Transportation Impact Analysis

Navigator Watsonville Prep

Watsonville, California

July 31, 2020

Attachment 5 Page 1 of 90 **Transportation Impact Analysis**

Navigator Watsonville Prep

Watsonville, California

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Project No. 24809

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INTRODUCTION

Watsonville Prep School (WPS), a public charter school run by Navigator Schools, opened in August 2019 to 172 students in kindergarten through grade 2 on the campus of E.A. Hall Middle School, located at 201 Brewington Avenue in Watsonville, CA. Navigator Schools plans to grow WSP into a transitional kindergarten (TK) to 8th grade school and relocate it to downtown Watsonville. Kittelson & Associates, Inc. (Kittelson) prepared this transportation impact study for Navigator Schools to analyze and address transportation issues associated with the expansion and relocation of Watsonville Prep School.

PROJECT DESCRIPTION

The Project is the expansion and relocation of Watsonville Prep School (WPS) to 565 TK-8 students located at 407 Main Street in downtown Watsonville, CA (Project). Student enrollment would expand from 172 students in grades K-2 to 565 TK through grade 8 students. Table 1 provides an estimate of the distribution of student levels. The school would relocate from the E.A. Hall Middle School campus to occupy part of an existing building in downtown Watsonville at 407 Main Street. The building is a former department store and has been vacant for more than seven years. The school will occupy the entire second floor (37,750 square feet) and part of the ground floor (3,800 square feet). In total, WPS will occupy 40,750 square feet of the building's 74,000 gross square feet.

Student Level	Number of Students	Percentage of Students	
Elementary School (TK-5 th grades)	395	70%	
Middle School (6 th -8 th grades)	170	30%	

Table 1: Percentage of Middle School vs. Elementary School Students at Full Capacity

Source: Navigator Schools, 2020

Figure 1 presents the general location of the Project site, as well as the existing school location on the campus of E.A. Hall Middle School. As shown, the Project is located on the southwest corner of Main Street and Beach Avenue. Figure 2 shows the proposed site plan.

The project site is adjacent to a surface parking lot, which historically has had 291 parking spaces. These spaces are shared among the commercial businesses surrounding the lot and are available to the public. Per the Watsonville Municipal Code Section 14-17.106, the Project is within Parking District I. Therefore, the Project is deemed to have met the City parking requirements by its location within the parking district. Nevertheless, WPS is working on entering into an agreement with the parking lot owner to allocate 20 existing parking spaces for the school at opening day and an additional 20 spaces, for a total of 40 spaces, before the school reaches full enrollment. The Project includes up to eight short-term bike parking spaces in a bike rack outside the main entrance for student use and at least two long-term bike parking spaces inside the building on the ground floor of the school for staff use.



STUDY OBJECTIVES

This study analyzes the transportation effects of the Project, as follows:

- Operations at six intersections in the vicinity of the school
- Site access and circulation for all modes of travel
- Vehicle queuing expected during student loading periods
- Vehicle-miles traveled (VMT) assessment





Existing Watsonville Prep Location - E.A. Hall Middle School Proposed Watsonville Prep Location Study Intersections

ns Site Location and Study Intersections Figure

Watsonville, California 1



Coordinate System: NAD 1983 StatePlane California Composition Leep Data Spirce: Santa Grugo Courto



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SCOPE OF THE REPORT

The analyses performed for this study determine the transportation-related effects of the proposed Project. The scope of the report was developed in coordination with the City of Watsonville and Navigator Schools. The following 6 study intersections were selected based on land use and circulation conditions near the school:

- 1. Main Street & Lake Avenue
- 2. Main Street & Beach Street
- 3. Beach Street & Rodriguez Street
- 4. Lake Avenue & Rodriguez Street
- 5. Beach Street & Walker Street
- 6. 2nd Street and Rodriguez Street

This report evaluates the following transportation issues:

- Existing (2020) conditions within the site vicinity during the weekday a.m. and p.m. peak hours
- Trip generation and distribution estimates for the project
- Existing conditions during the two peak hours with the addition of the Project-related traffic
- Access and circulation at the Project site with student drop-off and pick-up activities
- Crash history (2017-2019) within the immediate vicinity of the Project site
- Pedestrian, bicyclist, and transit amenities in the area

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current operational and geometric characteristics of the study intersections as well as transit services, bicyclist, and pedestrian facilities within the study area.

ROADWAY NETWORK

Main Street is a northwest-southeast arterial street that provides access to downtown Watsonville from Riverside Drive to Freedom Boulevard. Main Street is a four-lane roadway with a two-way left turn lane southeast of Beach Street. On-street parking is available for much its length through downtown, with continuous sidewalks and Class III bicycle facilities.

Lake Avenue is a northeast-southwest minor arterial street. Lake Avenue is a two-lane, one-way roadway serving southwest bound traffic from Rodriguez Street northeast to Lincoln Street. Between Walker Street and Rodriguez Street and north of Lincoln Street, Lake Avenue is a two-lane two-way roadway. Continuous sidewalks exist for its entire length, but no bicycle facilities are present. On-street parking is available on both sides of the street for the majority of its length. The Watsonville Transit Center, which was recently renovated in 2017 and provides Santa Cruz METRO and Greyhound bus service, is located on the southeastern corner of Lake Avenue and Rodriguez Street. There are two access points to the Project site from Lake Avenue, providing access to a parking lot that serves several businesses and the public on the site.

Beach Street is a northeast-southwest street that serves as a minor arterial northeast of Main Street and an arterial southwest of Main Street. Beach Street is a two-lane roadway that becomes one-way (northeast bound) between Main Street and Lincoln Street. Class II bicycle lanes are present from Highway 1 to Walker Street; a Class III bicycle route is present from Walker Street to Lincoln Street. Sidewalks are absent on the north side between Harvest Drive and Walker Street. On-street parking is available for much of its length, but is not permitted directly adjacent to the school, between Rodriguez Street and Main Street. WPS will utilize the alley off Beach Street as its primary access point for students walking and biking to school.

Rodriguez Street is a northwest-southeast minor arterial with continuous sidewalks and Class II bicycle lanes through Downtown. Rodriguez Street is mainly a two-lane roadway with on-street parking, with the exception of the segment directly adjacent to the school, where parking is not permitted. Rodriguez Street provides access to the Watsonville Transit Center, as well as Radcliff Elementary School, which is located near the Project site, just north of Lake Avenue.

2nd Street is a northeast-southwest two-lane collector that becomes Maple Street as it enters the neighborhoods northeast of Main Street. Sidewalks and on-street parking are present on both sides, but no bicycle facilities are present.



Walker Street is a northwest-southeast two-lane minor arterial that provides access to several industrial warehouses southwest of Downtown Watsonville. Class II bicycle lanes are present on both sides. Sidewalks are generally provided on both sides of Walker Street – sidewalks gaps exist on the south side from Beach Street to Lake Avenue; the north side from Lake Avenue to Kearney Street On-street parking is available west of 6th Street. A railroad crossing is present at the intersection with Beach Street; the railroad continues southeast along Walker Street, moving through the area around 10 mph twice daily.

Pedestrian Facilities

Sidewalks are present along all major streets surrounding the Project site. Most are five or more feet wide. Crosswalks are marked for all legs of the intersections directly surrounding the school (Main Street/Beach Street; Main Street/Lake Avenue; Beach Street/Rodriguez Street; Lake Avenue/Rodriguez Street) and directly west of the school entrance across Beach Street, which provides access to the Beach Street Parking Garage and Stoesser Alley. Each of the four intersections surrounding the school appear to be equipped with pedestrian countdown signal heads. (Kittelson could not confirm the countdown feature during field review of the Lake Street/Rodriguez Street intersection.) Street lighting is present along surrounding streets. The four signalized study intersection along the block surrounding the school lack crosswalk lighting for one or more legs of the intersection. The two stop-controlled study intersections are unlit, lacking crosswalk lighting on all four legs.

Several curb ramps surrounding the Project site are missing ADA-compliant truncated domes, including the intersections of Lake Avenue/Rodriguez Street and Beach Street/Rodriguez Street. None of the six marked crosswalks that exist within 200-ft of the Project site are striped with high-visibility yellow paint (Main Street/Beach Street; Beach Street/Stoesser Alley; Main Street midblock). The northeast leg of the Beach Street/Walker Street intersection does not have a marked crosswalk, and the crosswalk striping on the other legs has faded.

Bicycle Facilities

Bicycle facilities are defined by the following three classes in Chapter 1000 of California Department of Transportation's (Caltrans) Highway Design Manual:

- Class I (Bike Path) Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized
- Class II (Bike Lane) Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized.
- Class III (Bike Route) Provides for shared use with pedestrian or motor vehicle traffic.
- Class IV (Separated Bikeway) Provides for the exclusive use of bicycles and includes a separation (e.g., grade separation, flexible posts, inflexible physical barrier, or on-street parking) required between the separated bikeway and the through vehicular traffic.



Class II bicycle lanes are present along both sides of Beach Street, from Highway 1 to Walker Street; along both sides of Rodriguez Street; and along both sides of Walker Street. Class III bicycle routes are present along Main Street and the portions of Beach Street that lack Class II facilities.

Figure 3 provides an overview of existing conditions in the area, including bicycle and pedestrian facilities.

Transit Service

The area is well served by transit, with the Watsonville Transit Center located across Rodriguez Street from the Project site, on the southeastern corner of the intersection with Lake Avenue. The Transit Center provides access to routes from multiple providers - Santa Cruz METRO, Monterey-Salinas Transit (MST), and Greyhound. Table 2 and Figure 4 describe and illustrate existing transit facilities in the area.

Table 2: Existing Transit Service

Transit Provider	Route Number	Route Description	Service Frequency		
MST	27	Between Watsonville Transit Center and Marina Transit Exchange	Approx. every 2 hours between 5:50 a.m. and 7:50 p.m. on weekdays. No service on weekends or holidays.		
MST	28	Between Watsonville Transit Center and Salinas Transit Center via Castroville	Approx. every 2 hours between 6:20 a.m. and 10:00 p.m. on weekdays and Saturdays and between 6:45 a.m. and 8:00 p.m. on Sundays.		
MST	29	Between Watsonville Transit Center and Salinas Transit Center via Prunedale	Approx. every 2 hours from 5:45 a.m. to 8:00 p.m. daily		
Santa Cruz METRO	69A/69W	Between Watsonville Transit Center and Santa Cruz Metro Center via Cabrillo/Capitola Road (69W serves as limited expresses between Watsonville Transit Center and Cabrillo College)	Approx. every 30 minutes from 6:20 a.m. to 10:50 p.m. on weekdays and 7:50 a.m. to 8:10 p.m. on weekends		
Santa Cruz METRO	71	Between Watsonville Transit Center and Santa Crus Metro Center via Freedom Blvd & Soquel Dr	Approx. every 30 minutes from 5:34 a.m. to 11:15 a.m. on weekdays and 6:10 a.m. to 8:10 p.m. on weekends		
Santa Cruz METRO	72	Local weekday service from Watsonville Transit Center to Watsonville Hospital/ Pinto Lake Park	Approx. every 1 hour between 6:45 a.m. and 6:45 p.m. on weekdays		
Santa Cruz METRO	72W	Local weekend service from Watsonville Transit Center to Corralitos Rd	Approx. every 2 hours from 9:35 a.m. to 6:30 p.m. on weekends		
Santa Cruz MFTRO	74S	Local weekday service from Watsonville Transit Center to Watsonville Hospital	Departs TC twice daily (7:00 a.m. and 3:05 p.m.) on weekdays		



Transit Provider	Route Number	Route Description	Service Frequency
Santa Cruz METRO	75	Local service from Watsonville Transit Center to Green Valley	Approx. every 1 hour from 5:15 a.m. to 7:15 p.m. on weekdays and approx. every 70 minutes from 6:05 a.m. to 6:45 p.m. on weekends
Santa Cruz METRO	79	Local service from Watsonville Transit Center to East Lake/Crestview	Approx. every 1 hour from 7:25 a.m. to 6:10 p.m. on weekdays and approx. every 4 hours from 8:30 a.m. to 5:15 p.m. on weekends
Santa Cruz METRO	91X	Weekday commuter express between Watsonville Transit Center and San Cruz Transit Center via Highway 1/Soquel Dr	Approx. every 30 minutes from 5:57 a.m. to 5:50 p.m. on weekdays

Sources: https://mst.org/maps-schedules/overview/, https://www.scmtd.com/en/routes/schedule





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COMPLETE STREETS PLAN

In 2019, the City of Watsonville published the *Downtown Watsonville Complete Streets Plan*, which outlines a vision for a revitalized Downtown that focuses on increased connectivity and safety for bicyclists, pedestrians, and transit users. The Plan identifies modal emphases for major corridors, including the main roadways in the immediate vicinity of the Project site. Table 3 presents the proposed improvements for major streets near the Project site.

Table 3: Complete Streets Propos	sed Improvements for Downtown
----------------------------------	-------------------------------

Street	Primary Modal Emphasis	Proposed Improvements		
Main Street	Bicycle	 Reduce number of lanes from four to two Add buffered bicycle lanes Keep/add on-street parking where possible 		
Union/Brennan	Pedestrian	 Narrow travel lanes to ten feet Widen sidewalks to ten feet where possible Reduce crosswalk distance with addition of curb extensions 		
Rodriguez Street	Pedestrian and bicycle	 Reduce length of some turn lanes Narrow travel lanes from twelve feet to eleven feet Widen bike lanes to six feet 		
Lake Avenue -		 Add buffered bike lane along north side (some on-street parking will be removed) 		
Beach Street	-	 Add bike lane on W Beach Street and buffered bike lane on E Beach Street along south side 		

Source: Downtown Watsonville Complete Streets Plan, 2019

The Plan also includes general improvements to the area that would increase safety and access for people walking and biking in the area, such as:

- Install or upgrade existing crosswalks to high-visibility crosswalks
- Install new high-visibility crosswalk with pedestrian warning lights to cross Rodriguez Street, east of Lake Avenue, to Transit Center
- Remove center double left turn lane on Rodriguez Street between Lake Avenue and 2nd Street
- Install bulb-outs at major intersections

Figure 5 presents an overview of recommended improvements along major roads near the Project site.



Figure 5 Recommendations from Downtown Watsonville Complete Streets Plan, 2019



EXISTING TRAFFIC CONDITIONS

Kittelson contracted with a data collection subconsultant to collect existing traffic volumes for intersections in order to establish a basis for analysis in this study. Intersection turning movement volumes were collected on Thursday, February 27, 2020 at all study intersections, during the following periods: 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Appendix A includes traffic count data sheets.

Intersection peak hours were identified from the data collected at the study intersections and are shown in Table 4.

