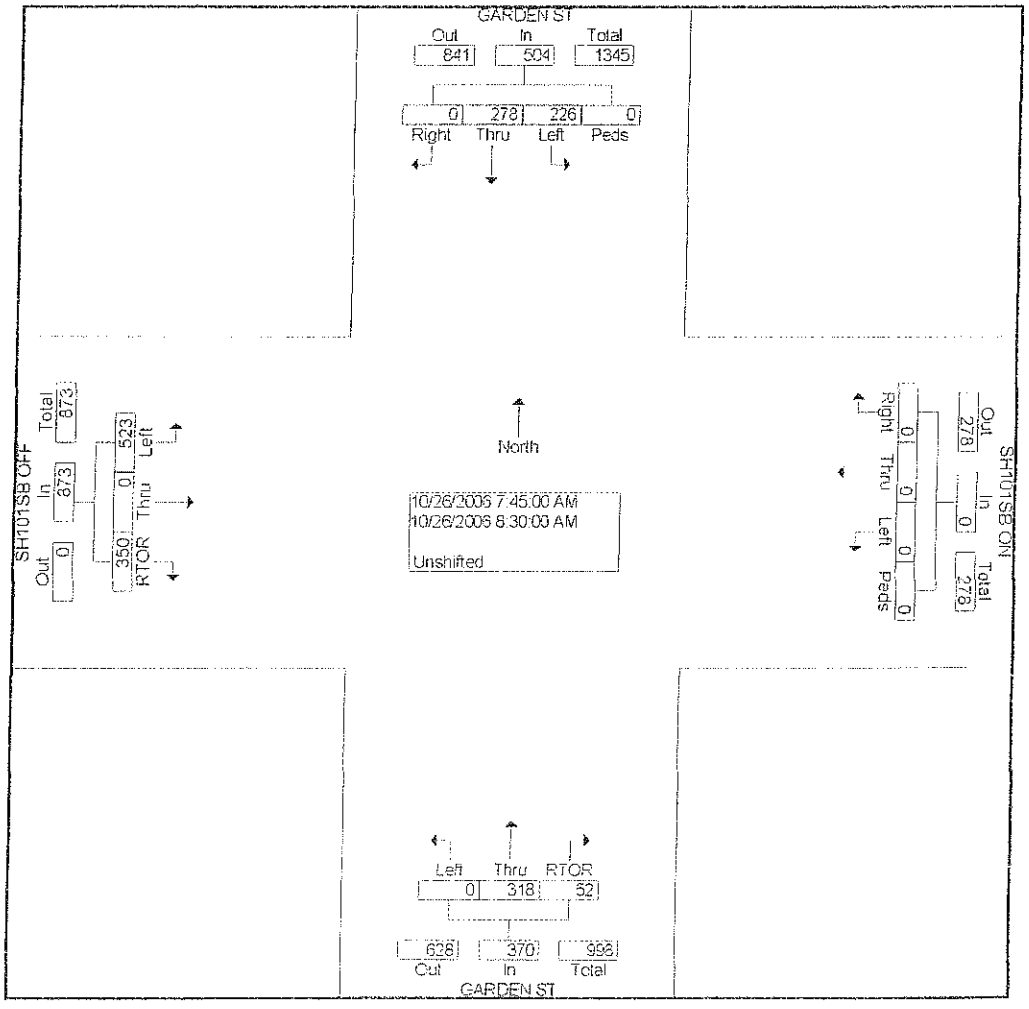
Groups Printed- Unshifted

	GARDEN ST From North				SH101SB ON From East				GARDEN ST From South				SH101SB OFF From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	RTOR	Thru	Left	Right	RTOR	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	50	33	0	0	0	0	0	8	0	50	0	75	0	0	85	301
07:15 AM	0	76	41	0	0	0	0	0	7	5	40	0	58	17	0	109	353
07:30 AM	0	62	57	0	0	0	0	0	12	4	61	0	43	25	0	125	389
07:45 AM	0	93	72	0	0	0	0	0	16	0	80	0	66	24	0	143	494
Total	0	281	203	0	0	0	0	0	43	9	231	0	242	66	0	462	1537
08:00 AM	0	85	66	0	0	0	0	0	7	1	85	0	57	30	0	136	469
08:15 AM	0	53	40	0	0	0	0	0	11	1	75	0	70	18	0	120	388
08:30 AM	0	47	46	0	0	0	0	0	15	1	78	0	43	42	0	124	396
08:45 AM	0	44	35	0	0	0	0	0	17	7	55	0	51	29	1	107	346
Total	0	229	189	0	0	0	0	0	50	10	293	0	221	119	1	487	1599
*** BREAK ***																	
04:00 PM	0	74	129	0	0	0	0	0	24	5	127	0	53	32	9	98	551
04:15 PM	0	87	89	0	0	0	0	0	12	5	111	1	56	29	9	91	490
04:30 PM	0	81	87	0	0	0	0	0	18	0	152	0	45	42	7	96	528
04:45 PM	0	80	98	0	0	0	0	0	13	8	144	1	27	40	2	103	516
Total	0	322	403	0	0	0	0	0	67	18	534	2	181	143	27	388	2085
05:00 PM	0	70	111	0	0	0	0	0	20	3	167	0	22	45	1	96	537
05:15 PM	0	97	157	0	0	0	0	0	18	7	137	0	20	37	1	82	556
05:30 PM	0	106	105	0	0	0	0	0	19	4	128	0	34	33	1	85	515
05:45 PM	0	91	99	0	0	0	0	0	19	6	91	0	24	33	0	71	434
Total	0	364	472	0	0	0	0	0	76	20	523	0	100	148	3	336	2042
Grand Total	0	1196	1267	0	0	0	0	0	236	57	1581	2	744	476	31	1673	7263
Apprch %	0.0	48.6	51.4	0.0	0.0	0.0	0.0	0.0	12.6	3.0	84.3	0.1	25.4	16.3	1.1	57.2	
Total %	0.0	16.5	17.4	0.0	0.0	0.0	0.0	0.0	3.2	0.8	21.8	0.0	10.2	6.6	0.4	23.0	

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GARDEN & SH101SB'06
Site Code : 10250601
Start Date : 10/26/2006
Page No : 2

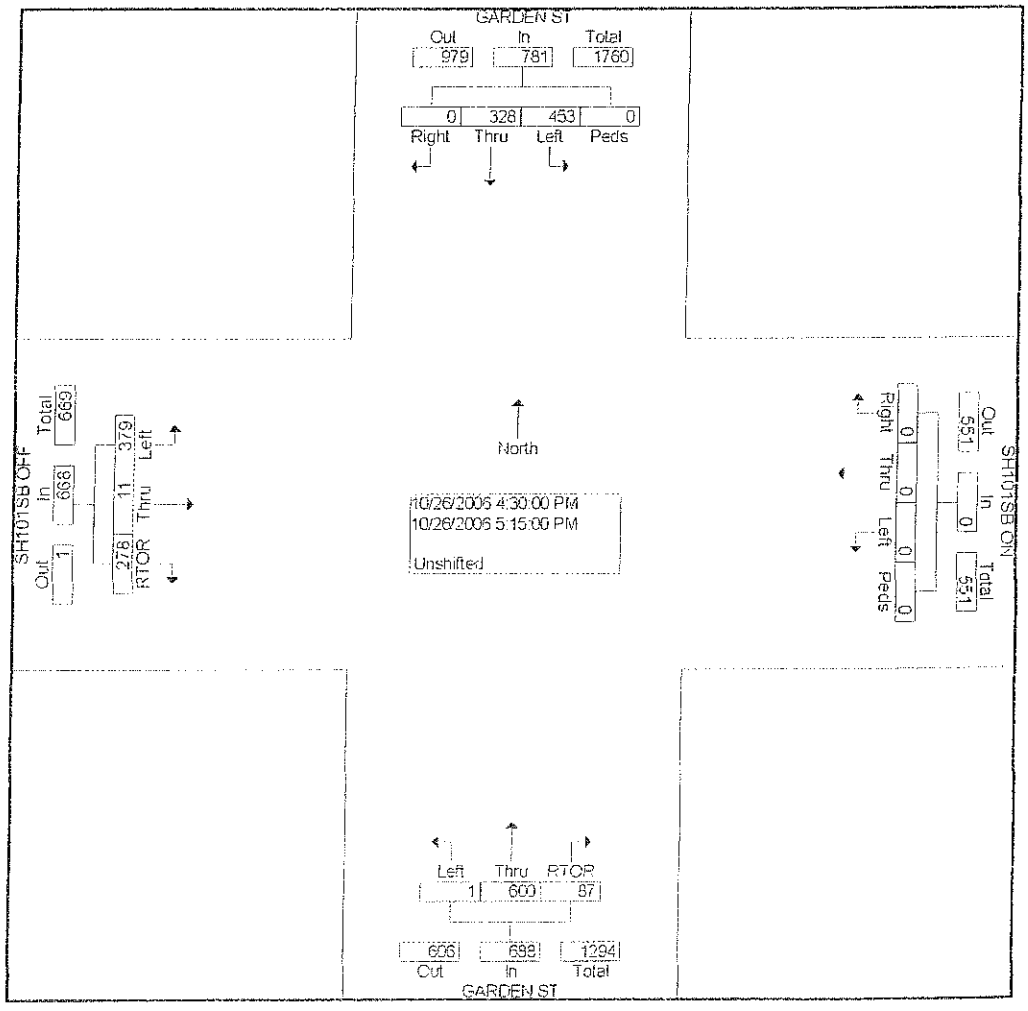
	GARDEN ST From North					SH101SB ON From East					GARDEN ST From South					SH101SB OFF From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	RTO R	Thru	Left	App. Total	Right	RTO R	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	0	278	226	0	504	0	0	0	0	0	49	3	318	0	370	236	114	0	523	873	1747
Percent	0.0	55.2	44.8	0.0		0.0	0.0	0.0	0.0		13.2	0.8	85.9	0.0		27.0	13.1	0.0	59.9		
07:45 Volume	0	93	72	0	165	0	0	0	0	0	16	0	80	0	96	66	24	0	143	233	494
Peak Factor																					0.884
High Int.	07:45 AM					6:45:00 AM					07:45 AM					07:45 AM					
Volume	0	93	72	0	165	0	0	0	0	0	16	0	80	0	96	66	24	0	143	233	
Peak Factor					0.764										0.964					0.937	



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : GARDEN & SH101SB'06
Site Code : 10250601
Start Date : 10/26/2006
Page No : 3