No.	Location	Control	Peak Hour	
1	Main Street & Lake Avenue	Circul	7:30 a.m. – 8:30 a.m.	
T		Signal	4:30 p.m. – 5:30 p.m.	
2	Main Street & Deach Street	Gignal	7:30 a.m. – 8:30 a.m.	
2	Main Street & Beach Street	Signal	4:30 p.m. – 5:30 p.m.	
3	Deach Street & Dedriver Street		7:30 a.m. – 8:30 a.m.	
	Beach Street & Rounguez Street	Signal	4:30 p.m. – 5:30 p.m.	
4	Lake Austria & Dadriauas Streat	Signal	7:45 a.m. – 8:45 a.m.	
	Lake Avenue & Rodriguez Street	Signai	4:30 p.m. – 5:30 p.m.	
-	Deach Street 9 Mallion Street	A) 1/5 C	7:30 a.m. – 8:30 a.m.	
5	Beach Street & Walker Street	AVVSC	4:15 p.m. – 5:15 p.m.	
6	and Street & Dedriguez Street	114/00	7:30 a.m. – 8:30 a.m.	
	2 ²² Street & Rounguez Street	AVVSC	4:30 p.m. – 5:30 p.m.	

Table 4: Intersection Peak Hours

Source: Kittelson & Associates, 2020

AWSC: All-Way Stop Control



Analysis Methodologies and Level-of-Service Standards

"Level of service" describes the operating conditions experienced by users of a facility. Level of service (LOS) is a qualitative measure of the effect of a number of factors, including speed, travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated A through F from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity while LOS F represents over capacity or forced flow conditions. In general, LOS D or better is considered acceptable while LOS E and LOS F are not.

All intersection level-of-service evaluations used the peak 15-minute flow rate during the weekday a.m., afterschool and p.m. peak hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. During all other periods, the transportation system likely will operate under conditions better than the conditions described in this report.

Intersection LOS

LOS describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effects of several factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at LOS A experience very little delay, while those using a facility that operates at LOS F will experience long delays. These conditions are generally described in Table 5. Specific LOS definitions are in the Appendix B.

LOS	Description
Α	Free Flow or Insignificant Delays: Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.
В	Stable Operation or Minimal Delays: The ability to maneuver within the traffic stream is only slightly restricted, and control delay at signalized intersections are not significant.
С	Stable Operation or Acceptable Delays: The ability to maneuver and change lanes is somewhat restricted, and average travel speeds may be about 50 percent of the free flow speed.
D	Approaching Unstable or Tolerable Delays: Small increases in flow may cause substantial increases in delay and decreases in travel speed.
E	Unstable Operation or Significant Delays: Significant delays may occur, and average travel speeds may be 33 percent or less of the free flow speed.
F	Forced Flow or Excessive Delays: Congestion, high delays, and extensive queuing occur at critical signalized intersections with urban street flow at extremely low speeds.

Table 5: General Level of Service Definitions

Source: Highway Capacity Manual, Transportation Research Board, Washington D.C., 2016



Intersection analysis was conducted using the operational methodology outlined in the *Highway Capacity Manual* (HCM) 6th Edition (Transportation Research Board, Washington, D.C., 2016) at all intersections, as operationalized by Vistro version 2020 software tool. The HCM 6th Edition procedure calculates a weighted average stop delay in seconds per vehicle at an intersection and assigns a level of service designation based on the delay. Table 6 presents the relationship of average delay to level of service.

Signalized Intersection			Unsignalized Intersection	
Average Delay Per Vehicle (seconds)	LOS	Description of Traffic Conditions	Average Delay Per Vehicle (seconds)	
≤10.0	А	LOS A represents free-flow travel with excellent levels of comfort and convenience and the freedom to maneuver.	≤10.0	
>10.0 and ≤20.0	В	LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.	>10.0 and ≤15.0	
>20.0 and ≤35.0	 >20.0 and ≤35.0 C LOS C has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream. 		>15.0 and ≤25.0	
>35.0 and ≤55.0		LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.	>25.0 and ≤35.0	
 LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions. 		>35.0 and ≤50.0		
>80.0		LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.	>50.0	

Table 6: Intersection Level of Service Definitions

Source: Transportation Research Board, Highway Capacity Manual, Washington, D.C., 2016

Figure 6 presents the traffic volumes for Existing conditions. The existing operations at the study intersections are shown in Table 7. The results indicate that all study intersections are operating at LOS C or better for both peak hours.

Appendix C includes the Existing conditions level-of-service Vistro worksheets.





Image Source: Bing, 2020.



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•		Control	LOS Standard	Peak Hour	Existing	
NO.	Location				Delay	LOS
1	Main Stroot & Lake Avenue ¹	Circal	2	a.m.	6.1	А
Ť		Sigilai	U	p.m.	7.1	А
2	Main Street & Deach Street	Cignal	D	a.m.	13.3	В
2	Main Street & Beach Street	Signai		p.m.	19.7	В
2	Beach Street & Rodriguez Street ¹	Signal	D	a.m.	6.6	А
5				p.m.	7.9	А
4	Lake Avenue & Rodriguez	Cignal	P	a.m.	20.4	С
4	Street ¹	Sigilai	D	p.m.	21.8	С
-	Beach Street & Walker		5	a.m.	24.1	С
5	Street	AWSC	U	p.m.	23.7	С
6	2 nd Street & Rodriguez			a.m.	10.8	В
0	Street	AWSC	U	p.m.	13.0	В

Table 7: Existing Conditions Intersection Operations

Source: Kittelson & Associates, 2020

¹ Caltrans facility

AWSC: All-Way Stop Control

Average delay in seconds is presented for signalized and all-way stop control intersections. Definitions of "Delay" and "LOS" are provided in Table 2.



HISTORY OF REPORTED CRASHES

Three years of crash data (January 2017 to December 2019) were accessed from the Statewide Integrated Traffic Records System (SWITRS). Reported crashes that occurred within ½ mile of the Project site are included in this analysis.

Table 8 summarizes motor vehicle, bicyclist, and pedestrian crashes by severity within ½ mile of the Project site. Table 9 summarizes crashes by severity at the study intersections. Table 10 summarizes pedestrian and bicycle crashes at the study intersections.

Crach Severity		Number of	Crashes	Percentage of Total Crashes			
	Motor Vehicle	Pedestrian	Bicyclist	TOTAL	Motor Vehicle	Pedestrian	Bicyclist
Fatal	0	3	0	3	0%	1%	0%
Severe Injury	2	4	1	7	<0.5%	1%	<0.5%
Minor Injury	14	16	4	34	3.%	4%	1%
Compliant of Pain	59	17	7	83	14%	4%	2%
Property Damage Only	281	2	1	284	68%	<0.5%	<0.5%
TOTAL	356	42	13	411	87%	10%	3%

Table 8: Crashes by Severity and Party Involved, 2017-2019

Source: SWITRS, 2020

Table 9: Study Intersection Crashes by Severity, 2017-2019

		Severity							
ID	Intersection*	Fatal	Severe Injury	Minor Injury	Complaint of Pain	Total			
1	Main Street & Lake Avenue	1	0	0	5	24			
2	Main Street & Beach Street	1	0	0	8	25			
3	Beach Street & Rodriguez Street	1	0	0	0	4			
4	Lake Avenue & Rodriguez Street	0	0	1	1	7			
5	Beach Street & Walker Street	0	0	0	0	10			
6	2 nd Street & Rodriguez Street	0	1	1	1	8			
*Col	*Collisions attributed to intersection if within 250 feet Total 81								

Source: SWITRS, 2020

ID	Intersection	Bicyclist Involved	Pedestrian Involved
1	Main Street & Lake Avenue	1	2
2	Main Street & Beach Street	1	2
3	Beach Street & Rodriguez Street	0	1
4	Lake Avenue & Rodriguez Street	1	0
5	Beach Street & Walker Street	0	0
6	2 nd Street & Rodriguez Street	1	1
*Collisio	ons attributed to intersection if within 250 feet Total	4	6

Table 10: Pedestrian- and Bicyclist-Involved Crashes at Study Intersections, 2017-2019

Source: SWITRS, 2020

Three fatal crashes involving a pedestrian crossing in a crosswalk occurred within a half-mile radius of the Project site (Main Street/Lake Avenue; Main Street/Beach Street; and Rodriguez Street/Lake Avenue). Two crashes occurred during midday, and the other occurred early in the morning, before sunrise.

Seven other crashes resulted in a severe injury with one involving a bicyclist and four involving a pedestrian. The bicyclist injury was the result of a broadside collision with a bicyclist during daylight hours at the Rodriguez Street/2nd Street intersection. Three pedestrian injury crashes occurred on Riverside Drive and another occurred at Main Street/1st Street.

In total, 10% of crashes involved a pedestrian and 3% involved a bicyclist. All fatal crashes and 71% of severe injury crashes in the area involved a pedestrian or bicyclist. Figure 7 shows the locations and severity of the crashes. Appendix D includes the raw crash data.



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TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system will operate when the Project is built and students will be picked up and dropped off at the Site. The effects of traffic that would be generated by the Project during the typical weekday a.m. and p.m. peak hours were examined as follows:

- Site-generated trips were estimated for an enrollment of 565 students.
- Distribution of trips were developed based on the current student's home addresses.
- Existing (2020) with Project conditions consist of existing traffic volumes and distribution of new trips associated with an enrollment of 565 students during the two peak hours.
- Site access and circulation associated with student drop off/pick up with the Project were analyzed using the Project site plan and field observations.

STANDARD INTERSECTION OPERATIONS THRESHOLDS

Caltrans Facilities

Caltrans provided the following LOS standards for Caltrans Facilities in the Guide for the Preparation of Traffic Impact Studies (TIS) published in 2002. Caltrans is currently updating the TIS guidelines to comply with Senate Bill 743 to establish methods for evaluating vehicle miles traveled and no longer focusing on LOS. However, this study uses Caltrans' historic threshold for operations analysis.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

Signalized Intersections

The City of Watsonville General Plan provides the following Level of Service (LOS) standards for signalized intersections¹:

Level of Service D provides an acceptable level of operation for urban areas and is generally used for planning purposes. Watsonville/Vista requires street improvements when traffic volumes exceed LOS D on roadway segments and at signalized intersections



¹ Chapter 6 , Watsonville VISTA 2030 General Plan, <u>https://www.cityofwatsonville.org/DocumentCenter/Index/157</u>.

except for those accepted to operate at less than a LOS D in the 2004–2030 Major Streets Master Plan as updated in 2005.

The City has evaluated Caltrans facilities within the City limits using City thresholds. For the traffic impact analysis documented in this report, City threshold are used for Caltrans facilities.

Unsignalized Intersections

The General Plan provides the following direction for unsignalized intersections:

This level of service standard is not applicable at unsignalized intersections where peak hour operations may exceed LOS D, but a traffic signal is not warranted. Unsignalized intersections that operate worse than LOS D should be evaluated for feasible improvements to improve operations.

PROJECT ANALYSIS

Trip Generation

Kittelson used trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation* manual (10th Edition, 2017) to estimate vehicle trips the Project would generate. *Trip Generation* provides rates for several school land use types. Based on Kittelson's experience evaluating transportation impacts of charter schools in California, the Private School K-8 (ITE land use code 534) is a representative data set for a charter school like the Project since it includes schools that typically enroll students living beyond the adjacent neighborhood. Public elementary schools are more likely to have the majority of their enrollment in the adjacent neighborhood. Other ITE *Trip Generation* land use types for a school like the Project are Elementary School (land use code 520) and Middle School (land use code 522, which provide daily trip generation rates similar to what Kittelson has observed at charter schools.

As presented in Table 11, the project would generate 515 weekday a.m. peak hour trips, 147 weekday p.m. peak hour trips, and 1,109 daily trips. Kittelson used Private School K-8 trip generation rates to estimate weekday a.m. and p.m. peak hour trips, and a combination of Elementary School and Middle School rates to estimate daily trips. The Private School K-8 (land use code 534) daily trip generation rate relies on only one study, which is insufficient to properly estimate daily trip making activity for the Project.



Table 11: Estimated Project Trip Generation

Lond Llos	ITE Code Size	Ci	Size Unit	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
		Size			In	Out	Total	In	Out	Total
Vehicle-Trips, per ITE Trip Generation Manual, 10 th Edition										
Project Generated Trips										
Elementary School ¹	520	395	Student	747	-	-	-	-	-	-
Middle School ¹	522	170	Student	362	-	-	-	-	-	-
Private School K-8 ²	534	565	Student	-	284	231	515	67	80	147
Total ITE Project Trips				1,109	284	231	515	67	80	147

Source: Kittelson & Associates, Inc., 2020

¹ ITE Trip Generation Daily Rates

Elementary School (ITE Land Use 520)

Daily: **1.89**

Middle School (ITE Land Use 522)

Daily: **2.13**

² ITE Trip Generation Rates

Private School K-8 (ITE Land Use 534)

A.M. Peak Hour Factor: 0.91 (55% in; 45% out) P.M. Peak Hour Factor: 0.26 (46% in; 54% out)

Trip Distribution

The distribution of Project trips was developed using the home addresses of current Navigator Prep students and information about mode choice of students from a school survey in 2019. The school surveyed students in 2019 to learn of their travel mode to school. That survey found 20% of the K-2 students enrolled for the 2019-2020 school year walked to school while 80% arrived by personal vehicle. As student enrollment grows to include older children (grades 3-8), it is expected at the proportion of the student body walking to school would increase.

For the transportation impact analysis, students living within a half mile of the school (25% of total) are assumed to take a non-vehicular mode to school. The other 75% of students were included in this vehicular trip distribution exercise. Ingress vehicle trips were distributed to route trips from residential areas on major streets to the school, entering and exiting the parking lot on Rodriguez Street and on Lake Avenue. Trip distribution and assignment are identical for both a.m. and p.m. peak periods.

Figure 8 presents the overall distribution percentages of Project trips. Figure 9 presents Project trips.



Navigator Watsonville Prep TIA



Trip Distribution Figure Watsonville, California 8

Coordinate System: NAD 1983 StatePlane California PIPD GDP Lee 5 Data Source: Santa Crup County Navigetor Sen 90





C:USerslamcintyrelaptdataVocal/tempAcPublish_2744/Figures24809_20200415.dwg Apr 15, 2020 - 11:52am - amcintyre Layout Tab: Existing + Project

Attachment 5 Page 32 of 90 The potential effects of the Project on Existing operations at the study intersections are discussed in this section. Other impacts, such as those associated with pedestrian and bicycle facilities, site access and circulation, and safety are discussed in the Additional Transportation Needs Assessments section.

Intersection Operations

Traffic volumes for Existing plus Project conditions were developed using an additive approach. Estimated vehicle trips generated by the Project were added to existing volumes on the roadway network to develop the volumes for the Existing plus Project conditions. Figure 9 presents Project-only volumes and Existing plus Project volumes.

As shown in Table 12, all study intersections operate at acceptable LOS under Existing plus Project conditions during both a.m. and p.m. peak hours.

Appendix E includes the Existing plus Project Vistro LOS worksheets.

Nia	I a catila u	Control	LOS	Dealettaur	Existing + Project		
NO.	Location	Control	Standard	Peak Hour	Delay	LOS	
1	Main Street & Lake Avenue	Signal	D	a.m.	6.7	А	
1	Main Street & Lake Avenue			p.m.	7.3	А	
2	Main Street & Reach Street	Signal	D	a.m.	14.0	В	
Z		Signal		p.m.	20.1	С	
2	Beach Street & Rodriguez	Signal	D	a.m.	7.8	А	
5	Street			p.m.	8.1	А	
4	Lake Avenue & Rodriguez	Signal	D	a.m.	21.3	С	
4	Street			p.m.	22.1	С	
-	Deach Street & Walker Street	AWSC	D	a.m.	26.4	D	
5				p.m.	24.4	С	
6	2nd Street & Redriguez Street	A)4/5.C	D	a.m.	11.5	В	
6	Z ^{ar} Street & Rodriguez Street	AWSC		p.m.	13.4	В	

Table 12: Existing plus Project Intersection Operations

Source: Kittelson & Associates, 2020

Vistro 2020, HCM 6th Edition methodology

AWSC: All-Way Stop Control

Average delay in seconds is presented for signalized and all-way stop control intersections. Definitions of "Delay" and "LOS" are provided in Table 6.



July **31,** 2020

ADDITIONAL TRANSPORTATION NEEDS ASSESSMENT

Vehicle-Miles Traveled

The Project is a TK-8 charter school operated by WPS. The school is centrally located in the city, is across the street from a transit center, and has sidewalk connectivity to surrounding neighborhoods. WPS gives priority enrollment to students living in Watsonville.

The California Education Code Section 47614 (b)² requires school districts "make available, to each charter school operating in the school district, facilities sufficient for the charter school to accommodate all of the charter school's in-district students in conditions reasonably equivalent to those in which the students would be accommodated if they were attending other public schools of the district." Currently, over 95% of the students enrolled at Watsonville Prep live within Pajaro Valley Unified School District. If Watsonville Prep did not relocate to the proposed location in downtown Watsonville, its students would continue to attend the school on the campus of E.A. Hall Middle School or another public school campus within the city.

Kittelson conducted an analysis to estimate the change in total daily vehicle-miles traveled (VMT) in the region associated with the relocation of Watsonville Prep to the proposed Project site. The analysis compares total daily VMT generated by the Project for two scenarios:

- 1. Watsonville Prep remains on the campus of E.A. Hall Middle School at 201 Brewington Avenue and grows to full enrollment of 565 students
- 2. Watsonville Prep relocates to 407 Main Street and grows to full enrollment of 565 students

Total daily VMT was calculated for both scenarios using the following equation:

Daily VMT = Average trip length * Daily trips

- Average trip length: Average of driving distances between students' home address and the school site
- Daily trips: Daily trip generation of the Project (see Table 11)

Navigator Schools provided home addresses for 166 currently enrolled students. Of these, 28 addresses were duplicates (i.e., for siblings) and were removed from the analysis. The distribution of the 138 unique addresses are assumed to be representative of the distribution of where students and staff would live throughout Watsonville for as enrollment and staffing increases. Kittelson used geospatial analysis to compute the travel distances between these home address and the existing and proposed school sites to develop average one-way trip lengths for Existing and Project conditions. Trip lengths were reduced to zero if the home address was within ½ mile of the school location since students or staff living within a



² http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=EDC§ionNum=47614

half mile of the school are assumed to walk (or bike) to school. These "walk sheds" were created around each school location: 53 home addresses are within 0.5 mile of the E.A. Hall location; 42 are within 0.5 mile of the Project site.

Table 13 presents a change in total daily VMT of zero (0) vehicle-miles resulting from 1,109 daily trips.

VMT Destination	Average Trip Length ¹	Daily Trips ²	Daily VMT per Student	Daily VMT
Existing Site: E.A. Hall Middle School	1.6	1,109	3.14	1,774
Project Site: 407 Main Street	1.6	1,109	3.14	1,774
Change in VMT	0	0		

Table 13: Daily VMT and VMT per Student

¹ Average driving distance between current students' home addresses and school sites

² Daily trip generation

Site Access

As shown in Figure 10, drivers access the private, shared parking lot via one driveway on Rodriguez Street and one driveway on Lake Avenue. The school will direct parents to enter the parking lot from the southern driveway on Lake Avenue or the west driveway on Rodriguez Street, and to exit the parking lot from the west driveway on Rodriguez Street or the either driveway on Lake Avenue. A gate will block vehicular access to the alley connection to Beach Street during typical student arrival and departure periods. This restriction will reduce vehicle conflicts with students entering and exiting the school.

Student Loading

Figure 10 also presents the student loading area and planned parking lot circulation. Based on the proposed site circulation, the school's student loading area will be at the northeast corner of the parking lot near the school's entrance. Parents will queue in the eastern drive aisle of the parking lot with one-way northbound traffic flow toward the student loading area. School faculty will receive students during morning drop off and manage students waiting in the alley near the school entrance for afterschool pick up. Navigator Schools has implemented similar faculty-managed procedures at its other schools, such as in Gilroy and Hollister, with positive results.

Recommendations

WPS may consider developing a transportation management plan, with instructions on student loading procedures. The plan and procedures would be incorporated into the handbook distributed to students' families every year. WPS would update the transportation management plan annually, or more frequently if appropriate, to incorporate necessary changes to maintain safe student loading procedures



and parking lot circulation. The school may also consider using temporary, movable signs during student loading periods to direct vehicle traffic and indicate that parents should pull as far forward as possible in the loading area before students exit/enter the vehicle.

Pedestrian and Bicycle Facilities Assessment

The urban context of the school's location in downtown Watsonville promotes the use of alternative transportation modes. Overall, walking conditions are conducive to students walking to school from the surrounding neighborhoods. Pedestrian access is available from all adjacent streets, including via two pedestrian-only alleys. Taylor's Alley connects the neighborhood north of Main Street to the school area, with a crosswalk across Main Street. Stoesser Alley connects to the pedestrian/bicycle main access point of the school on its southeast side (off Beach Street). A midblock crosswalk across Beach Street connects the school to the adjacent parking garage (Beach Street Garage).

Students walking to school from the west may use Rodriguez Street, where high-visibility crosswalks are already present near Radcliff Elementary School. Lake Avenue and Beach Street are also viable options for students coming from neighborhoods north or south of the school: both offer five- to eight-foot sidewalks, lower vehicle speeds (assumed based on land use context and 25 mph speed limit), and marked crosswalks on all legs of intersections.

A low-speed, low-volume railroad crossing is within the Walker Street/Beach Street intersection. Currently, this railroad crossing does not meet standards since, among other features, it lacks crossing gates and lighting. The City could work with the California Public Utilities Commission (CPUC) to conduct a diagnostic review of the crossing to identify necessary improvements. Given the limited amount of school-related pedestrian activity expected at this intersection, upgrades to the railroad crossing would not be Project-related improvements.

Class II bicycle lanes are present on Rodriguez Street and Walker Street, but no dedicated facilities exist for southwest-northeast travel, including on Beach Street and Lake Avenue.

Midblock marked crosswalks on Beach Street and Main Street provide access to the alley leading to the school entrance and Stoesser's Alley across Beach Street. This crosswalk could be enhanced with high-visibility paint and additional street lighting. Major crossings near the site would also benefit from high-visibility crosswalks.

Recommendations

Install high-visibility crosswalks with yellow paint at the nearby mid-block crosswalks on Beach Street and Main Street, the Main Street/Beach Street intersection.


Trash Pick Up and Deliveries

During non-student loading periods of the day, the alley will be accessible to vehicles. For services to the Project, vehicles using the alley would include delivery and service vehicles as well as solid waste pickup trucks. Other school-related activities, such as student loading, would not be allowed at any time in the alley.

Vehicle Parking

The project site is adjacent to a surface parking lot, which historically has had 291 parking spaces. These spaces are shared among the commercial businesses surrounding the lot and are available to the public. Per the Watsonville Municipal Code Section 14-17.106, the Project is within Parking District I. Therefore, the Project is deemed to have met the City parking requirements by its location within the parking district. Nevertheless, WPS is working on entering into an agreement with the parking lot owner to allocate 20 existing parking spaces for the school at opening day and an additional 20 spaces, for a total of 40 standard spaces, before the school reaches full enrollment.

Bike Parking

If the Project were located outside Parking District I, typical City parking requirements would require the Project provide 40 parking spaces: 1 per employee (20 employees) plus 20 for the public.³ Municipal Code § 14-17.113 requires bike parking spaces "equivalent to five (5%) percent of the automobile parking requirement where twenty (20) or more spaces are required." Therefore, the Project would be required to provide two (2) bike parking spaces (5% of 40). The Project will include up to eight (8) short-term bike parking spaces in a bike rack outside the main entrance for student use and at least two (2) long-term bike parking spaces inside the building on the ground floor of the school for staff use.

³ Watsonville Municipal Code § 14-17.1101, (b) 71 – Public schools, Elementary and junior high



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The results of the traffic impact analysis indicate expansion and relocation of Watsonville Prep School can be accommodated while maintaining acceptable levels of service and safety on the surrounding transportation system assuming provision of the recommended improvement measures. The findings of the transportation impact analysis and recommended improvement measures are summarized below.

FINDINGS

Existing Conditions

- All study intersections operate at acceptable levels of service during the weekday a.m. and p.m. peak hours.
- A review of historical crash data revealed three fatal crashes involving a pedestrian crossing in a crosswalk occurred within a half-mile radius of the Project site (Main Street/Lake Avenue; Main Street/Beach Street; and Rodriguez Street/Lake Avenue). Two of these crashes occurred during midday, and the other occurred before sunrise.
- Seven reported crashes resulted in a severe injury with one involving a bicyclist and four involving a pedestrian.
- In total, 10% of crashes involved a pedestrian and 3% involved a bicyclist. All fatal crashes and 71% of severe injury crashes in the area involved a pedestrian or bicyclist.
- The City's Downtown Complete Streets Plan includes improvements that will enhance the circulation network and improve safety for people walking in downtown. Therefore, the crash patterns or trends in the site vicinity do not require mitigation associated with this Project.

Existing Plus Project Conditions

• All study intersections are forecast to operate with acceptable levels of service during the weekday a.m. and p.m. peak hours.

Vehicle-Miles Traveled

- The school is centrally located in the city, is across the street from a transit center, and has sidewalk connectivity to surrounding neighborhoods.
- WPS gives priority enrollment to students living in Watsonville.
- The Project would result in a change in total daily regional VMT of zero (0) vehicle-miles resulting from 1,109 daily trips.

Site Access

- Drivers access the private, shared parking lot via one driveway on Rodriguez Street and one driveway on Lake Avenue.
- The school will direct parents to enter the parking lot from the southern driveway on Lake Avenue or the west driveway on Rodriguez Street, and to exit the parking lot from the west driveway on Rodriguez Street or the either driveway on Lake Avenue.
- A gate will block vehicular access to the alley connection to Beach Street during typical student arrival and departure periods. This restriction will reduce vehicle conflicts with students entering and exiting the school.

Student Loading

- The student loading area will be at the northeast corner of the parking lot near the school's entrance. Parents will queue in the eastern drive aisle of the parking lot with one-way northbound traffic flow toward the student loading area.
- School faculty will receive students during morning drop off and manage students waiting in the alley near the school entrance for afterschool pick up.

Pedestrian and Bicycle Facilities

- Overall, walking conditions are conducive to students walking to school from the surrounding neighborhoods.
- Class II bicycle lanes are present on Rodriguez Street and Walker Street, but no dedicated facilities exist for southwest-northeast travel, including on Beach Street and Lake Avenue. However, considering the ages of students who would attend a TK-8 school, students biking to school are expected to ride on the sidewalk.

Vehicle Parking

- The Project is within Parking District I and, therefore, is not required to provide on-site parking.
- WPS is working on enter into an agreement with the parking lot owner to allocate 20 existing parking spaces for the school at opening day and an additional 20 spaces, for a total of 40 standard spaces, before the school reaches full enrollment.

Bicycle Parking

- The Project is required to provide two (2) bike parking spaces (5% of 40 vehicle spaces).
- The Project includes up to eight (8) short-term bike parking spaces in a bike rack outside the main entrance for student use.
- It includes at least two (2) long-term bike parking spaces inside the building on the ground floor of the school for staff use.



RECOMMENDATIONS

The following improvements to the local circulation network and additions to school operations are recommended to support people coming and going from the school, whether arriving on foot, by bike, by bus, or in a personal vehicle:

- Install high-visibility crosswalks with yellow paint at the nearby mid-block crosswalks on Beach Street and Main Street, the Main Street/Beach Street intersection.
- Develop a transportation management plan, with instructions on student loading procedures. Include the plan and procedures in the handbook distributed to students' families every year.
- Update the transportation management plan annually, or more frequently if appropriate, to incorporate necessary changes to maintain safe student loading procedures and parking lot circulation.
- Use temporary, movable signs during student loading periods to direct vehicle traffic and indicate that parents should pull as far forward as possible in the loading area before students exit/enter the vehicle.