	GARDEN ST From North					SH101SB ON From East					GARDEN ST From South					SH101SB OFF From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	RTO R	Thru	Left	App. Total	Right	RTO R	Thru	Left	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:30 PM																					
Volume	0	328	453	0	781	0	0	0	0	0	69	18	600	1	688	114	164	11	379	668	2137
Percent	0.0	42.0	58.0	0.0		0.0	0.0	0.0	0.0		10.0	2.6	87.2	0.1		17.1	24.6	1.6	56.7		
05:15 Volume	0	97	157	0	254	0	0	0	0	0	18	7	137	0	162	20	37	1	82	140	556
Peak Factor																					0.961
High Int. 05:15 PM											05:00 PM					04:30 PM					
Volume	0	97	157	0	254	0	0	0	0	0	20	3	167	0	190	45	42	7	96	190	
Peak Factor					0.769										0.905					0.879	



INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

LOS PORTALES CONDOMINIUMS #04072.01 **REF: 1AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***OCTOBER 2006***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***GARDEN***

E/W STREET: ***HALEY***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	313	378	37	325	0	20	392	168	0	0	0
(B) PROJECT-ADDED	0	3	1	1	0	0	0	0	0	0	0	0
(C) CUMULATIVE	0	350	417	44	376	0	21	421	204	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	TR	T TL	LT T R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	1	1600	313	316	350	353	0.420 *	0.423 *	0.466 *	0.469 *		
NBR *(a)*	0	0	359	360	396	397	-	-	-	-		
SBL	0	0	37	38	44	45	-	-	-	-		
SBT	2	3200	325	325	376	376	0.113	0.113	0.131	0.132		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	20	20	21	21	-	-	-	-		
EBT	2	3200	392	392	421	421	0.129 *	0.129 *	0.138 *	0.138 *		
EBR *(b)*	1	1600	155	155	188	188	0.097	0.097	0.118	0.118		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.649**	**0.652**	**0.704**	**0.707**		
						SCENARIO LEVEL OF SERVICE:	**B**	**B**	**B**	**C**		

NOTES:

RTOR: (a) 5%
(b) 8%

Printed: 12/18/06

LOS PORTALES CONDOMINIUMS #04072.01 REF: 1PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***OCTOBER 2006***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***GARDEN***

E/W STREET: ***HALEY***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	309	251	41	456	0	19	593	330	0	0	0
(B) PROJECT-ADDED	0	1	6	3	0	0	0	2	0	0	0	0
(C) CUMULATIVE	0	378	284	45	546	0	20	630	391	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	TR	T TL	LT T R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	1	1600	309	310	378	379	0.338 *	0.341 *	0.399 *	0.404 *		
NBR *(a)*	0	0	231	236	261	267	-	-	-	-		
SBL	0	0	41	44	45	48	-	-	-	-		
SBT	2	3200	456	456	546	546	0.155	0.156	0.185	0.186		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	19	19	20	20	-	-	-	-		
EBT	2	3200	593	595	630	632	0.191 *	0.192 *	0.203 *	0.204 *		
EBR *(b)*	1	1600	281	281	332	332	0.176	0.176	0.208	0.208		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.629**	**0.633**	**0.702**	**0.708**		
						SCENARIO LEVEL OF SERVICE:	**B**	**B**	**B**	**C**		

NOTES:

RTOR: *(a) 8%*
(b) 15%

Printed: 12/15/06

LOS PORTALES CONDOMINIUMS #04072.01 **REF: 2AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***JULY 2005***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***GARDEN***

E/W STREET: ***GUTIERREZ***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND LT	WEST BOUND TR
(A) EXISTING:	288	575	0	0	387	18	0	0	0	132	577	300
(B) PROJECT-ADDED	0	1	0	0	0	0	0	0	0	1	8	3
(C) CUMULATIVE	311	644	0	0	469	19	0	0	0	120	546	319

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	LL T	T TR		L LT TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	288	288	311	311	0.090	0.090	0.097	0.097		
NBT	1	1600	575	576	644	645	0.359 *	0.360 *	0.403 *	0.403 *		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	387	387	469	469	0.126	0.126	0.152	0.152		
SBR *(a)*	0	0	15	15	16	16	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	132	133	120	121	0.083	0.083	0.075	0.076		
WBLT	1	1600	577	585	546	554	0.361 *	0.366 *	0.341 *	0.346 *		
WBTI *(b)*	1	1600	267	270	284	287	0.167	0.169	0.178	0.179		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.820**	**0.826**	**0.844**	**0.849**		
						SCENARIO LEVEL OF SERVICE:	**D**	**D**	**D**	**D**		

NOTES:

RTOR: (a) 17%
(b) 11%

Printed: 04/12/07

LOS PORTALES CONDOMINIUMS #04072.01 REF: 2PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***OCTOBER 2006***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***GARDEN***

E/W STREET: ***GUTIERREZ***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND LT	WEST BOUND TR
(A) EXISTING:	309	508	0	0	885	55	0	0	0	101	487	355
(B) PROJECT-ADDED	0	6	0	0	0	0	0	0	0	0	3	2
(C) CUMULATIVE	336	623	0	0	901	67	0	0	0	108	508	361

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T	T TR		L LT TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	309	309	336	336	0.097 *	0.097 *	0.105 *	0.105 *		
NBT	1	1600	508	514	623	629	0.318	0.321	0.389	0.393		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	885	885	901	901	0.293 *	0.293 *	0.302 *	0.302 *		
SBR *(a)*	0	0	52	52	64	64	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	101	101	108	108	0.063	0.063	0.068	0.068		
WBLT	1	1600	487	490	508	511	0.304 *	0.306 *	0.318 *	0.319 *		
WBTI *(b)*	1	1600	355	357	361	363	0.222	0.223	0.226	0.227		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.794**	**0.796**	**0.825**	**0.826**		
						SCENARIO LEVEL OF SERVICE:	**C**	**C**	**D**	**D**		

NOTES:

RTOR: (a) 5%
(b) 0%

Printed: 04/12/07

LOS PORTALES CONDOMINIUMS #04072.01 **REF: 3AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***OCTOBER 2006***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***CALLE CESAR CHAVEZ***

E/W STREET: ***GUTIERREZ***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	62	64	0	0	127	72	0	0	0	44	557	23
(B) PROJECT-ADDED	7	3	0	0	1	0	0	0	0	1	0	0
(C) CUMULATIVE	66	66	0	0	134	76	0	0	0	46	594	24

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	L T	TR		LT T

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A + B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B + C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	62	69	66	73	0.039 *	0.043 *	0.041 *	0.046 *		
NBT	1	1600	64	67	66	69	0.040	0.042	0.041	0.043		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	1	1600	127	128	134	135	0.111 *	0.112 *	0.118 *	0.118 *		
SBR *(a)*	0	0	51	51	54	54	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	44	45	46	47	-	-	-	-		
WBT	2	3200	557	557	594	594	0.194 *	0.194 *	0.207 *	0.207 *		
WBR *(b)*	0	0	20	20	21	21	-	-	-	-		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.444**	**0.449**	**0.466**	**0.471**		
						SCENARIO LEVEL OF SERVICE:	A	A	A	A		

NOTES:

RTOR: (a) 29%
(b) 13%

Printed: 12/15/06

LOS PORTALES CONDOMINIUMS #04072.01 REF: 3PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *OCTOBER 2006*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *CALLE CESAR CHAVEZ*

E/W STREET: *GUTIERREZ*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	74	96	0	0	84	85	0	0	0	28	438	37
(B) PROJECT-ADDED	3	2	0	0	8	0	0	0	0	1	0	0
(C) CUMULATIVE	83	103	0	0	90	89	0	0	0	29	485	39

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	L T	TR		LT T

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A + B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B + C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	74	77	83	86	0.046 *	0.048 *	0.052 *	0.054 *		
NBT	1	1600	96	98	103	105	0.060	0.061	0.064	0.066		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	1	1600	84	92	90	98	0.088 *	0.093 *	0.094 *	0.099 *		
SBR *(a)*	0	0	57	57	60	60	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	28	29	29	30	-	-	-	-		
WBT	2	3200	438	438	485	485	0.155 *	0.155 *	0.171 *	0.171 *		
WBR *(b)*	0	0	30	30	32	32	-	-	-	-		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.389**	**0.396**	**0.417**	**0.424**		
						SCENARIO LEVEL OF SERVICE:	A	A	A	A		

NOTES:

RTOR: (a) 33%
(b) 19%

Printed: 12/15/06

LOS PORTALES CONDOMINIUMS #04072.01 **REF: 4AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***OCTOBER 2006***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***GARDEN***

E/W STREET: ***US 101 NB RAMPS***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	198	694	0	0	411	537	0	0	0	119	0	218
(B) PROJECT-ADDED	0	1	0	0	1	6	0	0	0	0	0	0
(C) CUMULATIVE	214	765	0	0	482	584	0	0	0	128	0	242

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	198	198	214	214	0.124 *	0.124 *	0.134 *	0.134 *		
NBT	2	3200	694	695	765	766	0.217	0.217	0.239	0.239		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	411	412	482	483	0.128 *	0.129 *	0.151 *	0.151 *		
SBR *(a)*	1	1600	408	413	444	448	0.255	0.258	0.278	0.280		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	119	119	128	128	0.074	0.074	0.080	0.080		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR *(b)*	1	1600	122	122	136	136	0.076 *	0.076 *	0.085 *	0.085 *		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.428**	**0.429**	**0.470**	**0.470**		
						SCENARIO LEVEL OF SERVICE:	A	A	A	A		

NOTES:

RTOR: (a) 24%
(b) 44%

Printed: 12/15/06

LOS PORTALES CONDOMINIUMS #04072.01 **REF: 4PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***OCTOBER 2006***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***GARDEN***

E/W STREET: ***US 101 NB RAMPS***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	405	580	0	0	610	644	0	0	0	115	0	210
(B) PROJECT-ADDED	0	6	0	0	0	3	0	0	0	0	0	0
(C) CUMULATIVE	453	688	0	0	727	746	0	0	0	139	0	272

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	405	405	453	453	0.253 *	0.253 *	0.283 *	0.283 *		
NBT	2	3200	580	586	688	694	0.181	0.183	0.215	0.217		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	610	610	727	727	0.191 *	0.191 *	0.227 *	0.227 *		
SBR *(a)*	1	1600	489	492	567	569	0.306	0.308	0.354	0.356		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	115	115	139	139	0.072 *	0.072 *	0.087 *	0.087 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR *(b)*	1	1600	107	107	139	139	0.067	0.067	0.087	0.087		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.616**	**0.616**	**0.697**	**0.697**		
						SCENARIO LEVEL OF SERVICE:	**B**	**B**	**B**	**B**		

NOTES:

RTOR: (a) 24%
(b) 49%

Printed: 02/26/07

LOS PORTALES CONDOMINIUMS #04072.01 REF: 5AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *JULY 2005*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *GARDEN*

E/W STREET: *US 101 SB RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	319	52	226	278	0	523	0	350	0	0	0
(B) PROJECT-ADDED				1			1					
(C) CUMULATIVE		361	56	267	315		565		382	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	T TR	LL T	L LTR R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A + B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B + C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	319	319	361	361	0.115 *	0.115 *	0.129 *	0.129 *		
NBR *(a)*	0	0	49	49	53	53	-	-	-	-		
SBL	2	3200	226	227	267	268	0.071 *	0.071 *	0.083 *	0.084 *		
SBT	1	1600	278	278	315	315	0.174	0.174	0.197	0.197		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	523	524	565	566	-	-	-	-		
EBT	2	3200	0	0	0	0	0.163 *	0.164 *	0.177 *	0.177 *		
EBR *(b)*	1	1600	235	235	256	256	0.147	0.147	0.160	0.160		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.449**	**0.450**	**0.489**	**0.490**		
						SCENARIO LEVEL OF SERVICE:	A	A	A	A		

NOTES:

RTOR: *(a) 6%*
(b) 33%

Printed: 12/15/06

LOS PORTALES CONDOMINIUMS #04072.01 **REF: 5PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *OCTOBER 2006*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *GARDEN*

E/W STREET: *US 101 SB RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	600	87	453	328	0	379	11	278	0	0	0
(B) PROJECT-ADDED							6					
(C) CUMULATIVE	0	699	104	524	400	0	436	12	315	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	T TR	LL T	L LTR R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	600	600	699	699	0.209 *	0.209 *	0.244 *	0.244 *		
NBR *(a)*	0	0	69	69	82	82	-	-	-	-		
SBL	2	3200	453	453	524	524	0.142 *	0.142 *	0.164 *	0.164 *		
SBT	1	1600	328	328	400	400	0.205	0.205	0.250	0.250		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	379	385	436	442	-	-	-	-		
EBT	2	3200	11	11	12	12	0.122 *	0.124 *	0.140 *	0.142 *		
EBR *(b)*	1	1600	111	111	126	126	0.069	0.069	0.079	0.079		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.573**	**0.575**	**0.648**	**0.650**		
						SCENARIO LEVEL OF SERVICE:	**A**	**A**	**B**	**B**		

NOTES:

RTOR: (a) 21%
(b) 60%

Printed: 12/15/06

ATE CONDOMINIUM TRIP GENERATION STUDIES

ATE has conducted several surveys of condominiums in the Santa Barbara and Goleta areas to determine the trip generation rate specific to the Santa Barbara Area. The table below indicates the results of those surveys.

P.M. Peak Hour Condominium Trip Generation Rates

Study Site	Size	P.M. PHT	
		Trips	Rate
San Remo Condominiums (San Remo Drive)	51 Units	30 Trips	0.59/Unit
Stonecreek Condominiums (Las Positas Road)	105 Units	67 Trips	0.67/Unit
The Grove (Hollister Avenue)	178 Units	92 Trips	0.52/Unit
Villa del Mar Condominiums (Yanonali Street)	40 units	15 Trips	0.38/Unit
Average Rate			**0.54/Unit**
ITE Condominium Rate			**0.52/Unit**
ITE Single Family Rate			**1.01/Unit**

The data in the table above indicate P.M. peak hour trip rate of 0.54 peak hour trips per unit. This rate is much closer to the ITE Condominium rates (0.52/unit) than the ITE single family rates (1.01/unit).

APPROVED AND PENDING PROJECT TRIP GENERATION WORKSHEET

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

535 EAST MONTECITO STREET PROJECT **PROJECT: #04072.01**

	Land Use	Size	Pass-by Factor	ADT Rate	ADT Trips	A.M. Peak Hour Rate	A.M. Peak Hour Trips	A.M. Peak Hour In %	A.M. Peak Hour Trips	A.M. Peak Hour Out %	A.M. Peak Hour Trips	P.M. Peak Hour Rate	P.M. Peak Hour Trips	P.M. Peak Hour In %	P.M. Peak Hour Trips	P.M. Peak Hour Out %	P.M. Peak Hour Trips
	CITY PROJECTS - RESIDENTIAL																
	Net change of 5 or more Residential Units or Lots																
1.	Res. Condo	12	1.00	5.86	70	0.440	5	17%	1	83%	4	0.52	6	67%	4	33%	2
2.	Res. Condo	-8	1.00	5.86	-47	0.440	-4	17%	-1	83%	-3	0.52	-4	67%	-3	33%	-1
3.	Res. Condo	6	1.00	5.86	35	0.440	3	17%	1	83%	2	0.52	3	67%	2	33%	1
4.	Res. Condo	15	1.00	5.86	88	0.440	7	17%	1	83%	6	0.52	8	67%	5	33%	3
5.	Res. Condo	11	1.00	5.86	64	0.440	5	17%	1	83%	4	0.52	6	67%	4	33%	2
6.	Res. Condo	6	1.00	5.86	35	0.440	3	17%	1	83%	2	0.52	3	67%	2	33%	1
7.	Res. Condo	9	1.00	5.86	53	0.440	4	17%	1	83%	3	0.52	5	67%	3	33%	2
	Project Total:	51			298		23		5		18		27		17		10

Projects List:
1. 21 E Anapamu
2. 222 W Yanonali
3. 737 E Anapamu
4. 1420 Laguna
5. 323 S Voluntario
6. 211 Castillo
7. 517 Figueroa

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

535 EAST MONTECITO STREET PROJECT **PROJECT: #04072.01**

	Land Use	Size	Pass-by Factor	ADT Rate	ADT Trips	A.M. Peak Hour Rate	A.M. Peak Hour Trips	A.M. Peak Hour In %	A.M. Peak Hour Trips	A.M. Peak Hour Out %	A.M. Peak Hour Trips	P.M. Peak Hour Rate	P.M. Peak Hour Trips	P.M. Peak Hour In %	P.M. Peak Hour Trips	P.M. Peak Hour Out %	P.M. Peak Hour Trips
	CITY PROJECTS - MIXED USE																
	Net change of 5 or more Residential Units or Lots/ 1000 Sq-Ft. non Residential																
11.	Res. Condo	6	1.00	5.86	35	0.440	3	17%	1	83%	2	0.52	3	67%	2	33%	1
	Retail	2,872	1.00	46.55	134	1.400	4	60%	2	40%	2	4.55	0	43%	0	57%	0
12.	Res. Condo	7	1.00	5.86	41	0.440	3	17%	1	83%	2	0.52	4	67%	3	33%	1
	Retail	2,000	1.00	46.55	93	1.400	3	60%	2	40%	1	4.55	9	43%	4	57%	5
13.	Res. Condo	5	1.00	5.86	29	0.440	2	17%	0	83%	2	0.52	3	67%	2	33%	1
	Retail	1,824	1.00	46.55	85	1.400	3	60%	2	40%	1	4.55	8	43%	4	57%	4
14.	Res. Condo	14	1.00	5.86	82	0.440	6	17%	1	83%	5	0.52	7	67%	5	33%	2
	Office	2,110	1.00	22.66	48	2.970	6	86%	5	14%	1	3.40	7	18%	1	82%	6
15.	Mental Health Association ATE #03154				427		53		36		17		57		16		41
16.	Affordable Housing Project #04026				119		-1		-1		0		-2		-1		-1
17.	Chapala One Project				134		-14		-27		13		5		17		-12
18.	Retail	-9,788	1.00	46.55	-456	1.400	-14	60%	-8	40%	-6	4.55	-45	43%	-19	57%	-26
	Res. Condo	-6	1.00	5.86	-35	0.440	-3	17%	-1	83%	-2	0.52	-3	67%	-2	33%	-1
	Retail	9,788	1.00	46.55	456	1.400	14	60%	8	40%	6	4.55	45	43%	19	57%	26
	Res. Condo	29	1.00	5.86	170	0.440	13	17%	2	83%	11	0.52	15	67%	10	33%	5
19.	Res. Condo	7	1.00	5.86	41	0.440	3	17%	1	83%	2	0.52	4	67%	3	33%	1
	Retail	6,375	1.00	46.55	297	1.400	9	60%	5	40%	4	4.55	29	43%	12	57%	17
20.	SFD 777																
	Retail	-5,507	1.00	46.55	-256	1.400	-8	60%	-5	40%	-3	4.55	-25	43%	-11	57%	-14
	Res. Condo	10	1.00	5.86	59	0.440	4	17%	1	83%	3	0.52	5	67%	3	33%	2
	Retail	11,507	1.00	46.05	530	1.400	16	60%	10	40%	6	4.27	49	43%	21	57%	28
21.	Office	-18,700	1.00	19.62	-367	2.620	-49	86%	-42	14%	-7	2.89	-54	18%	-10	82%	-44
	Office	9,500	1.00	22.66	215	2.970	28	86%	24	14%	4	3.40	32	18%	6	82%	26
	Res. Condo	18	1.00	5.86	105	0.440	8	17%	1	83%	7	0.52	9	67%	6	33%	3
22.	Radio Square Mixed Use Project ATE #05166				255		22						22				
23.	Office	-7,245	1.00	22.66	-164	2.970	-22	86%	-19	14%	-3	3.40	-25	18%	-4	82%	-21
	Retail	2,000	1.00	46.55	93	1.400	3	60%	2	40%	1	4.55	9	43%	4	57%	5
	Res. Condo	9	1.00	5.86	53	0.440	4	17%	1	83%	3	0.52	5	67%	3	33%	2
24.	Res. Condo	8	1.00	5.86	47	0.440	4	17%	1	83%	3	0.52	4	67%	3	33%	1
	Retail	3,198	1.00	46.55	149	1.400	4	60%	3	40%	1	4.55	15	43%	6	57%	9
25.	Retail	-15,371	1.00	45.23	-695	1.360	-21	60%	-13	40%	-8	3.80	-58	43%	-25	57%	-33
	Res. Condo	15	1.00	5.86	88	0.440	7	17%	1	83%	6	0.52	8	67%	5	33%	3
	Retail	14,168	1.00	45.44	644	1.360	19	60%	12	40%	7	3.92	56	43%	24	57%	32
26.	Office	-35,841	1.00	16.89	-605	2.300	-82	86%	-71	14%	-11	2.43	-87	18%	-16	82%	-71
	Retail	23,091	1.00	44.41	1,025	1.330	31	60%	18	40%	13	3.33	77	43%	33	57%	44
	Res. Condo	29	1.00	5.86	170	0.440	13	17%	2	83%	11	0.52	15	67%	10	33%	5
27.	Office	-7,343	1.00	22.66	-166	2.970	-22	86%	-19	14%	-3	3.40	-25	18%	-4	82%	-21
	Res. Condo	6	1.00	5.86	35	0.440	3	17%	1	83%	2	0.52	3	67%	2	33%	1
	Retail	4,615	1.00	46.55	215	1.400	6	60%	4	40%	2	4.55	21	43%	9	57%	12
28.	Retail	-244	1.00	46.55	-11	1.400	-0	60%	0	40%	-0	4.55	-1	43%	0	57%	-1
	Res. Condo	2	1.00	5.86	12	0.440	1	17%	0	83%	1	0.52	1	67%	1	33%	0
	Retail	2,195	1.00	46.55	102	1.400	3	60%	2	40%	1	4.55	10	43%	4	57%	6
29.	N/A*																
30.	Office	-1,956	1.00	22.66	-44	2.970	-6	86%	-5	14%	-1	3.40	-7	18%	-1	82%	-6
	Res. Condo	8	1.00	5.86	47	0.440	4	17%	1	83%	3	0.52	4	67%	3	33%	1
	Retail	18,713	1.00	44.79	838	1.340	25	60%	15	40%	10	3.55	66	44%	29	56%	37
8.	Paseo De La Playa ATE#04013				3730		-9						192				
	Project Total:				7,802		77		-46		110		468		177		77