Appendix A Traffic Count Data

> Attachment 5 Page 42 of 90

LOCATION: N CITY/STATE:	∕lain S [.] Watsc	t Lak nville,	e Ave CA												QC DATE:	: JOB	#: 1519 Feb 27	97401 2020
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7:15 AM	5	103	0	0	0	96	8	0	0	0	0	0	56	76	25	0	365	
7:45 AM	4	116	0	0	0	125	21	0	0	0	0	0	55	73	48	0	458 509	1645
8:00 AM	3	160	0	0	0	134	18 17	0	0	0	0	0	58 42	86 66	38	0	497	1829
8:30 AM	4	110	0	0	0	146	23	0	0	0	0	0	51	78	41	0	453	1901
8:45 AM	2	108	0	0	0	135	17	0	0	0	0	0	49	71	36	0	418	1810
Peak 15-Min Flowrates	Left	Thru	DOUND Right	U	left	South	DOUNC Right	U	left	Eastb	Right	U	left	Thru	Right	U	То	tal
All Vehicles	20	668	0	0	0	560	84	0	0	0	0	0	220	292	192	0	20	36
Heavy Trucks	4	0	Õ	ĩ	Ő	4	4	ĩ	Ő	Ő	Ő	Ũ	0	20	4	ĩ	3	6
Pedestrians Bicycles Scooters	0	24 0	0		0	8 0	0		0	4 8	0		0	12 4	0		4 1	8 2
Comments:																		

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4:30 PM	2	150	0	0	0	207	26	0	0	0	0	0	67	66	50	0	568	2100
4:45 PM 5:00 PM	3	130	0	0	0	221	25	0	0	0	0	0	46	87	49 50	0	609	2188
5:15 PM	1	139	0	0	0	199	14	0	0	0	0	0	60	84	57	0	554	2270
5:30 PM 5:45 PM	/ 1	136 138	0	0	0	189 191	22	0	0	0	0	0	52 45	88 81	ь1 52	0	555 530	2257 2248
Peak 15-Min	-	North	bound	-		South	bound	-		Eastb	ound	-		West	bound		_	
Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	To	al
All Vehicles	12	648	0	0	0	944	100	0	0	0	0	0	184	348	200	0	24	36
Heavy Trucks Buses	0	4	0		0	12	12		0	0	U		0	4	U		3.	2
Pedestrians Bicycles Scooters	0	56 0	0		0	48 0	0		0	44 4	0		0	16 0	0		16 4	4
Comments:																		

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8:00 AM 8:15 AM	12 14	138 120	37 24	0	29 31	140 132	14 17	0	12 5	58 65	12 4	0	0	0	0	0	452 412	1756 1815
8:30 AM	6	106	8	0	39	155	19	0	7	49	5	0	0	0	0	0	394	1776
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Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	To	tal
All Vehicles	68 0	652 0	196 4	0	184 4	564 8	72 0	0	48 8	288 24	0	0	0	0	0	0	20	72 8
Buses Pedestrians Bicycles Scooters	0	96 0	0		0	8 0	0		0	28 0	0		0	8 0	0		- 14 (0
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5:00 PM	7	144	36	0	74	191	16	0	16	95	11	0	0	0	0	0	590	2263
5:15 PM 5:30 PM	5	131 131	40	0	77 57	177	5	0	17 14	114 98	<u>11</u> 9	0	0	0	0	0	577 523	2316
5:45 PM	8	99	45	0	74	167	5	Ō	17	90	10	Ō	Ő	Ō	Ō	0	515	2205
Peak 15-Min		North	bound			South	bound			Eastb	ound			West	bound		To	tal
FIOWFALES	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		<u>.</u>
All Vehicles Heavy Trucks	28 0	576 0	144 0	0	296 0	764 8	64 0	0	64 0	380 16	44 0	0	0	0	0	0	23	60 4
Buses Pedestrians Bicycles Scooters	4	84 4	0		0	52 4	0		0	16 0	0		0	32 0	0		18 1	34 2
Comments:																		

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15-Min Count Period Beginning At	1.4	Rodrig (North	uez St bound)		1.4	Rodrig (South	guez St bound)		1.4	Lake (Eastb	e Ave ound)		1.4	Lake (West	e Ave bound)		Total	Hourly Totals
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	Left 1 6 2 7 3 4 2 7	17 10 29 33 37 35 38 28	Kight 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	Leπ 0 0 0 0 0 0 0 0 0	24 29 51 38 35 42 48 22	кignt 7 5 4 3 10 9 9 9 5	0 0 0 0 0 0 0	4 10 5 13 14 7 14 8	0 0 0 0 0 0 0 0 0	Kight 7 12 13 7 22 20 8	0 0 0 0 0 0 0	Left 16 26 52 30 34 19 19 31	43 41 36 47 48 34 47 36	Kight 8 13 16 12 20 22 12 16	0 0 0 0 0 0 0	127 152 207 196 208 194 209 161	682 763 805 807 772
Peak 15-Min	, 16 ⁴	North	bound		1.64	South	bound		104	Eastb	ound		104	West	bound		To	tal
All Vehicles	Leπ 8	152	0	0	0	192	Right 36	0	56	0	Right 80	0	76	188	48	0	83	6
Heavy Trucks Buses Pedestrians Bicycles Scooters	0 0	8 60 0	0 0		0 0	4 28 0	4 0		4 0	0 44 0	12 4		4 0	20 68 0	0 0		5 20 4	6 10
Comments:																		

LOCATION: F CITY/STATE:	Rodrigu Watsc	uez St - onville,	Lake <i>i</i> CA	Ave											QC DATE:	JOB i Thu,	#: 1519 Feb 27	97406 2020
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4:00 PM	7	61	nigrit 0	0	0	52	rigrit 3	0	10	0	nigrit 19	0	40	37	29	0	258	
4:15 PM 4:30 PM	4 3	45 62	0	0	0	48 47	7	0	10 18	0	16 14	0	48 34	36 33	27 31	0	241 248	
4:45 PM	8	62	Ő	Ő	Ő	55	9	Ő	15	Ő	20	Ő	25	28	22	Ő	244	991
5:00 PM 5:15 PM	2	57	0	0	0	68 61	5	0	13	0	28	0	38	31 40	31 24	0	294	1027
5:30 PM	5	48	0	0	0	39	5	0	7	0	15	0	51	32	29	0	231	1036
5:45 PM	/	42 North	U bound	U	U	58 South	/ hound	U	6	U Eacth	1/	U	34	36 West	28 hound	U	235	1027
Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	To	tal
All Vehicles	44	228	0	0	0	272	20	0	52	0	112	0	200	124	124	0	11	76
Heavy Trucks	0	4	0		0	8	0		4	0	0		4	8	0		2	8
Pedestrians Bicycles Scooters	0	96 0	0		0	52 0	0		4	36 4	0		0	92 0	0		27 8	76 3
Comments:																		

LOCATION: F	Rodrig Watso	uez St · onville,	Beach CA	l St											Q(DATE	C JOB i : Thu,	#: 1519 Feb 27	97407 2020
216 ← 31 220 285 → 34	369 131 13 0 25 12 175	172 55 103 91 1 38 184	20 ← 86 60 6 → 361			Pe Pea	ak-Hou k 15-M Qua DATA TH	ir: 7:30 lin: 7:3		- 8:30 / 7:45 unts	AM AM			3.2 ← 9.7 5.9 6 → 2.9	5.7 38 6 38 6 5.7	5.2 7 6.8 2.6 3.8	• 33 • 0 • 1	23 5.8
28	39		24		-	8		Ļ			₽ <u>~</u> ~	-		0 2 1			1 0 0	
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15-Min Count Period		Rodrig (North	guez St bound)			Rodrig (South	guez St bound)			Bea (Easti	ch St bound)			Bea (West	ch St bound)		Total	Hourly Totals
7:00 AM	Left 9	1hru 13	Kight 3	0	Left 7	25	Kight 16	U 0	Left 2	35	Kight 3	0	Left 1	1hru 13	Kight 4	0	131	
7:15 AM	6	16	3	0	14	22	30	0	1	36	4	Ő	Ō	13	3	0	148	
7:45 AM	7	35	9	0	25	45 29	26	0	6	67	9 7	0	0	18	4	0	232	765
8:00 AM	3	29	9	0	19	29	34	0	14	56	6	0	4	13	3	0	219	853
8:30 AM	8	32	6	0	22	41	20	0	6	40	6	0	4	12	4	0	198	868
8:45 AM	9	37	9	0	10	43	21	0	5	36	4	0	4	11	7	0	196	832
Peak 15-Min	1.64	North	bound		1.4	South	bound		164	Eastk			1.64	West	Dickt		To	tal
	<u>2</u> 9		Right	0	Leπ 100	190	Right	0	Leπ 12	220	Right	0	Lert	72	right 20	0	10	16
Heavy Trucks	0	8	0	U	4	12	4	0	0	8	0	0	0	4	0	0	4	0
Buses Pedestrians Bicycles Scooters	0	32 0	0		0	72 4	4		0	36 4	0		0	40 0	0		18 1	30 2

Location: F City/state:	Rodrig Watso	uez St - onville,	Beach CA	n St											QC DATE:	: JOB i Thu,	#: 1519 Feb 27	97408 2020
161 ← 38 244 ■ 322 → 40	540 89 29 02 37 19 354	269 8 153 8 153 7 90 324	34 ← 85 35 16 ← 487	7		Pe Pea	eak-Hou ak 15-M	ir: 4:30 lin: 5:0		- 5:30 I 5:15 unts	PM PM		(0.6 ← 2.6 3.3 3.1 → 2.5	19 0 1.: 27 2 14		• 0 • 0	0 29
33		+ 	48		_	18	DATA TH.	AT DRĪVE	ES COMIN	IUNITIES	₹ •	-		0 3 0			0 1 0	
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15-Min Count Period		Rodrig (North	uez St bound)			Rodrig (South	guez St bound)			Bea (Eastb	ch St oound)			Bea (West	ch St bound)		Total	Hourly
Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		rotals
4:00 PM 4:15 PM	7 9	64 40	16 14	0 0	33 35	61 66	30 32	0 0	10 8	54 65	12 16	0 0	5 5	8 10	9 8	0 0	309 308	
4:30 PM	7	54 51	24 21	0	36	69 65	22	0	9 13	58 73	9 14	0	4	8	12	0	312	1227
5:00 PM	9	43	21	0	46	91	32	0	10	52	8	0	7	14	9	0	342	1270
5:15 PM	12	49	24	0	45	73	18	0	6	61	9	0	3	6	3	0	309	1271
5:45 PM	7	42	20	0	35	67	25 21	0	6	50	<u>10</u>	0	10	7	5	0	290	1249
Peak 15-Min		North	bound			South	bound			Eastb	ound			West	bound		Ter	tal
Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	10	ldi
All Vehicles	36	172	84	0	184	364	128	0	40	208	32	0	28	56	36	0	13	68 6
Buses Pedestrians Bicycles	0	4 60 0	0		0	4 48 0	0		0	8 16 0	0		0	104 4	0		1 22 4	8
Comments:																		

LOCATION: F	Rodrig Watso	uez St - onville,	2nd S [.] CA	t											QC DATE	: JOB	‡: 1519 Feb 27	7409 2020
135 • 25 - 95 • 144 • 24 •	179 31 11 09 17 12 220	203 7 31 1 2 37 176	56 ← 222 87 79 ← 163	1		Pe Pea	ak-Hou k 15-M Qua DATA TH	r: 7:30 in: 7:4	AM	- 8:30 / 8:00 unts	AM AM			4.4 ← 0 0 0.7 → 4.2	4.5 3.2 118 3 3.6	25 5 0 3 27 4	18 • 1 • 34 • 0 • 0	.8
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15-Min Count Period Beginning At	Loft	Rodrig (North	uez St bound) Bight		Loft	Rodrig (South	guez St bound) Bight		Loft	2no (Eastb Thru	d St bound) Bight		Loft	2no (West) Thru	d St bound) Bight		Total	Hourly Totals
7:00 AM	4	14	6	0	2	26	2	0	4	8	7	0	8	23	3	0	107	
7:15 AM 7:30 AM	5	14 21	4 9	0	2 7	19 41	4 7	0	4 9	14 26	2	0	9 17	19 19	10 14	0	106 179	
7:45 AM 8:00 AM	4	31 33	9	0	8	17 26	10 9	0	8	30 21	7	0	22 21	35 15	16 11	0	197 164	589 646
8:15 AM	8	37	7	0	11	33	5	0	4	18	6	0	19 17	18	15	0	181	721
8:45 AM	7	36	7	0	4	37	7	0	5	13	7	0	8	17	15	0	163	670
Peak 15-Min	1.64	North	bound		1.64	South	bound		1.64	Eastb			164	West	Dight		Tot	al
	ιеπ	124	Kight 36	0	Leπ 32	68	Kight 40	0	<u>1</u> 21	120	28	0	Leπ 88	140	Kight 64	0	78	8
All Vehicles	16	1/4	~ ~ ~	~	0	4	0	Ţ	0	0	0		0	8	0		24	1
All Vehicles Heavy Trucks	16 0	124	0		0				-	-							-	
All Vehicles Heavy Trucks Buses Pedestrians Bicycles Scooters	16 0 0	124 12 8 4	0 0		0	36 4	0		0	0 0	0		0	8 0	0		5:	2

LOCATION: F	Rodrigu Watso	uez St - onville,	- 2nd St CA	t											QC DATE:	: JOB ‡ Thu,	‡: 1519 Feb 27	7410 2020
145 • 27 _ 99 • 182 • 56 •	340 39 233 099 20 199 354	318 3 68 8 • • • • • • • • • • • • • • • • • • •	92 🔹 244 86 66 🔶 244			Pe Pea	ak-Hou k 15-M Qua	r: 4:30 in: 5:0		5:30 F 5:15 unts	PM PM		(0.7		1.6 0 1.3 1.3 1.7	0 + 0 12 0 + 0	14
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15-Min Count Period Beginning At	Left	Rodrig (North Thru	uez St bound) Right	U	Left	Rodrig (South Thru	uez St bound) Right	U	Left	2no (Eastb Thru	d St ound) Right	U	Left	2no (West Thru	d St bound) Right	U	Total	Hourly Totals
4:00 PM	8	52 51	14	0	18	53	8	0	13	29	12	0	5	21	19 12	0	252	
4:30 PM	7	62	21	0	16	45	14	0	5	28	18	0	12	19	22	0	269	1000
4:45 PM 5:00 PM	4	45	17	0	24	60 68	8	0	5	21 29	12	0	13	24	28	1	265	1002
5:15 PM	3	39	18	0	13	60	8	0	10	21	16	0	26	22	21	0	257	1061
5:30 PIVI 5:45 PM	6	53 48	11	0	13	53 58	4 6	0	8 5	19 24	8 6	0	17	23 17	21 25	0	248 239	1040
Peak 15-Min		North	oound	_		South	bound			Eastb	ound			West	bound		Та	·al
Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	101	.dl
All Vehicles Heavy Trucks Buses Pedestrians Bicycles	24 0 0	180 0 12 0	68 0 0	0	96 0 0	272 4 28 0	36 0 0	0	20 0 0	116 0 16 0	40 4 0	0	56 0 0	84 0 64 0	84 0 0	4	108 8 12 0	30 0
Scooters Comments:																		

LOCATION: V CITY/STATE:	Valker Watso	r St B onville,	each St CA	•											QC DATE:	C JOB i : Thu,	#: 1519 Feb 27	97411 2020
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22		* 25 • 323	1		-	\$10	Qua Data th	Lity AT DRIVE	Co ES COMIN		9 ••	-		0 1 0			■ 2 ■ 1 ■ 0	
• 3 N/A •	N/		► N/A ►		-		≁ →			ſ [* [a	-		N/A			⊾ ■ N/A	
15-Min Count Period		Walk (North	er St bound)			Walk (South	er St bound)			Bea (Eastb	ch St oound)			Bea (West	ch St bound)		Total	Hourly
Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	205	TUIDIS
7:00 AM 7:15 AM	9 16	31 45	4 2	0	/ 11	41 39	41 42	0	22 29	30 27	15 9	0	5 10	24 34	6 7	0	235 271	
7:30 AM	15	50	7	0	12	59 42	59 33	0	44	55	11	0	25 3	41	10	0	388	1252
8:00 AM	16	67	8	0	17	37	44	0	33	47	17	0	6	34	9	0	335	1352
8:15 AM 8:30 AM	9	64 49	5	0	14	53 43	60 40	0	29 18	35 29	11	0	0 4	22	9	0	311 258	1392
8:45 AM	12	46	2	Ő	13	41	27	Ő	23	36	12	Ő	3	27	7	Ő	249	1153
Peak 15-Min		North	bound			South	bound			Eastb	ound			West	bound		То	tal
riowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	45	50
All Vehicles Heavy Trucks	60 8	200 24	28 0	0	48 0	236 4	236 16	U	176	220 4	44 8	0	100	164 8	40 0	0	15 7	52 6
Buses Pedestrians Bicycles Scooters	0	8 4	0		0	4 4	0		0	4 0	0		0	4 4	0		2 1	0 2
Comments:																		