Projects List:

11.	517 Chapala	21.	433 Canon Perdido
12.	523 Chapala	22.	210 W Carillo
13.	110 E Cota Street	23.	117 W De La Guerra
14.	121 W De La Guerra	24.	803 N Milpas
15.	617 Garden	25.	1025 Santa Barbara
16.	315 W Carillo	26.	318 State
17.	401 Chapala	27.	116 E Yanonali
18.	721 Chapala	28.	518 State
19.	412 Anacapa	29.	1221 Anacapa
20.	630 Anacapa	30.	800 Santa Barbara

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

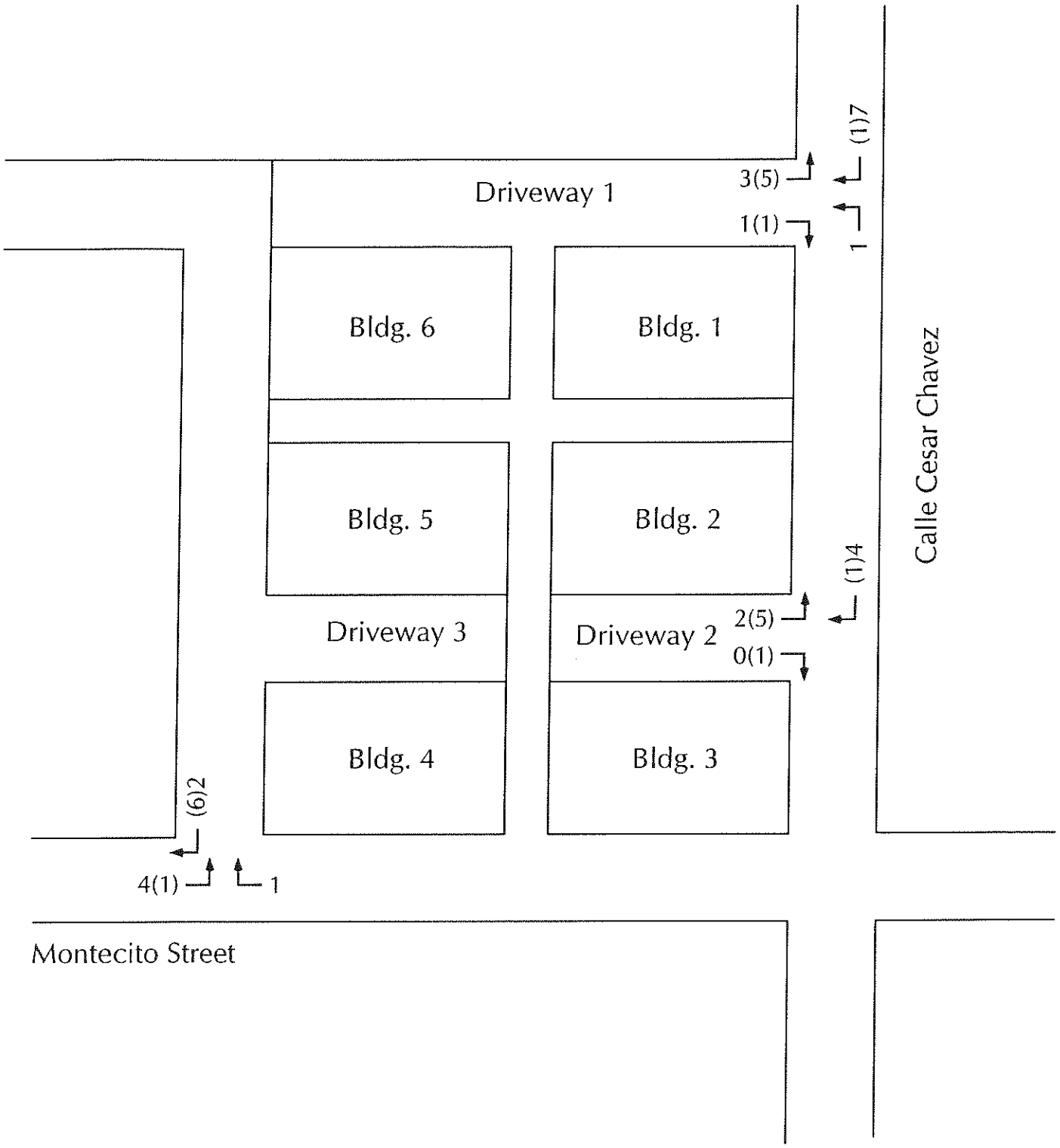
535 EAST MONTECITO STREET PROJECT **PROJECT: #04072.01**

	Land Use	Size	Pass-by Factor	ADT Rate	ADT Trips	A.M. Peak Hour Rate	A.M. Trips	A.M. In %	A.M. Trips	A.M. Out %	A.M. Trips	P.M. Peak Hour Rate	P.M. Trips	P.M. In %	P.M. Trips	P.M. Out %	P.M. Trips
	CITY PROJECTS - NON RESIDENTIAL																
	Net change over 1000 Sq-Ft. non Residential																
31.	Office	2,900	1.00	22.66	66	1.550	4	86%	4	14%	0	3.40	10	18%	2	82%	8
32.	High Turnover Restaurant	1,298	1.00	127.15	165	11.520	15	52%	8	48%	7	10.92	14	62%	9	38%	5
33.	Retail	2,478	1.00	46.55	115	1.400	3	60%	2	40%	1	4.55	11	43%	5	57%	6
34.	Youth Hostel	26	1.00	5.63	146	0.450	12	38%	5	62%	7	0.47	12	53%	6	47%	6
35.	N/A*																
36.	Quality Restaurant	2,353	1.00	89.95	212	0.810	2	50%	1	50%	1	7.49	18	67%	12	33%	6
37.	Retail	3,904	1.00	46.55	182	1.400	5	60%	3	40%	2	4.55	18	43%	8	57%	10
38.	Retail	1,597	1.00	46.55	74	1.400	2	60%	1	40%	1	4.55	7	43%	3	57%	4
39.	Warehouse	2,905	1.00	4.96	14	0.450	1	100%	1	0%	0	0.47	1	0%	0	100%	1
40.	Retail	1,933	1.00	46.55	90	1.400	3	60%	2	40%	1	4.55	9	43%	4	57%	5
41.	N/A*																
42.	Res. Condo	-1	1.00	5.86	-6	0.440	0	17%	0	83%	0	0.52	-1	67%	-1	33%	0
	Retail	-3,785	1.00	46.55	-176	1.400	-5	60%	-3	40%	-2	4.55	-17	43%	-7	57%	-10
	Office	7,150	1.00	22.66	162	1.550	11	86%	10	14%	1	3.40	24	18%	4	82%	20
	Retail	2,200	1.00	46.55	102	1.400	3	60%	2	40%	1	4.55	10	43%	4	57%	6
43.	Garage	-2,009	1.00	N/A	0		0		0		0		0		0		0
44.	N/A*																
45.	N/A*																
46.	Light Industrial	-1,998	1.00	6.97	-14	0.920	-2	100%	-2	0%	0	0.98	-2	0%	0	100%	-2
	Res. Condo	8	1.00	5.86	47	0.440	4	17%	1	83%	3	0.52	4	67%	3	33%	1
	Retail	3,016	1.00	46.55	140	1.400	4	60%	3	40%	1	4.55	14	43%	6	57%	8
47.	Office	8,159	1.00	22.66	185	1.550	13	86%	11	14%	2	3.40	28	18%	5	82%	23
48.	Light Industrial	-1,150	1.00	6.97	-8	0.920	-1	100%	-1	0%	-0	0.98	-1	0%	0	100%	-1
	Office	2,564	1.00	22.66	58	1.550	4	86%	3	14%	1	3.40	9	18%	2	82%	7
49.	Retail	1,049	1.00	46.55	49	1.400	1	60%	1	40%	0	4.55	5	43%	2	57%	3
50.	Res. Condo	-1	1.00	5.86	-6	0.440	0	17%	0	83%	0	0.52	-1	67%	-1	33%	0
	Retail	2,653	1.00	46.55	123	1.400	4	60%	2	40%	2	4.55	12	43%	5	57%	7
51.	Retail	2,717	1.00	46.55	126	1.400	4	60%	2	40%	2	4.55	12	43%	5	57%	7
52.	N/A*																
53.	N/A*																
54.	WATS 2	N/A		N/A	0	N/A	0	0%	0	0%	0	N/A	0	0%	0	0%	
55.	House	-1	1.00	9.57	-10	0.750	-1	0%	0	100%	-1	1.01	-1	100%	-1	0%	0
	Garage	-667		N/A	0	N/A	0		0		0	N/A	0		0		
	Light Industrial	3,386	1.00	6.97	24	0.920	3	100%	3	0%	0	0.98	3	0%	0	100%	3
56.	House	-1	1.00	9.57	-10	0.750	-1	0%	0	100%	-1	1.01	-1	100%	-1	0%	0
	Office	10,204	1.00	11.01	112	1.550	16	86%	14	14%	2	3.43	35	18%	6	82%	29
57.	Light Industrial	1,550	1.00	6.97	11	0.920	1	100%	1	0%	0	0.98	2	0%	0	100%	2
58.	Light Industrial	1,171	1.00	6.97	8	0.920	1	100%	1	0%	0	0.98	1	0%	0	100%	1
59.	N/A*																
60.	Retail	1,187	1.00	46.55	55	1.400	2	60%	1	40%	1	4.55	5	43%	2	57%	3
61.	N/A*																
62.	Res. Condo	-1	1.00	5.86	-6	0.440	0	17%	0	83%	0	0.52	-1	67%	-1	33%	0
	Bed & Breakfast	5	1.00	8.17	41	0.560	3	61%	2	39%	1	0.59	3	53%	2	47%	1
63.	N/A*																
64.	Retail	1,967	1.00	46.55	92	1.400	3	60%	2	40%	1	4.55	9	43%	4	57%	5
65.	Office	1,400	1.00	22.66	32	1.550	2	86%	2	14%	0	3.40	5	18%	1	82%	4
66.	Retail	15,838	1.00	45.16	715	1.350	21	60%	13	40%	8	3.76	60	43%	26	57%	34
67.	Spearmint Rhino?	-4,400	1.00	46.55	-205		0	0%	0	0%	0	4.55	-20	66%	-13	34%	-7
	Hotel	50	1.00	8.92	446	0.670	34	59%	20	41%	14	0.70	35	48%	17	52%	18
68.	SB Zoo				58		7		7		0		7		0		7
69.	Church	3,279	1.00	9.11	30	0.720	2	50%	1	40%	1	0.66	2	50%	1	50%	1
70.	Office	1,081	1.00	22.66	24	2.970	3	86%	3	14%	0	3.40	4	18%	1	82%	3
71.	Light Industrial	23,981	1.00	6.97	167	0.920	22	100%	22	0%	0	0.98	24	0%	0	100%	24
72.	Manufacturing	5,704	1.00	3.82	22	0.730	4	75%	3	15%	1	0.74	4	50%	2	50%	2
73.	Quality Restaurant	4,362	1.00	89.95	392	0.810	4	52%	2	48%	2	7.49	33	67%	22	33%	11
74.	Retail	42,500	1.00	43.67	1,856	1.310	56	60%	33	40%	23	2.91	124	43%	53	57%	71
	Project Total:				5,702		271		186		85		527		197		330