LOCATION: V CITY/STATE:	Valker Watso	[.] St B onville,	each St CA												QC DATE:	: JOB i Thu,	#: 1519 Feb 27	97412 2020
259 • 143 - 227 • 469 • 99 7	458 124 25 09 35 25 376	446 5 79 6 •	49 🔶 171 100 22 🔶 343	8		Pe Pea	ak-Hou k 15-M	Ir: 4:15 lin: 5:0		- 5:15 5:15 unts	PM PM			39 ◆ 49 35 4.1 ◆ 4	35 4 4 • • • • • • •	3.8 3 0 8 0 3.4	€ 61 ↔ 2 • 1 • 45 → 2	2.9
10		• [•] • [0		-	500	€ 4 ↓				∰ +\$	-		3 1 1			1 1 0	
• • • N/A •	N/4		◆ N/A ◆		-		→			f (*	aa a	-		N/A			⊾ ► N/A F	
15-Min Count Period Beginning At	Left	Walk (North Thru	er St bound) Right	U	Left	Walk (South Thru	er St bound) Right	U	Left	Bea (Eastb Thru	ch St bound) Right	U	Left	Bea (West Thru	ch St bound) Right	U	Total	Hourly Totals
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM	12 9 9 8 13 11 5	53 62 65 60 67 59 51 50	7 8 11 10 8 12 4 2	0 0 0 0 0 0 0 0	15 11 25 19 24 26 21 28	63 60 70 49 76 56 68 55	28 38 31 29 26 24 15 23	0 0 0 0 0 0 0 0	35 31 36 48 28 33 23 19	49 56 56 73 42 36 39 34	18 21 30 22 26 32 11 15	0 0 0 0 0 0 0 0	6 7 2 4 9 5 5 9	25 24 23 16 37 19 24 13	12 11 8 11 19 11 13 9	0 0 0 0 0 0 0 0	323 338 366 350 370 326 285 262	1377 1424 1412 1331 1243
Peak 15-Min Flowrates	Left	North	bound Right	U	left	South	bound Right	U	left	Easth	ound Right	U	Left	West	bound Right	U	То	tal
All Vehicles	32	268	32	0	96	304	104	0	112	168	104	0	36	148	76	0	14	80
Heavy Trucks Buses Pedestrians Bicycles Scooters	0	0 0 0	0		0	12 0 0	0		4 0	8 16 0	0		4 0	0 0 4	0		2 1 4	8 6 I

Appendix B Description of Level-of-Service Methods and Criteria

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Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F".1

SIGNALIZED INTERSECTIONS

The six level-of-service grades are described qualitatively for signalized intersections in Table B1. Additionally, Table B2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, Level of Service "D" is generally considered to represent the minimum acceptable design standard.

Level of Service	Average Delay per Vehicle
А	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
В	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
с	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

Table B-1 Level-of-Service Definitions (Signalized Intersections)

1 Most of the material in this appendix is adapted from the Transportation Research Board, Highway Capacity Manual, (2000).

Table B2 Level-of-Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
А	<10.0
В	>10 and \leq 20
С	>20 and \leq 35
D	>35 and ≤55
E	>55 and \leq 80
F	>80



UNSIGNALIZED INTERSECTIONS

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The 2000 Highway Capacity Manual (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table B3. A quantitative definition of level of service for unsignalized intersections is presented in Table B4. Using this definition, Level of Service "E" is generally considered to represent the minimum acceptable design standard.

Level of Service	Average Delay per Vehicle to Minor Street
	Nearly all drivers find freedom of operation.
	Very seldom is there more than one vehicle in queue.
A	
	Some drivers begin to consider the delay an inconvenience.
	Occasionally there is more than one vehicle in queue.
В	
	Many times there is more than one vehicle in queue.
	 Most drivers feel restricted, but not objectionably so.
С	
	Often there is more than one vehicle in queue.
	Drivers feel quite restricted.
D	
	Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be
	accommodated by the movement.
	Inere is almost always more than one vehicle in queue. Drivers find the delays approaching intelerable levels.
-	• Drivers lind the delays approaching intolerable levels.
E	
	Forced flow.
	 Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.
F	

Table B3 Level-of-Service Criteria for Unsignalized Intersections

 Table B4
 Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
А	<10.0
В	>10.0 and \leq 15.0
С	>15.0 and \leq 25.0
D	>25.0 and \leq 35.0
E	>35.0 and \leq 50.0
F	>50.0

It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers

Attachment 5



expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

Appendix C Existing Conditions Level-of-Service Worksheets

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Intersection 1: Main Street & Lake Avenue

Control Type:	Signalized	Delay (sec / veh):	6.1
Analysis Method:	HCM 6th Edition	Level Of Service:	А
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.491

Name	Main Street			N	Main Street			ake Aveni	le	Lake Avenue		
Approach	1	Northboun	d	S	Southbound			Eastbound	ł	Westbound		
Lane Configuration	-11			IF							٦Г	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.50	12.00	11.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		25.00			25.00		30.00			25.00		
Grade [%]		0.00			0.00		0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk		Yes			Yes			Yes			Yes	

Intersection 2: Main Street & Beach Street

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	В
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.545

Name	Ν	Main Stree	et	Ν	Main Street			each Stre	et	Beach Street		
Approach	1	Northboun	d	S	Southboun	d	I	Eastbound	ł	\	Westbound	
Lane Configuration	비머		-1F		41-							
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	16.00	10.00	11.00	11.00	11.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	135.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		25.00			25.00			25.00			30.00	
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes		Yes						
Crosswalk		Yes			Yes		Yes				Yes	

Intersection 3: Beach Street & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	А
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.345

Name	Roo	Rodriguez Street			Rodriguez Street			each Stre	et	Beach Street		
Approach	1	Northboun	d	S	Southbound			Eastbound	ł	Westbound		
Lane Configuration		٦Þ			ліг			44			4	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	12.00	12.00	12.00	12.00	11.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		25.00			25.00		25.00			25.00		
Grade [%]		0.00			0.00			0.00		0.00		
Curb Present	Yes			Yes		Yes			Yes			
Crosswalk		Yes			Yes		Yes			Yes		

Intersection 4: Lake Avenue & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 6th Edition	Level Of Service:	С
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.316

Name	Rodriguez Street			Roo	Rodriguez Street					Lake Avenue		
Approach	1	Northboun	d	S	Southboun	d	I	Eastbound	ł	Westbound		
Lane Configuration		٦İ		IF		חר				4		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.50	13.00	12.00	12.00	10.00	12.00	12.00	12.00	10.00	13.00	13.00	13.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		25.00			25.00		30.00			25.00		
Grade [%]	0.00			0.00			0.00		0.00			
Curb Present	Yes			Yes		Yes			Yes			
Crosswalk		Yes			Yes			Yes			Yes	

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24.1

С

Intersection Level Of Service Report

Intersection 5: Beach Street & Walker Street Control Type: All-way stop Delay (sec / veh): Analysis Method: HCM 6th Edition Level Of Service: Analysis Period: Volume to Capacity (v/c): 0.780 AM Peak Hour

Intersection Setup

Name	Beach Street			В	Beach Street			Walker Street			Walker Street		
Approach	1	Northbound			Southboun	d		Eastbound	ł	Westbound			
Lane Configuration	чŀ				+			Чr			46		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	11.00	11.00	11.00	14.00	14.00	14.00	11.00	11.00	11.00	12.00	12.00	15.00	
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	1	
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	40.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		25.00	•		25.00	•		25.00	•		25.00	•	
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk	Yes				Yes		Yes			Yes			
Volumes													
Name	В	each Stre	et	В	Beach Street			/alker Stre	et	N N	/alker Stre	et	
Base Volume Input [veh/h]	157	189	58	34	140	39	65	191	196	54	244	25	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	5.70	6.90	13.80	0.00	4.30	2.60	0.00	6.80	10.20	29.60	9.00	4.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	157	189	58	34	140	39	65	191	196	54	244	25	
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	44	53	16	9	39	11	18	53	54	15	68	7	

174

Total Analysis Volume [veh/h] Pedestrian Volume [ped/h]

210

22

64

38

156

1

43

72

212

2

218

60

271

5

28

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Intersection Level Of Service Report

Intersection 6: 2nd Street & Rodriguez Street

Control Type:	All-way stop
Analysis Method:	HCM 6th Edition
Analysis Period:	AM Peak Hour

Delay (sec / veh): 10.8 Level Of Service: В Volume to Capacity (v/c): 0.320

Name	Rodriguez Street		Roo	Rodriguez Street		2nd Street			2nd Street			
Approach	1	lorthboun	d	S	Southboun	d		Eastbound	ł	Westbound		
Lane Configuration		٦Iг			٦Iг			+		- Hr		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	10.00	10.00	11.00	10.00	18.00	18.00	18.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		25.00			25.00			25.00			25.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk	Yes				Yes			Yes			Yes	
Volumes												
Name	Rodriguez Street		Roo	Rodriguez Street			2nd Stree	t		2nd Stree	t	
Base Volume Input [veh/h]	17	122	37	31	117	31	25	95	24	79	87	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	11.80	3.30	2.70	0.00	6.00	3.20	0.00	0.00	4.20	0.00	3.40	1.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	122	37	31	117	31	25	95	24	79	87	56
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	34	10	9	32	9	7	26	7	22	24	15
Total Analysis Volume [veh/h]	19	134	41	34	129	34	27	104	26	87	96	62
Pedestrian Volume [ped/h]		7			38		10			13		

7.1

A 0.560

Intersection Level Of Service Report

 Intersection 1: Main Street & Lake Avenue

 Control Type:
 Signalized
 Delay (sec / veh):

 Analysis Method:
 HCM 6th Edition
 Level Of Service:

 Analysis Period:
 PM Peak Hour
 Volume to Capacity (v/c):

Name	1	Main Street		1	Main Street			Lake Avenue			Lake Avenue		
Approach	1	Northbound		S	Southbound			Eastbound			Westbound		
Lane Configuration	-11		IF						HIF				
Turning Movement	Left	Thru	Right										
Lane Width [ft]	12.00	10.50	12.00	11.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		25.00			25.00		30.00			25.00			
Grade [%]	0.00			0.00		0.00			0.00				
Curb Present	Yes			Yes						Yes			
Crosswalk	Yes		Yes		Yes			Yes					

19.7

В

0.574

Intersection Level Of Service Report

 Intersection 2: Main Street & Beach Street

 Control Type:
 Signalized
 Delay (sec / veh):

 Analysis Method:
 HCM 6th Edition
 Level Of Service:

 Analysis Period:
 PM Peak Hour
 Volume to Capacity (v/c):

Intersection Setup

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Name	Main Street		Main Street			Beach Street			Beach Street			
Approach	1	Northbound		s	Southbound		Eastbound			Westbound		
Lane Configuration	h		Чŀ		- -							
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	16.00	10.00	11.00	11.00	11.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	135.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		25.00			25.00		25.00			30.00		
Grade [%]	0.00			0.00			0.00		0.00			
Curb Present	Yes			Yes		Yes						
Crosswalk		Yes		Yes		Yes			Yes			

Intersection 3: Beach Street & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	А
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.431

Name	Rodriguez Street		Roo	Rodriguez Street			Beach Street			Beach Street		
Approach	1	Northbound		S	Southbound		Eastbound			Westbound		
Lane Configuration	٦ŀ			лİг		- 1 P			٦Þ			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	12.00	12.00	12.00	12.00	11.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		25.00			25.00		25.00			25.00		
Grade [%]	0.00			0.00			0.00		0.00			
Curb Present	Yes			Yes		Yes			Yes			
Crosswalk		Yes		Yes		Yes			Yes			

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Intersection Level Of Service Report

Intersection 4: Lake Avenue & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 6th Edition	Level Of Service:	С
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.415

Name	Roo	Rodriguez Street		Roo	Rodriguez Street		L	ake Avenu	ie	Lake Avenue		
Approach	1	Northbound		S	Southbound		Eastbound			Westbound		
Lane Configuration	٦İ			IF		חר			- 1F			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.50	13.00	12.00	12.00	10.00	12.00	12.00	12.00	10.00	13.00	13.00	13.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		25.00			25.00		30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes		Yes			Yes			
Crosswalk		Yes			Yes		Yes			Yes		

Total 15-Minute Volume [veh/h]

Total Analysis Volume [veh/h]

Pedestrian Volume [ped/h]

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Intersection Level Of Service Report