Projects List:

31.	1101 Anacapa	43.	335 E Gutierrez	56.	130 E Victoria	69.	221 N Nopal
32.	625 Chapala	44.	201 E Haley	57.	520 E Yanonali	70.	631 Olive
33.	202 E Haley	45.	632 E Haley	58.	716 E Yanonali	71.	117 N Quarantina
34.	12 E Montecito	46.	803 N Milpas	59.	1221 Anacapa	72.	620 Quinientos
35.	1214 State	47.	403 E Montecito	60.	301 W Cabrillo	73.	628 State
36.	801 State	48.	336 N Nopal	61.	632 E Canon Perdido	74.	211 E Yanonali
37.	26 W Anapamu	49.	308 Palm	62.	618 Castillo		
38.	824 Cacique	50.	406 N Quarantina	63.	614 E Haley		
39.	130 N Calle Cesar Chavez	51.	408 N Quarantina	64.	709 E Haley		
40.	1221 Chapala	52.	217 State	65.	520 Laguna		
41.	8 E Figueroa	53.	29 State	66.	711 N Milpas		
42.	518 Garden	54.	35 State	67.	22 E Montecito		
		55.	722 Union	68.	500 Ninos		

PROJECT DRIVEWAY VOLUMES



N

NOT TO SCALE

LEGEND

XX - (A.M.)P.M. Peak Hour Volume

ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT DRIVEWAY VOLUMES

MMF #04072.01

PARKING SURVEY RESULTS

LOS PORTALES WEEKDAY PARKING SURVEY - 04072.01

Date: 10/31/06; 11/02/06

Zone	1	2	3	4	5	6	7	8	9	10	TOTAL	% Occupied
Time/Spaces	**9 Spaces**	**11 Spaces**	**8 Spaces**	**8 Spaces**	**14 Spaces**	**16 spaces**	**11 Spaces**	**6 spaces**	**23 spaces**	**27 Spaces**	**133 Spaces**	
8:00	3	3	3	3	2	6	6	4	16	20	66	50%
10:00	8	9	4	4	10	12	9	4	20	22	102	77%
12:00	10	11	4	3	11	15	11	6	23	25	119	89%
2:00	9	9	4	4	9	15	10	5	20	22	107	80%
4:00	9	10	4	4	8	15	11	5	17	14	97	73%
6:00*	4	4	3	0	2	6	6	2	9	10	46	35%
8:00*	5	5	2	0	2	4	8	3	8	10	47	35%

*Special event at Casa Del la Raza

	CAPACITY	
1 - Calle Cesar Chavez between Gutierrez - Montecito (West)	9	
2 - Calle Cesar Chavez between Gutierrez - Montecito (East)	11	
3 - Montecito St, w/o Olive (North)	8	(4 spaces temporarily unavailable due to construction)
4 - Montecito St, w/o Olive (South)	8	(4 spaces temporarily unavailable due to construction)
5 - Montecito St between Olive - Calle Cesar Chavez (North)	14	(2 spaces temporarily unavailable due to construction)
6 - Montecito St between Olive - Calle Cesar Chavez (South)	16	
7 - Montecito St between Calle Cesar Chavez - Quarantina (North)	11	
8 - Montecito St between Calle Cesar Chavez - Quarantina (South)	6	
9 - Calle Cesar Chavez, s/o Montecito St. (West)	23	
10 - Calle Cesar Chavez, s/o Montecito St. (East)	27	
	TOTAL: 133	

HISTORICAL LEVEL OF SERVICE CALCULATION WORKSHEETS

LOS PORTALES CONDOMINIUMS #04072.01 **REF: 1992_PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *1992*

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***GARDEN***

E/W STREET: ***US 101 NB RAMPS***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	356	336	0	0	716	646	0	0	0	118	1	130
(B) PROJECT-ADDED	0	0	0	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	356	356	0	0	0.223 *	0.223 *	0.000 *	0.000 *		
NBT	2	3200	336	336	0	0	0.105	0.105	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	716	716	0	0	0.224 *	0.224 *	0.000 *	0.000 *		
SBR *(a)*	1	1600	491	491	0	0	0.307	0.307	0.000	0.000		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	118	118	0	0	0.074 *	0.074 *	0.000 *	0.000 *		
WBT	0	0	1	1	0	0	-	-	-	-		
WBR *(b)*	1	1600	73	73	0	0	0.046	0.046	0.000	0.000		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.621**	**0.621**	**0.100**	**0.100**		
						SCENARIO LEVEL OF SERVICE:	**B**	**B**	**A**	**A**		

NOTES:

RTOR: (a) 24%
(b) 44%

Printed: 02/23/07

LOS PORTALES CONDOMINIUMS #04072.01 **REF: 1996_PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *1996*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *GARDEN*

E/W STREET: *US 101 NB RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	320	466	0	0	939	841	0	0	0	111	0	49
(B) PROJECT-ADDED	0	0	0	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A + B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B + C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	320	320	0	0	0.200 *	0.200 *	0.000 *	0.000 *		
NBT	2	3200	466	466	0	0	0.146	0.146	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	939	939	0	0	0.293 *	0.293 *	0.000 *	0.000 *		
SBR (a)	1	1600	639	639	0	0	0.399	0.399	0.000	0.000		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	111	111	0	0	0.069 *	0.069 *	0.000 *	0.000 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (b)	1	1600	27	27	0	0	0.017	0.017	0.000	0.000		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.662**	**0.662**	**0.100**	**0.100**		
						SCENARIO LEVEL OF SERVICE:	**B**	**B**	**A**	**A**		

NOTES:

RTOR: (a) 24%
(b) 44%

Printed: 02/23/07

LOS PORTALES CONDOMINIUMS #04072.01 REF: 1997_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *1997*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *GARDEN*

E/W STREET: *US 101 NB RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	302	444	0	0	807	758	0	0	0	74	0	44
(B) PROJECT-ADDED	0	0	0	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	302	302	0	0	0.189 *	0.189 *	0.000 *	0.000 *		
NBT	2	3200	444	444	0	0	0.139	0.139	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	807	807	0	0	0.252 *	0.252 *	0.000 *	0.000 *		
SBR (a)	1	1600	576	576	0	0	0.360	0.360	0.000	0.000		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	74	74	0	0	0.046 *	0.046 *	0.000 *	0.000 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (b)	1	1600	25	25	0	0	0.016	0.016	0.000	0.000		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.587**	**0.587**	**0.100**	**0.100**		
						SCENARIO LEVEL OF SERVICE:	A	A	A	A		

NOTES:

RTOR: (a) 24%
(b) 44%

Printed: 02/23/07

LOS PORTALES CONDOMINIUMS #04072.01 REF: 1999_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *1999*

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***GARDEN***

E/W STREET: ***US 101 NB RAMPS***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	262	488	0	0	706	660	0	0	0	141	0	265
(B) PROJECT-ADDED	0	0	0	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A + B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B + C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	262	262	0	0	0.164 *	0.164 *	0.000 *	0.000 *		
NBT	2	3200	488	488	0	0	0.153	0.153	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	706	706	0	0	0.221 *	0.221 *	0.000 *	0.000 *		
SBR *(a)*	1	1600	502	502	0	0	0.314	0.314	0.000	0.000		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	141	141	0	0	0.088	0.088 *	0.000 *	0.000 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR *(b)*	1	1600	148	148	0	0	0.093 *	0.093	0.000	0.000		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.578**	**0.573**	**0.100**	**0.100**		
						SCENARIO LEVEL OF SERVICE:	**A**	**A**	**A**	**A**		

NOTES:

RTOR: (a) 24%
(b) 44%

Printed: 02/23/07

LOS PORTALES CONDOMINIUMS #04072.01 REF: 2000_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *2000*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *GARDEN*

E/W STREET: *US 101 NB RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	403	478	0	0	739	795	0	0	0	112	0	211
(B) PROJECT-ADDED	0	0	0	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	403	403	0	0	0.252 *	0.252 *	0.000 *	0.000 *		
NBT	2	3200	478	478	0	0	0.149	0.149	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	739	739	0	0	0.231 *	0.231 *	0.000 *	0.000 *		
SBR *(a)*	1	1600	604	604	0	0	0.378	0.378	0.000	0.000		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	112	112	0	0	0.070	0.070 *	0.000 *	0.000 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR *(b)*	1	1600	118	118	0	0	0.074 *	0.074	0.000	0.000		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.657**	**0.653**	**0.100**	**0.100**		
						SCENARIO LEVEL OF SERVICE:	**B**	**B**	**A**	**A**		

NOTES:

RTOR: (a) 24%
(b) 44%

Printed: 02/23/07

LOS PORTALES CONDOMINIUMS #04072.01 REF: 2002_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *2002*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *GARDEN*

E/W STREET: *US 101 NB RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	326	537	0	0	727	673	0	0	0	164	0	165
(B) PROJECT-ADDED	0	0	0	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A + B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B + C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	326	326	0	0	0.204 *	0.204 *	0.000 *	0.000 *		
NBT	2	3200	537	537	0	0	0.168	0.168	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	727	727	0	0	0.227 *	0.227 *	0.000 *	0.000 *		
SBR *(a)*	1	1600	511	511	0	0	0.319	0.319	0.000	0.000		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	164	164	0	0	0.103 *	0.103 *	0.000 *	0.000 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR *(b)*	1	1600	92	92	0	0	0.058	0.058	0.000	0.000		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.634**	**0.634**	**0.100**	**0.100**		
						SCENARIO LEVEL OF SERVICE:	**B**	**B**	**A**	**A**		

NOTES:

RTOR: (a) 24%
(b) 44%

Printed: 02/23/07

LOS PORTALES CONDOMINIUMS #04072.01 **REF: 2004_PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *2004*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *GARDEN*

E/W STREET: *US 101 NB RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	386	599	0	0	948	849	0	0	0	120	0	248
(B) PROJECT-ADDED	0	0	0	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	386	386	0	0	0.241 *	0.241 *	0.000 *	0.000 *		
NBT	2	3200	599	599	0	0	0.187	0.187	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	948	948	0	0	0.296 *	0.296 *	0.000 *	0.000 *		
SBR *(a)*	1	1600	645	645	0	0	0.403	0.403	0.000	0.000		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	120	120	0	0	0.075	0.075 *	0.000 *	0.000 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR *(b)*	1	1600	139	139	0	0	0.087 *	0.087	0.000	0.000		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.724**	**0.712**	**0.100**	**0.100**		
						SCENARIO LEVEL OF SERVICE:	**C**	**C**	**A**	**A**		

NOTES:

RTOR: (a) 24%
(b) 44%

Printed: 02/23/07

LOS PORTALES CONDOMINIUMS #04072.01 REF: 2006_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *2006*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *GARDEN*

E/W STREET: *US 101 NB RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	244	697	0	0	754	729	0	0	0	77	0	188
(B) PROJECT-ADDED	0	0	0	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

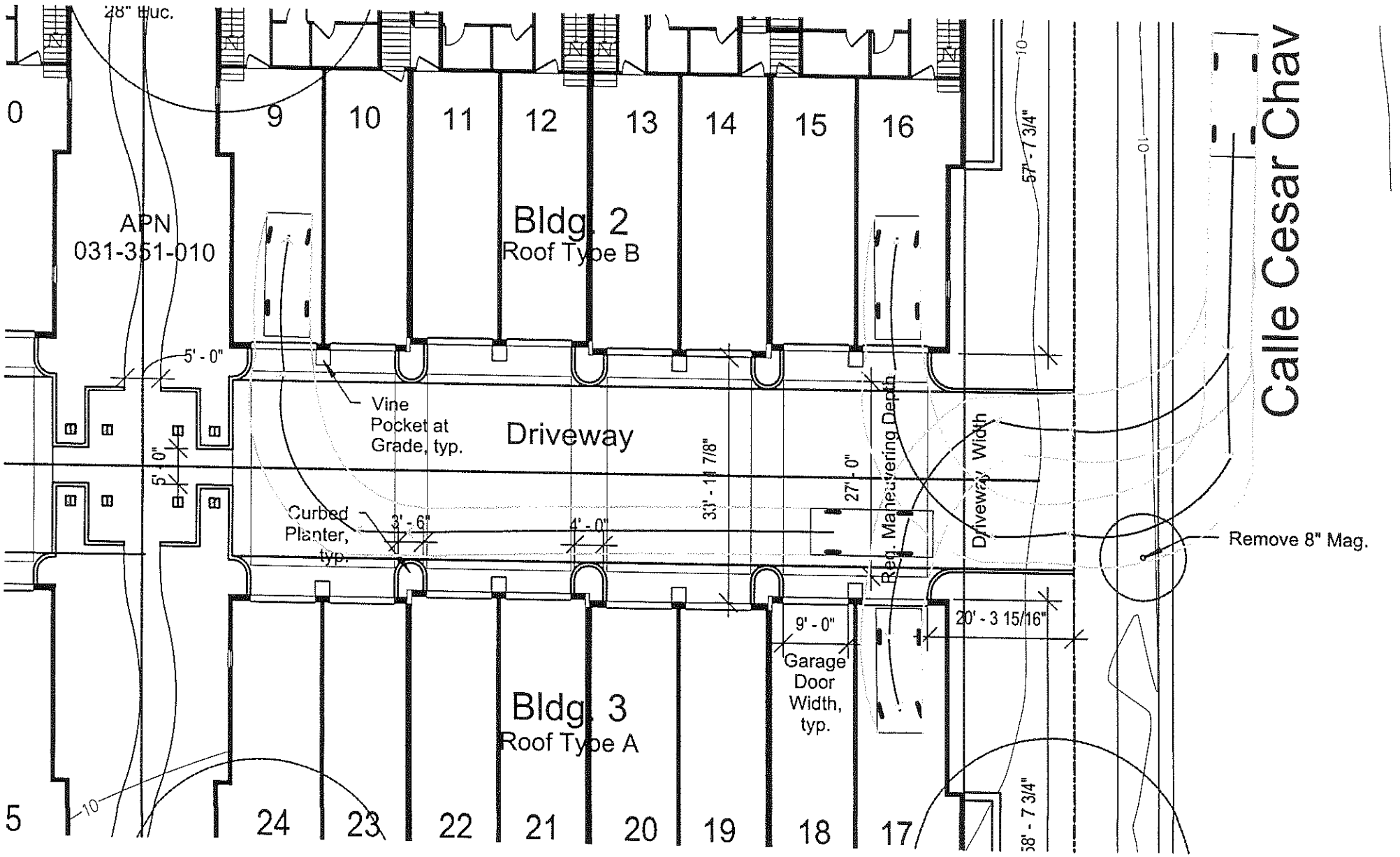
MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	244	244	0	0	0.153 *	0.153 *	0.000 *	0.000 *		
NBT	2	3200	697	697	0	0	0.218	0.218	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	754	754	0	0	0.236 *	0.236 *	0.000 *	0.000 *		
SBR (a)	1	1600	620	620	0	0	0.388	0.388	0.000	0.000		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	77	77	0	0	0.048	0.048 *	0.000 *	0.000 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (b)	1	1600	118	118	0	0	0.074 *	0.074	0.000	0.000		
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	0.563	0.537	0.100	0.100		
						SCENARIO LEVEL OF SERVICE:	A	A	A	A		

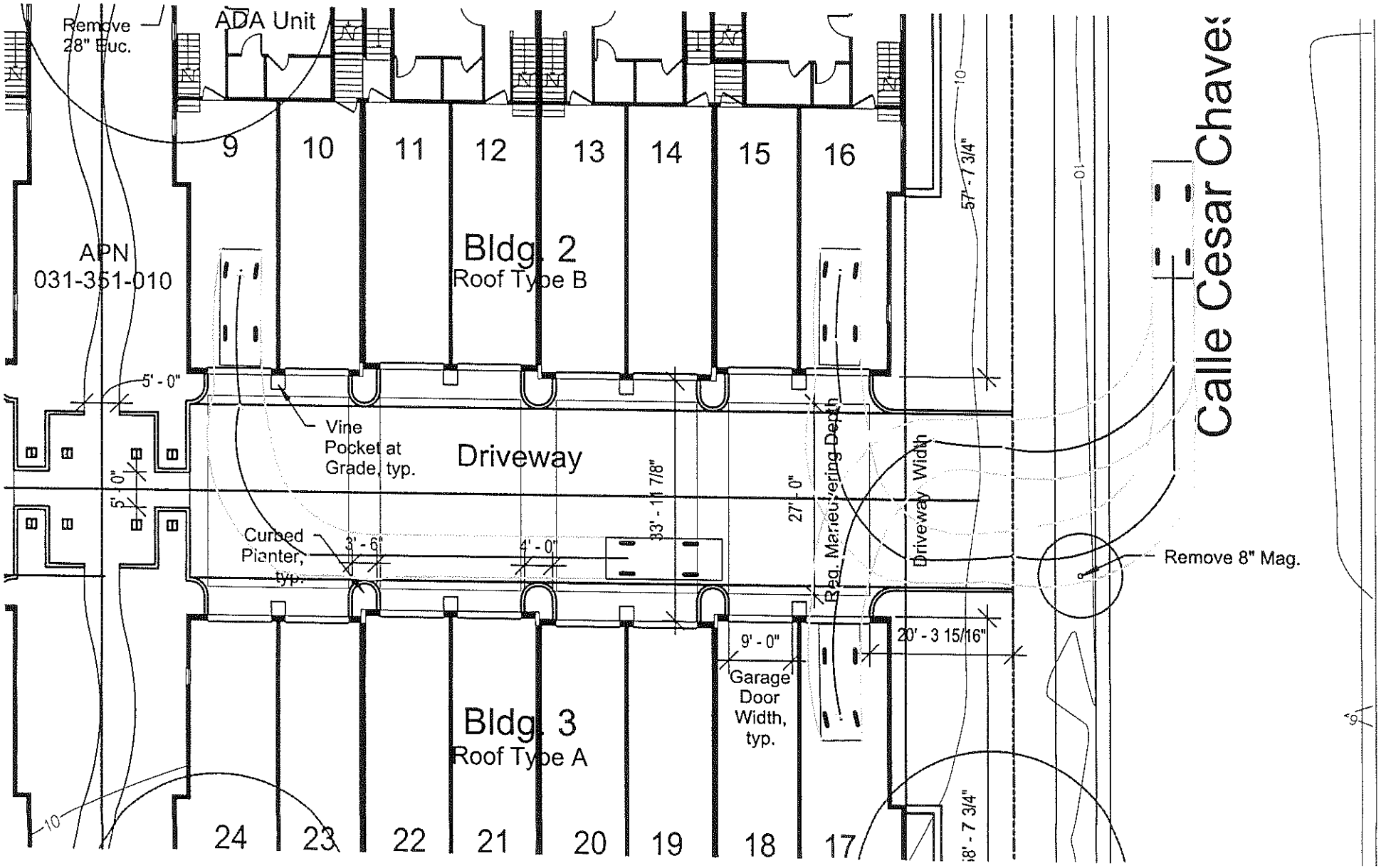
NOTES:

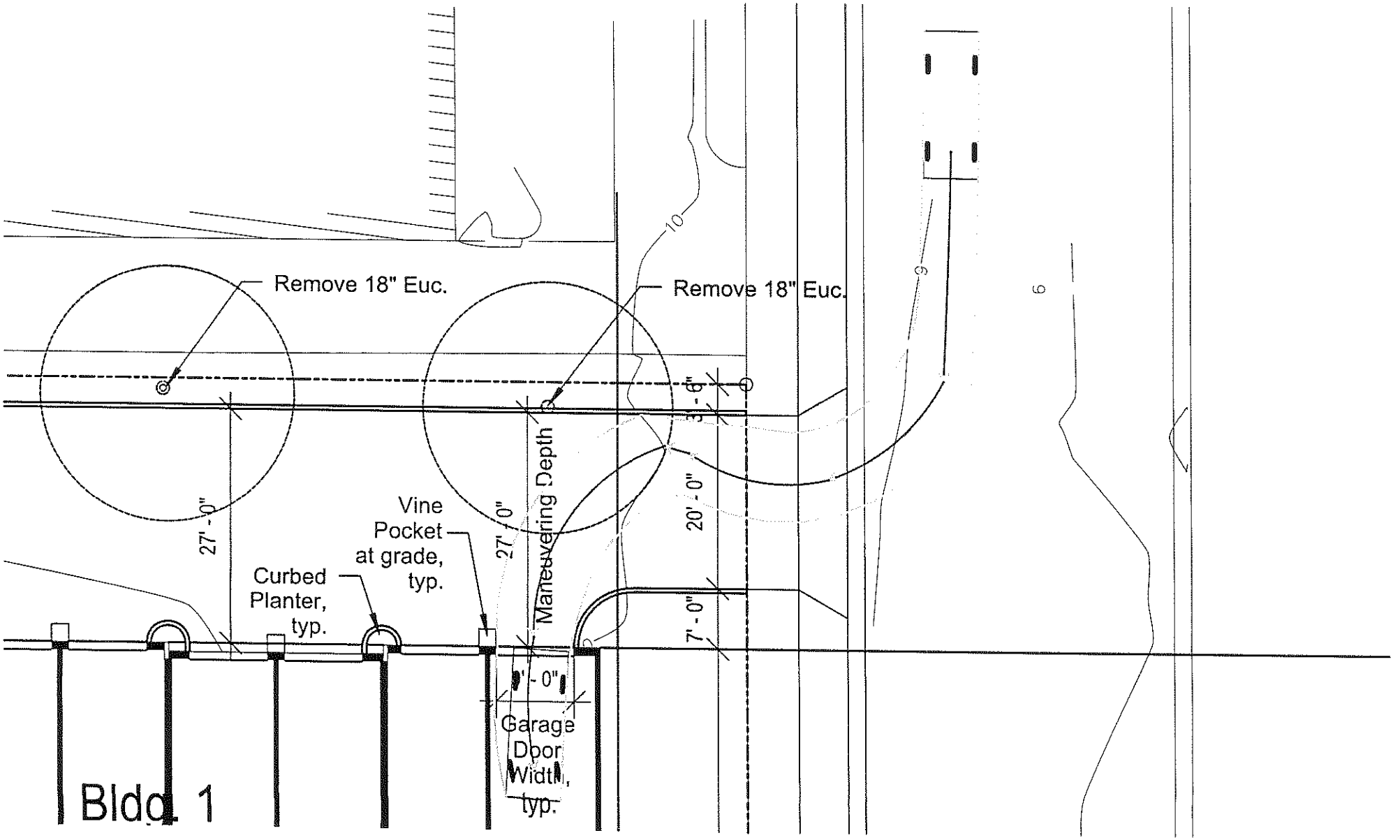
RTOR: (a) 15.%
(b) 37%

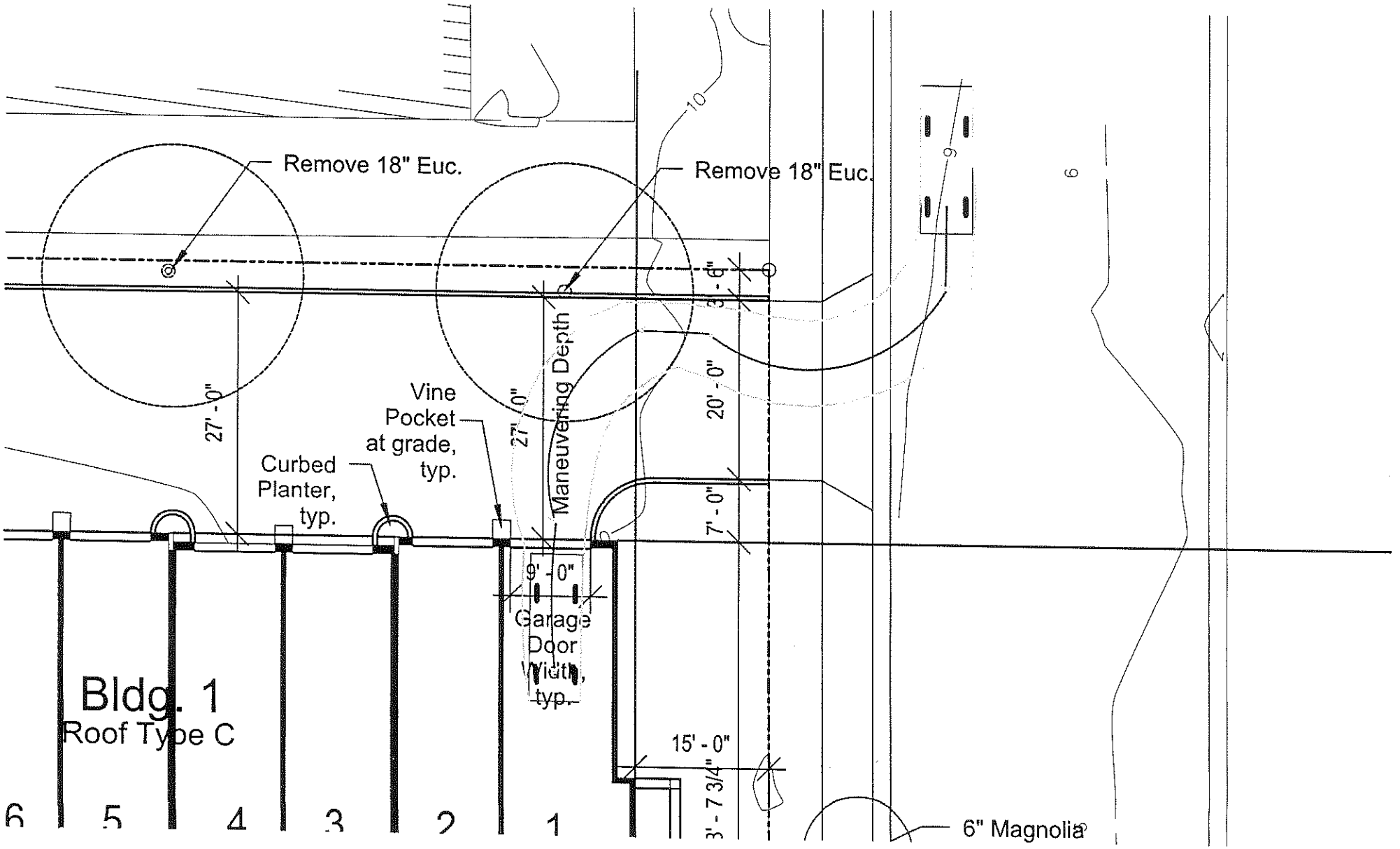
Printed: 02/26/07

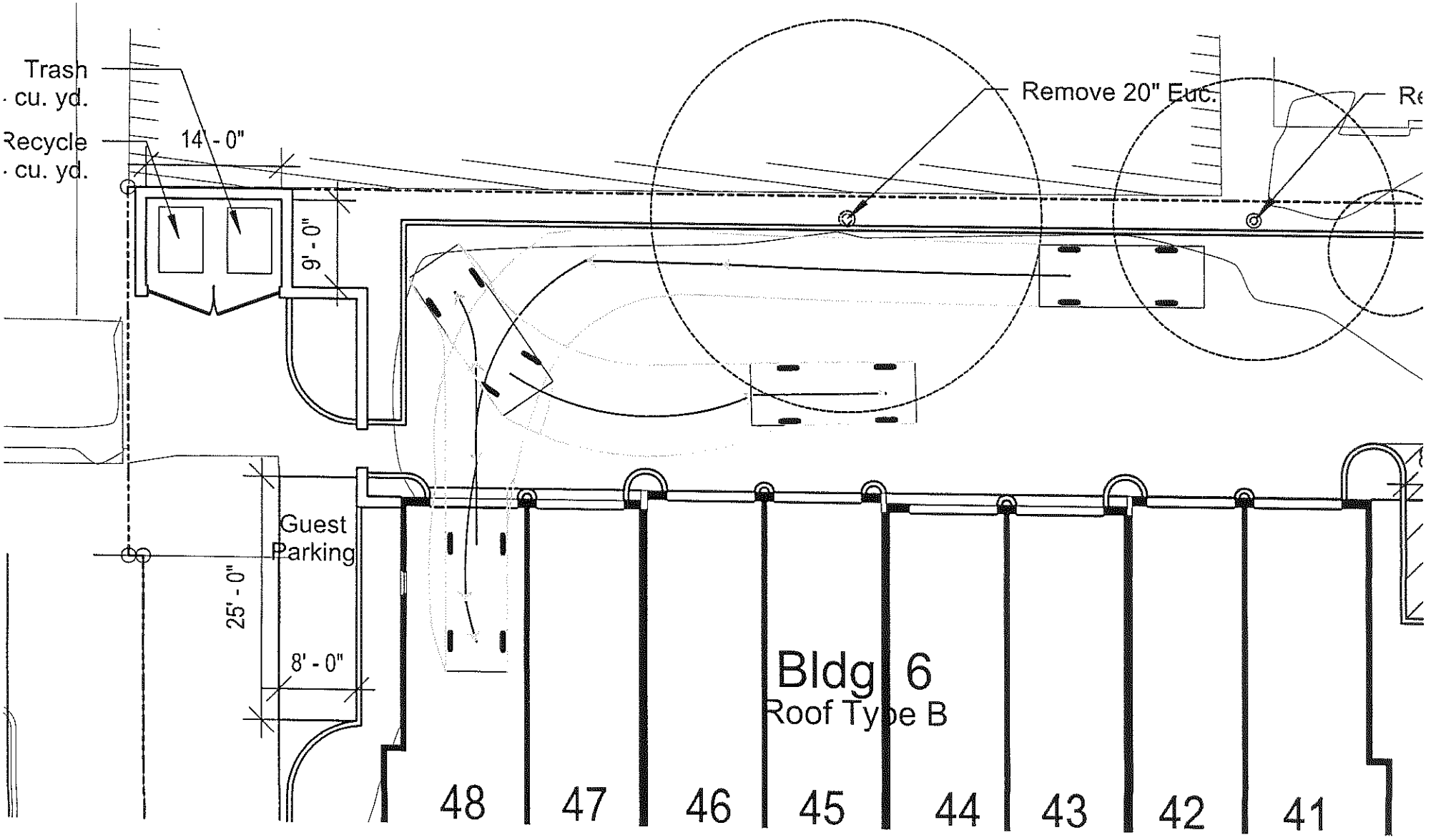
AUTO-TURN MANEUVERABILITY ANALYSIS FIGURES