Intersection 5: Beach Street & Walker Street

Control Type:	All-way stop	Delay (sec / veh):	23.7
Analysis Method:	HCM 6th Edition	Level Of Service:	С
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Beach Street			В	Beach Street			Walker Street			Walker Street		
Approach	1	lorthboun	d	S	outhboun	d	E	Eastbound	ł	١	Vestboun	d	
Lane Configuration		чŀ			+			Чr			۲r		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	11.00	11.00	11.00	14.00	14.00	14.00	11.00	11.00	11.00	12.00	12.00	15.00	
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	1	
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	40.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		25.00			25.00			25.00			25.00		
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes Yes					Yes				
Volumes													
Name	В	each Stre	et	Beach Street			w	alker Stre	et	N N	/alker Stre	et	
Base Volume Input [veh/h]	143	227	99	22	100	49	79	255	124	35	254	37	
Base Volume Input [veh/h] Base Volume Adjustment Factor	143 1.0000	227 1.0000	99 1.0000	22 1.0000	100 1.0000	49 1.0000	79 1.0000	255 1.0000	124 1.0000	35 1.0000	254 1.0000	37 1.0000	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%]	143 1.0000 4.90	227 1.0000 3.50	99 1.0000 4.00	22 1.0000 4.50	100 1.0000 1.00	49 1.0000 6.10	79 1.0000 0.00	255 1.0000 4.30	124 1.0000 4.00	35 1.0000 11.40	254 1.0000 2.80	37 1.0000 0.00	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%] Growth Factor	143 1.0000 4.90 1.0000	227 1.0000 3.50 1.0000	99 1.0000 4.00 1.0000	22 1.0000 4.50 1.0000	100 1.0000 1.00 1.0000	49 1.0000 6.10 1.0000	79 1.0000 0.00 1.0000	255 1.0000 4.30 1.0000	124 1.0000 4.00 1.0000	35 1.0000 11.40 1.0000	254 1.0000 2.80 1.0000	37 1.0000 0.00 1.0000	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%] Growth Factor In-Process Volume [veh/h]	143 1.0000 4.90 1.0000 0	227 1.0000 3.50 1.0000 0	99 1.0000 4.00 1.0000 0	22 1.0000 4.50 1.0000 0	100 1.0000 1.000 0	49 1.0000 6.10 1.0000 0	79 1.0000 0.00 1.0000 0	255 1.0000 4.30 1.0000 0	124 1.0000 4.00 1.0000 0	35 1.0000 11.40 1.0000 0	254 1.0000 2.80 1.0000 0	37 1.0000 0.00 1.0000 0	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%] Growth Factor In-Process Volume [veh/h] Site-Generated Trips [veh/h]	143 1.0000 4.90 1.0000 0 0	227 1.0000 3.50 1.0000 0 0	99 1.0000 4.00 1.0000 0 0	22 1.0000 4.50 1.0000 0 0	100 1.0000 1.000 1.0000 0 0	49 1.0000 6.10 1.0000 0 0	79 1.0000 0.00 1.0000 0 0	255 1.0000 4.30 1.0000 0 0	124 1.0000 4.00 1.0000 0 0	35 1.0000 11.40 1.0000 0 0	254 1.0000 2.80 1.0000 0 0	37 1.0000 0.00 1.0000 0 0	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%] Growth Factor In-Process Volume [veh/h] Site-Generated Trips [veh/h] Diverted Trips [veh/h]	143 1.0000 4.90 1.0000 0 0 0	227 1.0000 3.50 1.0000 0 0 0	99 1.0000 4.00 1.0000 0 0 0	22 1.0000 4.50 1.0000 0 0 0	100 1.0000 1.000 1.0000 0 0 0	49 1.0000 6.10 1.0000 0 0 0	79 1.0000 0.00 1.0000 0 0 0	255 1.0000 4.30 1.0000 0 0 0	124 1.0000 4.00 1.0000 0 0 0	35 1.0000 11.40 1.0000 0 0 0	254 1.0000 2.80 1.0000 0 0 0	37 1.0000 0.00 1.0000 0 0 0	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%] Growth Factor In-Process Volume [veh/h] Site-Generated Trips [veh/h] Diverted Trips [veh/h] Pass-by Trips [veh/h]	143 1.0000 4.90 1.0000 0 0 0 0	227 1.0000 3.50 1.0000 0 0 0 0	99 1.0000 4.00 1.0000 0 0 0 0	22 1.0000 4.50 1.0000 0 0 0 0	100 1.0000 1.000 0 0 0 0 0	49 1.0000 6.10 1.0000 0 0 0 0	79 1.0000 0.00 1.0000 0 0 0 0 0	255 1.0000 4.30 1.0000 0 0 0 0	124 1.0000 4.00 1.0000 0 0 0 0	35 1.0000 11.40 1.0000 0 0 0 0	254 1.0000 2.80 1.0000 0 0 0 0	37 1.0000 0.00 1.0000 0 0 0 0	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%] Growth Factor In-Process Volume [veh/h] Site-Generated Trips [veh/h] Diverted Trips [veh/h] Pass-by Trips [veh/h] Existing Site Adjustment Volume [veh/h]	143 1.0000 4.90 1.0000 0 0 0 0 0 0	227 1.0000 3.50 1.0000 0 0 0 0 0 0	99 1.0000 4.00 1.0000 0 0 0 0 0 0 0	22 1.0000 4.50 1.0000 0 0 0 0 0 0	100 1.0000 1.0000 0 0 0 0 0 0 0	49 1.0000 6.10 1.0000 0 0 0 0 0 0	79 1.0000 0.00 1.0000 0 0 0 0 0 0	255 1.0000 4.30 1.0000 0 0 0 0 0 0 0	124 1.0000 4.00 1.0000 0 0 0 0 0 0	35 1.0000 11.40 1.0000 0 0 0 0 0 0	254 1.0000 2.80 1.0000 0 0 0 0 0 0	37 1.0000 0.00 1.0000 0 0 0 0 0 0	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%] Growth Factor In-Process Volume [veh/h] Site-Generated Trips [veh/h] Diverted Trips [veh/h] Pass-by Trips [veh/h] Existing Site Adjustment Volume [veh/h] Other Volume [veh/h]	143 1.0000 4.90 1.0000 0 0 0 0 0 0 0 0	227 1.0000 3.50 1.0000 0 0 0 0 0 0 0 0 0	99 1.0000 4.00 1.0000 0 0 0 0 0 0 0 0 0	22 1.0000 4.50 1.0000 0 0 0 0 0 0 0 0 0	100 1.0000 1.000 0 0 0 0 0 0 0 0 0	49 1.0000 6.10 1.0000 0 0 0 0 0 0 0 0	79 1.0000 0.00 1.0000 0 0 0 0 0 0 0 0	255 1.0000 4.30 1.0000 0 0 0 0 0 0 0 0 0	124 1.0000 4.00 1.0000 0 0 0 0 0 0 0 0 0	35 1.0000 11.40 1.0000 0 0 0 0 0 0 0 0 0	254 1.0000 2.80 1.0000 0 0 0 0 0 0 0 0	37 1.0000 0.00 1.0000 0 0 0 0 0 0 0 0	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%] Growth Factor In-Process Volume [veh/h] Site-Generated Trips [veh/h] Diverted Trips [veh/h] Pass-by Trips [veh/h] Existing Site Adjustment Volume [veh/h] Other Volume [veh/h] Total Hourly Volume [veh/h]	143 1.0000 4.90 1.0000 0 0 0 0 0 0 0 0 143	227 1.0000 3.50 1.0000 0 0 0 0 0 0 0 0 227	99 1.0000 4.00 0 0 0 0 0 0 0 0 0 99	22 1.0000 4.50 1.0000 0 0 0 0 0 0 0 22	100 1.0000 1.0000 0 0 0 0 0 0 0 0 0 0 0	49 1.0000 6.10 1.0000 0 0 0 0 0 0 0 0 0 0 0 0 0 0	79 1.0000 0.00 1.0000 0 0 0 0 0 0 0 79	255 1.0000 4.30 1.0000 0 0 0 0 0 0 0 255	124 1.0000 4.00 1.0000 0 0 0 0 0 0 0 0 0 0 124	35 1.0000 11.40 1.0000 0 0 0 0 0 0 0 0 35	254 1.0000 2.80 1.0000 0 0 0 0 0 0 0 254	37 1.0000 0.00 1.0000 0 0 0 0 0 0 0 37	
Base Volume Input [veh/h] Base Volume Adjustment Factor Heavy Vehicles Percentage [%] Growth Factor In-Process Volume [veh/h] Site-Generated Trips [veh/h] Diverted Trips [veh/h] Pass-by Trips [veh/h] Existing Site Adjustment Volume [veh/h] Other Volume [veh/h] Total Hourly Volume [veh/h] Peak Hour Factor	143 1.0000 4.90 1.0000 0 0 0 0 0 0 143 0.9600	227 1.0000 3.50 1.0000 0 0 0 0 0 0 227 0.9600	99 1.0000 4.00 1.0000 0 0 0 0 0 99 0.9600	22 1.0000 4.50 1.0000 0 0 0 0 0 0 22 0.9600	100 1.0000 1.0000 0 0 0 0 0 0 0 100 0.9600	49 1.0000 6.10 1.0000 0 0 0 0 0 49 0.9600	79 1.0000 1.0000 0 0 0 0 0 0 0 79 0.9600	255 1.0000 4.30 1.0000 0 0 0 0 0 255 0.9600	124 1.0000 4.00 1.0000 0 0 0 0 0 0 0 124 0.9600	35 1.0000 11.40 1.0000 0 0 0 0 0 0 0 35 0.9600	254 1.0000 2.80 1.0000 0 0 0 0 0 254 0.9600	37 1.0000 0.00 1.0000 0 0 0 0 0 0 37 0.9600	

Other Adjustment Factor

Total 15-Minute Volume [veh/h]

Total Analysis Volume [veh/h]

Pedestrian Volume [ped/h]

1.0000

5

20

1.0000

51

203

10

1.0000

19

78

1.0000

17

69

1.0000

59

238

38

1.0000

10

40

1.0000

7

28

1.0000

25

101

13

1.0000

14

57

1.0000

17

67

1.0000

22

88

27

1.0000

23

94

Version 2020 (SP 0-0)

13.0 B 0.457

Intersection Level Of Service Report

Intersection 6: 2nd Street & Rodriguez Street

Control Type:	All-way stop	Delay (sec / veh):
Analysis Method:	HCM 6th Edition	Level Of Service:
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	חור			חור			+			- 1r		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	10.00	10.00	11.00	10.00	18.00	18.00	18.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		
Volumes												
Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Base Volume Input [veh/h]	20	199	76	68	233	39	27	99	56	66	86	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	1.30	0.00	2.10	0.00	3.70	0.00	3.60	0.00	1.20	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	199	76	68	233	39	27	99	56	66	86	92
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800

Appendix D SWITRS Crash Data

> Attachment 5 Page 72 of 90
| CASE_ID COI | LISION_DATE COL | LLISION_TIME DAY_OF_V | VEEK PRIMARY_RD | SECONDARY_RD | DISTANCE_1 DIRECTION | INTERSECTION COLLISION_SEVERITY | NUMBER_KILLED | NUMBER_INJURED | PARTY_COUNT | PRIMARY_COLL_FACTOR | TYPE_OF_COLLISION | MVIW | PED_ACTION | ROAD_SURFACE | LIGHTING | CONTROL_DEVICE | PEDESTRIAN_ACCIDENT | В |
|--------------------|----------------------|-----------------------|--------------------------------|--------------------------|----------------------|---------------------------------|---------------|----------------|-------------|---------------------|-------------------|--------|------------|--------------|----------|----------------|---------------------|---|
| 8322912 | 20170101 | 1846 | 7 WALKER ST | FORD ST | 181 S | N | 4 | 0 | 1 | 2 A | В | E | A | A | С | D | | |
| 8282210
8282031 | 20170109 20170110 | 1058 | 1 UNION ST
2 MAIN ST | MAPLE AV
PFCK ST | 0 | Y
Y | 0
4 | 0 | 3 | 2 A
2 A | D | C
C | A | B | A | A
D | | |
| 8299764 | 20170114 | 1823 | 6 MAIN ST | 5TH ST | 0 | Y | 4 | 0 | 1 | 3 A | D | c | A | A | C | A | | |
| 8285762 | 20170116 | 1113 | 1 RIVERSIDE DR | LOCUST ST | 138 E | N | 2 | 0 | 1 : | 1 A | E | 1 | A | A | A | D | | |
| 8285708 | 20170119 | 1047 | 4 MAIN ST | 1ST ST | 0 | Y | 0 | 0 | 0 | 2 A | C | C | A | В | A | D | | |
| 8329236 | 20170120 | 606 | 7 MAIN ST | BEACH ST | 20 S | N | 4 | 0 | 2 2 | 2 A | D | с | A | В | c | A | | |
| 90386790 | 20170130 | 1517 | 1 SR-129 | MAIN ST | 20 E | N | 0 | 0 | 0 : | 2 A | В | С | A | A | A | A | | |
| 8299863 | 20170201 | 1658 | 3 MAIN ST | RODRIGUEZ ST | 228 S | N | 0 | 0 | 0 | 2 A | с | C | A | A | В | D | | |
| 8312429
8299760 | 20170207 | 2159 | 2 RIVERSIDE DR
3 SUDDEN ST | I AKE AV | 0 | Y
Y | 0 | 0 | 0 | 3 A
2 A | н | C | A | A | A | A
D | | |
| 8299853 | 20170208 | 731 | 3 WALKER ST | FORD ST | 0 | Y | 4 | 0 | 1 | 2 A | D | c | A | В | A | D | | |
| 8299888 | 20170209 | 1448 | 4 JEFFERSON ST | PALM AV | 52 S | Ν | 0 | 0 | 0 : | 2 A | В | E | A | В | A | D | | |
| 8328578
8314630 | 20170212 20170214 | 307 | 7 RODRIGUEZ ST
2 CARR ST | FORD ST
CENTER ST | 0 | Y
N | 4 | 0 | 1 . | 2 A
2 C | C
B | F | A
A | A
4 | C
4 | D | | |
| 8314520 | 20170216 | 1828 | 4 MAIN ST | 2ND ST | 35 S | N | 4 | 0 | 1 | 2 A | c | c | A | A | c | D | | |
| 8314540 | 20170217 | 1359 | 5 1ST ST | RODRIGUEZ ST | 0 | Y | 4 | 0 | 1 : | 2 A | D | С | A | В | А | А | | |
| 8314524 | 20170220 | 1243 | 1 MAIN ST | 5TH ST | 0 | Y | 3 | 0 | 1 | 2 A | G | B | B | В | A | A | Y | |
| 8325944 | 20170306 | 1652 | 1 MAIN ST | RODRIGUEZ ST | 15 S
82 N | N | 0 | 0 | 0 | 2 A
3 A | c | c | A | A | A | D | | |
| 8329484 | 20170315 | 1532 | 3 6TH ST | WALKER ST | 0 | Y | 4 | 0 | 1 : | 2 A | D | G | A | A | А | A | | Y |
| 8339259 | 20170321 | 1304 | 2 MAIN ST | LAKE AV | 100 N | N | 0 | 0 | 0 | 2 A | В | C | A | A | A | A | | |
| 8349022
8339611 | 20170321 20170325 | 2345 | 2 LAKE AV
6 LINCOLN ST | BOCKIUS ST | 165 W | N
Y | 0 | 0 | 0 | 2 A
2 A | A | E
C | A | B | A | A | | |
| 8339744 | 20170325 | 1404 | 6 MAIN ST | RODRIGUEZ ST | 75 N | Ν | 4 | 0 | 1 | 3 A | с | C | A | A | A | A | | |
| 8362436 | 20170331 | 15 | 5 RIVERSIDE DR | 1ST ST | 100 W | N | 0 | 0 | 0 : | 2 A | D | E | A | A | С | D | | |
| 8362457
8353286 | 20170331 20170411 | 139 | 2 MAIN ST | 2ND ST | 8 E
15 N | N
N | 0 | 0 | 0 | 1 A
1 A | E | 1 | Α
Δ | Δ | ۵
۵ | D
A | | |
| 8359334 | 20170411 | 1630 | 2 RIVERSIDE DR | UNION ST | 130 E | N | 0 | 0 | 0 | 2 A | c | c | A | A | A | D | | |
| 8359350 | 20170411 | 2006 | 2 MAIN ST | BEACH ST | 0 | Y | 0 | 0 | 0 : | 2 A | D | С | A | В | C | А | | |
| 8357891 | 20170413 | 1421 | 4 RIVERSIDE DR
5 MAIN ST | UNION ST | 40 W
82 N | N | 0 | 0 | 0 1 | 2 A
2 A | B | C
C | A
4 | A
4 | A
4 | D | | |
| 8357844 | 20170414 | 2133 | 5 MAIN ST | LAKE AV | 0 | Y | 0 | 0 | 0 | 2 A | c | c | A | A | c | A | | |
| 8359354 | 20170414 | 1638 | 5 RIVERSIDE DR | MAIN ST | 0 | Y | 0 | 0 | 0 | 1 A | E | 1 | A | A | A | Α | | |
| 8364729 | 20170414 | 1225 | 5 MAIN ST | MAIN ST 1415 | 450 W | N | 0 | 0 | 0 | 2 B | B | E | A | A | A | D | | |
| 8362529 | 20170414 | 1048 | 3 2ND ST | MENKER ST | 12 S
158 E | N | 0 | 0 | 0 | 2 A
2 A | В | E | A | A | A | D | | |
| 8372984 | 20170421 | 1818 | 5 MAIN ST | 5TH ST | 196 N | N | 4 | 0 | 1 : | 2 A | G | В | F | A | А | D | Y | |
| 8362533 | 20170501 | 1225 | 1 LAKE AV | MAIN ST | 0 | Y | 0 | 0 | 0 | 2 A | c | С | A | A | A | A | | |
| 8376460 | 20170506 | 1245 | 4 RIVERSIDE DR | LINCOLN ST | 50 W | r
N | 3 | 0 | 1 | 1 A
2 A | C | C | A | A | A | D | | |
| 8376426 | 20170512 | 1042 | 5 MAIN ST | BEACH ST | 0 | Y | 0 | 0 | 0 | 2 A | D | c | A | A | A | A | | |
| 8387088 | 20170515 | 2255 | 1 RIVERSIDE DR | WALKER ST | 0 | Y | 4 | 0 | 1 | 2 A | D | С | A | A | С | A | | |
| 8377283
8376464 | 20170518 | 647
1228 | 4 2ND ST
2 RIVERSIDE DR | LOCUST ST
MARCHANT ST | 0
300 W | Y | 0
4 | 0 | 0 | 2 A
2 A | D | C
C | A
A | A
4 | A
A | D | | |
| 8391139 | 20170525 | 1517 | 4 W LAKE ST | KEARNEY ST | 35 S | N | 0 | 0 | 0 | 1 A | E | I | A | A | A | D | | |
| 8381118 | 20170529 | 1534 | 1 UNION ST | MAPLE AV | 0 | Y | 0 | 0 | 0 : | 2 A | D | С | A | А | А | А | | |
| 8382413 | 20170529 | 1858 | 1 MARCHANT ST | ALLEY S OF MAPLE ST | Г 0
75 N | Y | 0 | 0 | 0 : | 2 A | B | C | A | A | A | D | | |
| 8394242 | 20170531 | 1813 | 3 FORD ST | MAIN ST | 125 W | N | 4 | 0 | 1 2 | 2 A | G | в | F | A | A | D | Y | |
| 8408365 | 20170531 | 1707 | 3 BEACH ST | MAIN ST | 49 E | N | 0 | 0 | 0 : | 2 A | В | С | A | A | А | D | | |
| 8391452 | 20170603 | 1554 | 6 PALM AV | SUDDEN ST | 0 | Y | 4 | 0 | 1 | 2 A | н | G | A | A | A | A | | Y |
| 8391460
8391143 | 20170606 | 1832 | 7 FORD ST | SEBASTIAN LN | 440 W
15 E | N | 3
0 | 0 | 0 | 2 A
2 A | B | E | A | A | A | D | | |
| 8378343 | 20170614 | 1006 | 3 RIVERSIDE DR | MAIN ST | 0 | Y | 0 | 0 | 0 : | 2 A | В | С | A | A | A | A | | |
| 8387503 | 20170618 | 2030 | 7 RIVERSIDE DR | MAIN ST | 0 | Y | 0 | 0 | 0 | 2 A | G | В | В | A | с | A | Y | |
| 8378347
8385013 | 20170619 | 1633 | 1 MAIN ST
7 MAIN ST | WEST LAKE AV | 59 S
32 S | N
N | 0 | 0 | 0 | 2 A
2 A | B | F | A | A | A | A
D | | |
| 8428481 | 20170628 | 1540 | 3 5TH ST | LINCOLN ST | 125 E | N | 0 | 0 | 0 | 2 A | c | E | A | A | A | D | | |
| 8395943 | 20170703 | 1441 | 1 RODRIGUEZ ST | FORD ST | 0 | Y | 0 | 0 | 0 : | 2 A | D | С | A | А | А | А | | |
| 8419360
8419028 | 20170705 | 2126 | 3 LINCOLN ST | 5TH ST
2ND ST | 100 N
192 N | N | 3 | 0 | 1 | 2 A
2 A | G | B | D | A | C
A | D | Y
V | |
| 8406916 | 20170710 | 1557 | 1 CARR ST | CENTER ST | 30 S | N | 0 | 0 | 0 | 2 A | В | E | A | A | A | D | | |
| 8412978 | 20170710 | 2150 | 1 MAIN ST | BEACH ST | 10 N | Ν | 0 | 0 | 0 : | 2 A | В | С | A | А | C | А | | |
| 8415614 | 20170711 | 1411 | 2 WALKER ST | 2ND ST | 0 | Y | 0 | 0 | 0 2 | 2 A | D | C
C | A | A | A
 | A | | |
| 8418970 | 20170715 | 510 | 6 RODRIGUEZ ST | RODRIGUEZ WY | 13 W | N | 0 | 0 | 0 | 1 A | E | I | A | A | c | D | | |
| 8433259 | 20170716 | 150 | 7 MAIN ST | RIVERSIDE DR | 42 E | Ν | 0 | 0 | 0 : | 2 A | В | С | A | А | C | D | | |
| 8408219
8416306 | 20170717 | 1844 | 1 RIVERSIDE DR
3 BRENNAN ST | MARCHANT ST | 0 20 5 | Y | 0 | 0 | 0 : | 2 A
2 A | B | C
C | A
4 | A | A
4 | A | | |
| 8419984 | 20170719 | 1145 | 3 RIVERSIDE DR | UNION ST | 135 E | N | 0 | 0 | 0 2 | 2 D | D | c | A | A | A | D | | |
| 8420733 | 20170723 | 1544 | 7 MAIN ST | 5TH ST | 60 N | N | 0 | 0 | 0 : | 2 A | D | С | A | A | A | Α | | |
| 8438289 | 20170724 | 508 | 1 RIVERSIDE DR | GROVE ST | 0 | Y | 2 | 0 | 1 | 2 A | G | В | D | A | C | D | Y | |
| 8431809 | 20170802 | 923 | 4 MAIN ST | FORD ST | 0 | Y | 4 | 0 | 1 2 | 2 D | G | В | B | A | A | A | Y | |
| 8425893 | 20170804 | 1635 | 5 RODRIGUEZ ST | LAKE AV | 125 S | N | 4 | 0 | 2 : | 3 A | С | С | A | A | А | A | | |
| 8424669 | 20170807 | 1533 | 1 MAIN ST | CENTRAL AV | 35 N | N | 0 | 0 | 0 | 2 A | D | C | A | A | A | D | | |
| 8429589
8435956 | 20170810 | 627 | 5 MAIN ST | BEACH ST | 0 | N
Y | 4 | 0 | 3 | 2 A
2 A | D | c | A | A | В | A | | |
| 8423574 | 20170812 | 1335 | 6 MAIN ST | RODRIGUEZ ST | 125 N | Ν | 4 | 0 | 2 | 4 A | с | C | A | A | A | A | | |
| 8431905 | 20170812 | 445 | 6 BRENNAN ST | 5TH ST N | 17 N | N | 0 | 0 | 0 | 2 A | В | E | A | A | С | D | | |
| 8447663
8452746 | 20170827
20170829 | 1632
1531 | 2 LAKE AV | LINCOLN ST | 0
23 F | r
N | 2 | 0 | 4
0 | 3 A
2 A | C | E
C | A | A | A | A | | |
| 8469060 | 20170830 | 1801 | 3 LINCOLN ST | BOCKIUS ST | 0 | Y | 0 | 0 | 0 | 2 A | D | c | A | A | А | A | | |
| 8437473 | 20170901 | 2225 | 5 RODRIGUEZ ST | 5TH ST | 0 | Y | 4 | 0 | 1 | 2 A | D | С | A | A | с | D | | |
| 8436453
8458422 | 20170902 | 1521 | 6 WALKER ST | 6TH ST
WALKER ST | 0 | Y
N | 3
3 | U
0 | 1 | 2 A
3 A | H
B | G
F | A
A | Α
Δ | A
A | D | | Y |
| 8436520 | 20170905 | 1545 | 2 GRANT AV | MARCHANT ST | 120 W | N | 0 | 0 | 0 | 2 A | H | E | A | A | A | D | | |
| 8437489 | 20170915 | 1601 | 5 SUDDEN ST | CALIFORNIA ST | 0 | Y | 4 | 0 | 2 | 2 A | D | С | A | A | А | А | | |
| 8455540 | 20170918 | 314 | 1 RIVERSIDE DR | MENKER ST | 223 E | N | 3 | 0 | 1 | 1 A
2 A | E | l
C | A | A | c | B | | |
| 0420437
8486311 | 20170923 | 2153 | 4 FREEDOM BL | MAIN ST | 30 N
29 E | N | 0 | 0 | 0 | 2 A
1 A | E | L
I | A | A | c | A | | |
| 8461797 | 20170929 | 1228 | 5 WALKER ST | FRONT ST | 0 | Υ | 0 | 0 | 0 | 1 A | E | 1 | A | A | А | D | | |
| 8462122 | 20171001 | 1050 | 7 RIVERSIDE DR | WALKER ST | 0 | Y | 3 | 0 | 2 | 2 A | D | c | A | A | A | A | | |
| 8543474 | 20171001 | 1708 | 1 RIVERSIDE DR | RODRIGUEZ ST | 60 W | N | 4 | 0 | 1 | 2 A | c | c | A | A | A | A | | |