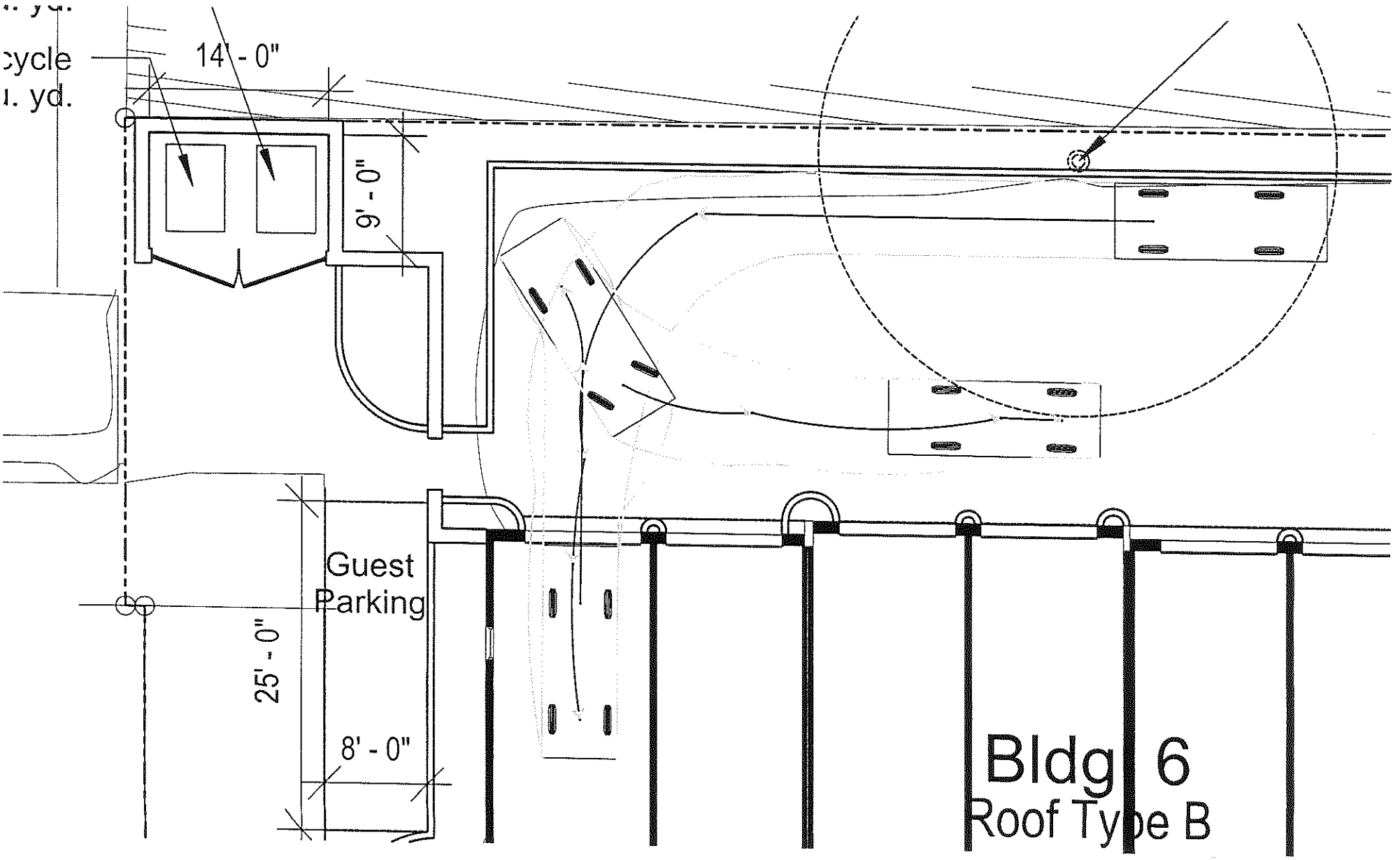

28" Euc.
0
9
10
11
12
13
14
15
16
APN
031-351-010
Bldg. 2
Roof Type B
5' - 0"
Vine
Pocket at
Grade, typ.
Driveway
5' - 0"
Curbed
Planter,
typ.
3' - 6"
4' - 0"
33' - 11 7/8"
27' - 0"
Req. Maneuvering Depth
Driveway Width
57' - 7 3/4"
10
Calle Cesar Chav
Remove 8" Mag.
9' - 0"
Garage
Door
Width,
typ.
20' - 3 15/16"
Bldg. 3
Roof Type A
5
24
23
22
21
20
19
18
17
58' - 7 3/4"

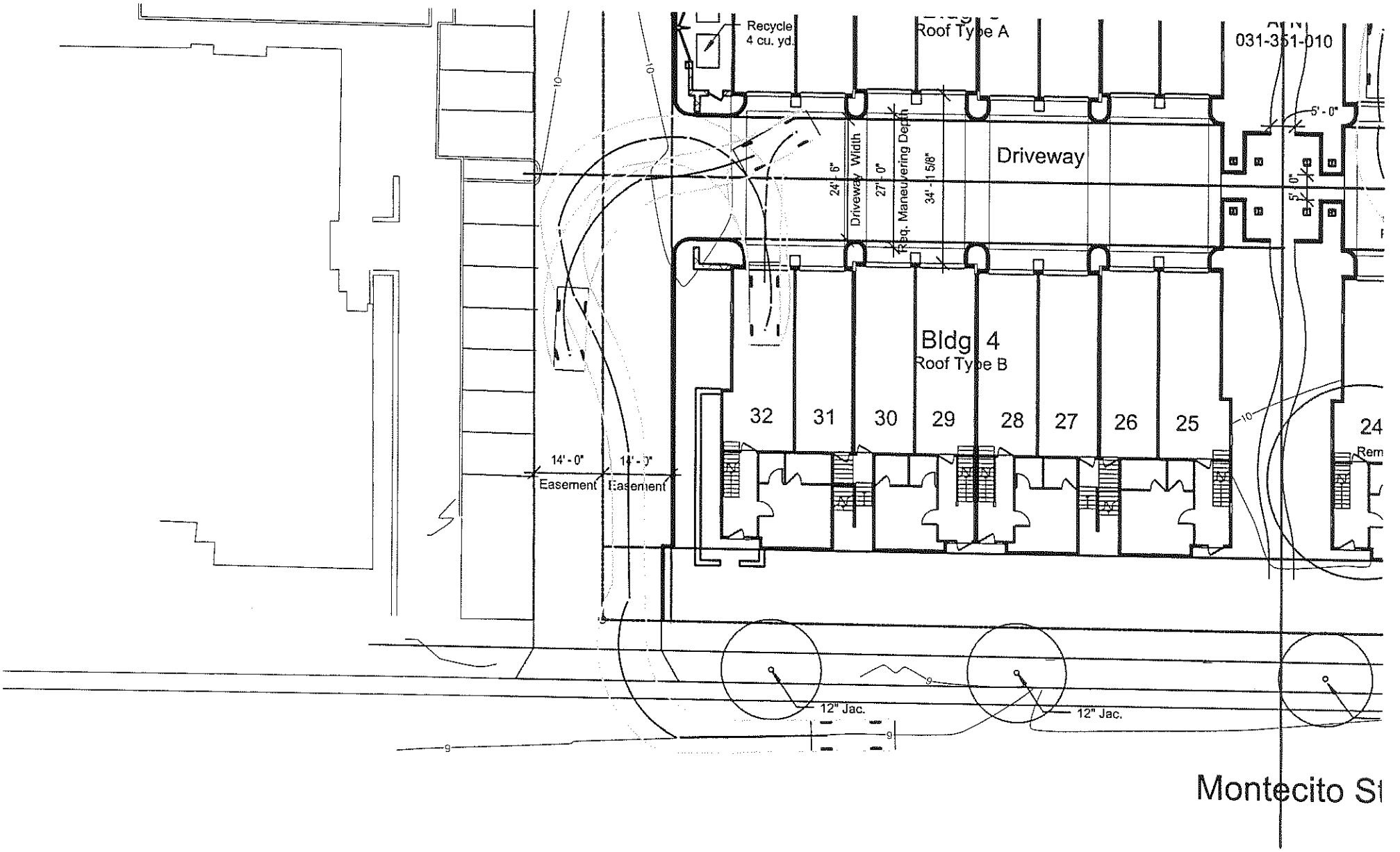

Remove 28" Euc.
ADA Unit
9
10
11
12
13
14
15
16
APN 031-351-010
Bldg. 2
Roof Type B
5' - 0"
Vine Pocket at Grade, typ.
Driveway
5' - 0"
Curbed Planter, typ.
3' - 6"
4' - 0"
33' - 11 7/8"
27' - 0"
Req. Maneuvering Depth
Driveway Width
57' - 7 3/4"
Calle Cesar Chave
Remove 8" Mag.
9' - 0"
Garage Door Width, typ.
20' - 3 15/16"
Bldg. 3
Roof Type A
24
23
22
21
20
19
18
17
8' - 7 3/4"
10
9


Remove 18" Euc.
Remove 18" Euc.
10
9
6
3' - 6"
20' - 0"
7' - 0"
27' - 0"
27' - 0"
Maneuvering Depth
Vine
Pocket
at grade,
typ.
Curbed
Planter,
typ.
9' - 0"
Garage
Door
Width,
typ.
Bldg. 1


Remove 18" Euc.
Remove 18" Euc.
10
9
6
3' - 6"
20' - 0"
7' - 0"
27' - 0"
27' - 0"
Maneuvering Depth
Vine Pocket at grade, typ.
Curbed Planter, typ.
9' - 0"
Garage Door Width, typ.
Bldg. 1
Roof Type C
15' - 0"
3' - 7 3/4"
6" Magnolia
6
5
4
3
2
1


Trash
· cu. yd.
Recycle
· cu. yd.
14' - 0"
9' - 0"
Remove 20" Euc.
Re
Guest
Parking
25' - 0"
8' - 0"
Bldg 6
Roof Type B
48
47
46
45
44
43
42
41


cycle
. yd.
14' - 0"
9' - 0"
Guest
Parking
25' - 0"
8' - 0"
Bldg 6
Roof Type B


Recycle
4 cu. yd.
Roof Type A
031-351-010
Driveway
24' - 6"
Driveway Width
27' - 0"
Reqd. Maneuvering Depth
34' - 1 5/8"
5' - 0"
5' - 0"
Bldg 4
Roof Type B
32
31
30
29
28
27
26
25
24
14' - 0"
Easement
14' - 0"
Easement
12" Jac.
12" Jac.
Montecito St

10
32
31
30
29
28
Bldg 4
Roof Type B
24' - 6"
Driveway Width
27' - 0"
Req. Maneuvering Depth
34' - 1 5/8"
Driv