BICYCLE_ACCIDENT MOTORCYCLE_ACCIDENT TRUCK_ACCIDENT ALCOHOL_INVOLVED LATITUDE LONGITUDE

Y

Υ

Y

Y

Y

Y

Y

Y Y

> Y Y

Y

Y Y 36.90732 121.75317

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85/13/170	20171003	1922	2 MAIN ST	BEACH ST	Ō	v	4	0	1	2 4	н	G	۵	۵	c	۵	
8/79213	20171005	1936	5 LINION ST	GRANT AV	65 N	N	-	0	0	2 A	C C	F	A	A A	c	D	
8468282	20171011	752	3 LAKE AV	BRENNAN ST	0	v	0	0	0	2 4	D	c	Δ.	Δ	Δ	Δ	
8485802	20171014	142	6 RIVERSIDE DR	SAKATA IN	0	Y	0	0	0	1 A	F	I	A	A	c	D	
8496257	20171015	1922	7 LINION ST	PECK ST	10 N	N	3	0	1	20	G	B	B	Δ	c	D	Y
8480900	20171025	900	3 MAIN ST	2ND ST	100 5	N	0	0	0	2 A	D	c	A	A	A	D	·
8489053	20171025	2038	3 LINCOLN ST	CENTER ST	0	Y	4	0	1	2 A	G	в	В	A	c	D	Y
8496239	20171028	1946	6 FREEDOM BL	EASTERN DR	0	Y	0	0	0	2 A	D	С	А	А	C	А	
6718565	20171103	526	5 MAIN ST	LAKE AV	0	Y	1	1	0	2 A	G	в	в	В	C	A	Y
8492126	20171106	1635	1 RIVERSIDE DR	MARCHANT ST	0	Y	0	0	0	3 A	C	С	А	А	A	D	
8496247	20171113	1312	1 MAIN ST	FREEDOM BL	18 N	N	3	0	2	3 A	D	С	А	А	A	А	
8503690	20171114	1429	2 MAIN ST	RIVERSIDE DR	100 S	N	0	0	0	2 A	С	С	А	А	A	D	
8598243	20171115	1200	3 RIVERSIDE DR	MAIN ST	5 E	N	0	0	0	2 A	D	С	А	A	А	A	
8511519	20171116	1021	4 5TH ST	MAIN ST	0	Y	0	0	0	2 A	D	С	А	В	A	А	
8500561	20171121	1439	2 RIVERSIDE DR	MARCHANT ST	40 W	N	0	0	0	2 A	С	С	А	A	А	D	
8509732	20171124	1831	5 FORD ST	KILBURN ST	18 E	N	0	0	0	2 A	D	С	А	A	С	D	
8500565	20171127	1651	1 ALY W LINCOLN ST	E 5TH ST	173 N	N	0	0	0	2 A	В	E	А	В	В	D	
8500992	20171128	1310	2 ELM ST	MARCHANT ST	197 E	N	0	0	0	2 A	В	E	А	A	A	D	
8507871	20171130	1752	4 MAIN ST	RODRIGUEZ ST	326 S	N	4	0	2	2 A	C	С	A	A	C	A	
8507873	20171130	1730	4 MAIN ST	FREEDOM BL	10 S	N	0	0	0	2 A	С	С	А	A	С	A	
8514920	20171201	1803	5 MAIN ST	PECK ST	92 N	N	0	0	0	2 A	C	С	A	A	C	D	
8514749	20171202	1800	6 CARR ST	RT 152	8 N	N	4	0	1	2 A	G	В	В	A	С	D	Y
8511025	20171207	1233	4 RODRIGUEZ ST	RODRIGUEZ ST 260	70 E	N	4	0	1	2 B	A	С	А	A	Α	D	
8516099	20171207	2002	4 MAIN ST	BEACH ST	0	Y	0	0	0	2 A	D	С	А	A	С	A	
8511444	20171211	1112	1 MAIN ST	BEACH ST	0	Y	0	0	0	2 A	В	С	А	A	Α	A	
8510062	20171212	1508	2 BEACH ST	LINCOLN ST	25 E	N	0	0	0	2 A	D	С	А	A	A	D	
8504934	20171217	1810	7 MAIN ST	RODRIGUEZ ST	274 N	N	0	0	0	2 A	C	С	А	A	C	D	
8519012	20171218	1724	1 MAIN ST	BEACH ST	10 N	N	0	0	0	2 A	В	С	А	A	C	D	
8533324	20171219	2209	2 RIVERSIDE DR	LINCOLN ST	46 E	N	0	0	0	1 A	E	I.	Α	A	С	D	
8523895	20171227	1150	3 BEACH ST	WALKER ST	45 E	N	0	0	0	2 A	D	C	Α	Α	A	A	
8524130	20171227	1556	3 SUDDEN ST	5TH ST	0	Y	0	0	0	2 A	В	C	Α	А	А	A	
8504353	20171231	1728	7 CARR ST	LAKE AV	12 S	N	0	0	U	1 A	E	1	A	A	с	D	
8543133	20180104	1216	4 UNION ST	RIVERSIDE DR	50 N	N	0	0	0	2 A	D	С	A	A	A	A	
8543613	20180105	1258	5 MAIN ST	KUDRIGUEZ ST	64 N	N	4	U	1	4 A	L.	C	A	в	A	A	
8543664	20180106	2034	6 LAKE AV	LINCOLN ST	0	Ŷ	U	U	U	2 A	A	C	A	A	C	A	
8528660	20180108	1443	1 WEST LAKE AV	KUDRIGUEZ ST	280 W	N	U	U	U	2 A	U A	C	A	в	A	υ	
8538981	20180109	1249	2 LAKE AV	CARR ST	30 W	N	0	0	0	2 A	с	С	A	В	A	D	
8543727	20180113	1035	6 MAIN ST	LAKE AV	40 N	N	0	0	0	2 A	D	C	A	A	A	D	
8550485	20180115	2338	1 MAIN ST	LAKE AV	0	Ŷ	0	0	0	2 A	D	C	A	A	C	A	
8538751	20180124	1006	3 RIVERSIDE DR	UNION ST	0	Ŷ	0	0	0	3 A	D	C	A	A	A	A	
8550554	20180130	1536	2 MAIN ST	RODRIGUEZ ST	15 N	N	0	0	0	2 A	C	C	A	A	A	D	
8549201	20180203	1528	6 WALKER ST	FORD ST	0	Ŷ	0	0	0	2 A	D	C	A	A	A	A	
8555652	20180211	1923	7 LAKE AV		20 E	N	4	0	1	2 A	ι U	C	A	A	C A	A	
8555753	20180211	1606	7 MAIN ST	LAKE AV	0	Ŷ	4	0	1	2 A	н	G	A	A	A	A	
8560407	20180215	856	4 BEACH ST	PINESI	180 E	N	4	0	1	2 A	C D	C	A	A	A	D	
8562308	20180216	1201	5 RODRIGUEZ ST	STH STE	0	Ŷ	3	0	1	3 A	D	C	A	A	A	A	v
8573081	20180220	1919	2 RODRIGUEZ ST	FURD ST	22.5	N	3	0	1	2 A	G	в	в	A	E	D	Y
8567721	20180228	1612	3 MAIN SI		310 5	N	4	0	1	2 A 1 A	C F	C	A	A	A	D	
8597104	20180301	553	4 BUCKIUS SI	LINCOLN ST	100 N	T	0	0	0	1 A	E	і С	A	в	C A	D	
8599949	20180301	1534	4 MAIN ST	RIVERSIDE DR	180 N	N	0	0	0	3 A		c	A	в	A	A	
8572897	20180305	1324		FRONT ST	0	T	3	0	1	2 A	D	c	A	A	A	A	
8577393	20180305	1304		2ND ST	15.5	N	0	0	0	2 A		c	A	A	A	A	
85//46/	20180305	1435	1 MAIN SI	2ND ST	0	Ŷ	4	0	3	2 A	D	C	A	A	A	A	
8572893	20180307	1041	3 WALKER ST	RIVERSIDE DR	50 N	N	0	0	0	2 A	L F	L I	A	A	A	D	
85/8842	20180307	740	3 RODRIGUEZ ST	BEACH ST	260 N	N	0	0	0	1 A 2 A	E	I C	A	A	A	D	
8583383	20180309	952	5 IVIAIN ST	RODRIGUEZ ST	20.14	T	0	0	0	2 A	c c	c	A	A	A	A	
8015073	20180309	1916		LINCOLN ST	30 W	N	0	0	1	2 A 2 A	C C	C D	A	A	C	A A	v
0000427	20180313	759			5 -	N	5	0	1	2 A	G	ь с	•	A A	A C	A A	T
8500762	20180317	1719		PODRIGUEZ ST	109 5	t N	2	0	1	2 A 2 A	c	C D	A	P	د ۸	A D	v
8594020	20180317	1/18	7 CAPP ST		10 N	N	0	0	0	2 A	C	5	•	D	c A	D	'
9505914	20180318	1627		MADIE AV	102 N	N	4	0	1	2 A	P	C C	A A	A	د ۸	D	
8597856	20180322	1631	4 SLIDDEN ST	LAKE AV	53 N	N	0	0	0	2 4	B	c	A .	A A	Δ	D	
8586025	20180322	1040	5 CARR ST		31.5	N	0	0	0	1 4	E	i i	A	A A	Δ	D	
8597845	20180328	2343	3 MAIN ST	RIVERSIDE DR	14 S	N	2	0	1	2 A	- G	В	в	A	c	- A	Y
8609320	20180406	1303	5 MAIN ST	STH ST	186 N	N	3	0	2	3 4	D	c	A	B	Δ	D	·
8615741	20180406	2314	5 RIVERSIDE DR	MAIN ST	0	Y	3	0	1	2 A	D	c	A	в	с	A	
8611673	20180409	1306	1 BEACH ST	WALKER ST	0	Y	0	0	0	2 A	D	c	А	А	A	А	
8611212	20180415	2100	7 RODRIGUEZ ST	2ND ST	15 N	Ν	0	0	0	2 A	С	С	А	А	С	D	
8604292	20180420	2336	5 LAKE AV	RODRIGUEZ ST	155 W	N	0	0	0	2 A	С	Е	A	А	С	A	
8610007	20180422	1638	7 LINCOLN ST	ALLEY	0	Y	0	0	0	2 A	D	С	A	А	А	D	
8609683	20180423	755	1 MAIN ST	FRONT ST	280 S	N	0	0	0	2 A	с	С	A	А	А	D	
8604048	20180430	1456	1 LAKE AV	CARR ST	0	Y	0	0	0	2 A	D	С	А	A	A	A	
8611204	20180430	1830	1 CALIFORNIA ST	SUDDEN ST	76 E	N	0	0	0	3 A	В	E	A	A	A	D	
8619198	20180503	118	4 WALKER ST	W 5TH ST	90 N	N	3	0	1	1 A	E	1	А	A	С	D	
8623945	20180506	1826	7 RIVERSIDE DR	LINCOLN ST	0	Y	0	0	0	2 A	D	С	A	A	A	A	
8618096	20180509	1840	3 2ND ST	RODRIGUEZ ST	0	Y	0	0	0	2 A	D	С	А	A	Α	A	
8629461	20180509	1804	3 BEACH ST	ALEXANDER ST	36 W	N	0	0	0	2 A	н	С	А	A	Α	D	
8606536	20180511	2106	5 MAIN ST	RIVERSIDE DR	30 S	N	0	0	0	2 A	С	С	А	A	C	A	
8630053	20180511	924	5 CARR ST	BEACH ST	184 N	N	0	0	0	3 A	С	E	А	A	A	A	
8618624	20180514	1534	1 MAIN ST	1ST ST	0	Y	0	0	0	2 A	Α	С	A	Α	A	D	
8606532	20180517	1854	4 LAKE AV	LINCOLN ST	0	Y	0	0	0	2 A	D	С	A	A	A	A	
8618092	20180518	937	5 MAIN ST	FORD ST	0	Y	0	0	0	2 A	D	С	Α	А	А	A	
8601179	20180523	2145	3 2ND ST	WALKER ST	85 E	N	0	0	0	2 A	н	E	Α	A	с	D	
8633436	20180525	2259	5 LAKE AV	RODRIGUEZ ST	100 E	N	0	0	0	2 A	В	E	Α	В	с	D	
8624619	20180528	2219	1 MAIN ST	BEACH ST	0	Y	0	0	0	2 A	D	C	Α	А	C	A	
8627442	20180528	2101	1 LINCOLN ST	BOCKIUS ST	30 N	N	0	0	0	2 A	В	E	Α	A	С	D	
8631494	20180531	1537	4 LAKE AV	SUDDEN ST	0	Y	0	0	0	2 A	D	С	Α	А	А	A	
8634872	20180604	2339	1 KEARNEY	RODRIGUEZ ST	496 W	N	0	0	0	3 A	В	E	Α	A	С	D	
8643591	20180606	1053	3 LAKE AV	MAIN ST	300 W	N	0	0	0	2 A	В	С	A	A	A	D	
8637883	20180607	1714	4 MAIN ST	LAKE AV	250 N	N	4	0	1	2 A	С	C	A	A	A	D	
8638869	20180607	1600	4 MAIN ST	51H ST	5 W	N	3	U	1	2 A	6	В	F	A	A	U	Y
8799840	20180607	1854	4 LAKE AV	LINCOLN ST	U	Y	U	U	U	2 A 2 A	U D	C	A	A	A	A	
8660522	20180616	1921		DEACH ST		T	0	0	0	5 A 2 A	U C	L C	A	A	A	A	
0000523	20100010	1027			23 E	N V	÷	0	<u>د</u>	3 A 1 A	C E	L I	~	~	A C	^	
8660951	20180618	2022	1 BEACH ST	LINCULN ST MARCHANT ST	0	T V	4	0	1	1 A 2 A		r C	Δ.	Δ	د ۵	n D	
8652220	20180618	1049		IVIARCHAINT ST	U 10 F	T	4	0	1	2 A 1 A	F	L I	M A	A A	A	D	
0023330	20100021	2000	+ DEACH SI	LUCUSI SI	TO E	IN	v	v	v	1 A	L.	1	А	А	L	D D	

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9647024	20190622	2227		MAIN ST	0	v	0	0	0	2 ^	D	<u>ر</u> ۸	٨	c	٨	
9647934	20180023	1225			0	v v	0	0	0	2 A	c		A A	~	A A	
004/950	20180626	1325	2 PREEDUIVI BL		0	F V	0	0	0	5 A	C	C A	A	A	A	
8652399	20180626	835	2 MAIN SI	RODRIGUEZ ST	0	Ŷ	0	0	0	2 A	В	C A	A	A	A	
8668757	20180626	2122	2 JEFFERSON ST	PALM AV	312 S	N	0	0	0	4 A	C	E A	A	D	D	
8664303	20180702	2204	1 CALIFORNIA ST	SUDDEN ST	30 E	N	0	0	0	2 A	В	E A	A	C	D	
8652321	20180703	1323	2 BEACH ST	MAIN ST	60 W	N	0	0	0	2 A	C	C A	Α	A	Α	
8662932	20180705	1528	4 WALKER ST	LAKE AV	70 S	N	0	0	0	2 A	D	C A	А	A	D	
8682782	20180708	2326	7 MARCHANT ST	MAPLE AV	92 N	N	Ō	0	0	2 A	С	E A	А	C	D	
8663315	20180709	1240	1 STH ST	LINCOLN ST	0	Y	4	0	1	2 A	D	C A	Α	Α	Α	
8663370	20180709	874	1 MAIN ST	LAKEAV	100 S	N	0	0	0	2 4	B	E A	Δ	Δ.	D	
8676640	20180716	2129		MANN CT	100 5	x .	0	0	0	2.0	B	E A	^	с С	^	
8070040	20180710	2128	I E BEACH ST	MAIN ST	50 11		0	0	0	3 A	в	LA			A	
86/2/33	20180719	1444	4 WALKER ST	BEACH ST	52 N	N	0	0	0	2 A	L	E A	A	A	D	
8658010	20180721	1515	6 UNION ST	ELM ST	86 S	N	4	0	1	2 B	н	G A	A	A	D	
8667261	20180723	2149	1 MAIN ST	LAKE AV	0	Y	0	0	0	2 A	D	C A	Α	С	Α	
8672407	20180723	1814	1 WALKER ST	2ND ST	0	Y	0	0	0	3 A	D	C A	A	A	D	
8667230	20180725	938	3 MAIN ST	RODRIGUEZ ST	0	Y	4	0	1	2 A	D	C A	А	A	A	
8671793	20180731	1356	2 FREEDOM BL	MAIN ST	170 N	N	4	0	1	2 A	С	C A	А	А	D	
9677201	20190902	1977	E WALKED ST		0	v	0	0	-	2 ^	-	с л	^	^	^	
8077301	20180803	1022	1 DEACHER		0		0	0	0	2 A	5	C A	A .	~	A	
8685139	20180813	1909	I BEACH ST	LOCUST ST	4 E	N	0	0	0	IA	E	I A	A	A	D	
8700840	20180815	946	3 RODRIGUEZ ST	RIVERSIDE DR	0	Ŷ	0	0	0	2 A	D	C A	A	A	A	
8677022	20180818	301	6 MAIN ST	BEACH ST	0	Y	0	0	0	2 A	D	C A	Α	С	Α	
8682385	20180818	1630	6 MAIN ST	5TH ST	32 S	N	Ö	0	0	2 A	C	C A	A	A	D	
8688454	20180826	2346	7 WALKER ST	6TH ST	4 N	N	4	0	1	1 A	E	I A	А	C	D	
8701180	20180828	2129	2 MAIN ST	BEACH ST	0	Y	4	0	1	2 A	А	C A	А	С	А	
8701157	20180902	1210	7 LINCOLN ST	CENTER ST	0	v	0	0	-	2 4	0	C A	Δ	Δ.	۵	
8603154	20100302	1151		WALKED ST	250 W	N	2	0	1	2 4	D	с <u>л</u>	A A	~	5	
8092134	20180311	1151	2 REARNET 31	WAEKER ST	250 W		3	0	1	3 A	D	C A			0	
8693018	20180913	1734	4 LINCOLN ST	518 51	150 5	N	3	U	1	3 A	L	L A	А	А	D	
8700687	20180914	844	5 BEACH ST	UNION ST	0	Ŷ	0	0	0	2 A	D	C A	A	A	A	
8717739	20180915	955	6 5TH ST	BRENNAN ST S	0	Y	4	0	1	2 A	G	B B	A	A	D	Y
8700945	20180917	2011	1 RIVERSIDE DR	RODRIGUEZ ST	0	Y	0	0	0	2 A	A	C A	A	С	A	
8700949	20180918	1234	2 BEACH ST	CARR ST	100 E	N	0	0	0	2 A	В	C A	Α	А	D	
8709261	20180925	1446	2 MAPLE AV	UNION ST	314 E	N	0	0	0	2 A	С	C A	А	А	D	
8725277	20180925	2253	2 EAST LAKE AV	LINION ST	0	Y	0	0	0	2 4	F		Δ	c	Δ	
8733107	20180925	2112	2 MAIN CT	LAKE AV	0	v	4	-	1	2 4	-		Δ.	c	Δ.	
07102102	20180323	2112			505 5		4	0	1	2 A	5	C A	A .	c	A	
8/12216	20180927	2336	4 SAKATA LN	RIVERSIDE DR	282.2	N	U	U	0	IA	E	I A	А	L	D	
8717818	20181002	1605	2 LINCOLN ST	MAPLE AV	90 S	N	0	0	0	2 A	D	C A	A	A	D	
8728555	20181007	533	7 BEACH ST	LINCOLN ST	592 E	N	Ö	0	0	3 A	C	E A	A	C	D	
8721451	20181008	853	1 WEST LAKE AV	GARDEN ST	26 S	N	0	0	0	2 A	D	C A	Α	А	D	
8727243	20181015	1551	1 MAIN ST	W LAKE	110 S	N	0	0	0	3 A	В	E A	А	А	D	
8727244	20181015	655	1 MAIN ST	FAST LAKE AV	0	Y	0	0	0	2 4	D	C A	Δ	۵	Δ	
07202/1	20191015	620	1 MAIN ST		0	v	4	0	1	2 ^	_	с л	^	c	^	
8728341	20181015	1616		MALKED ST	0	I V	4	0	1	3 A 1 C	A		A .	<u>د</u>	A D	
6727246	20181010	1010	2 RIVERSIDE DR	WALKER ST	0	1	0	0	0	10	E	JA	A	A	D	
8731064	20181016	2024	2 LINCOLN ST	ELM ST	137 S	N	0	0	0	2 A	D	C A	A	C	D	
8727252	20181022	752	1 RIVERSIDE DR	MAIN ST	0	Y	0	0	0	2 A	В	C A	A	A	A	
8727247	20181023	905	2 MAIN ST	LAKE AV	0	Y	Ö	0	0	2 A	D	C A	A	A	A	
8722392	20181024	1144	3 RODRIGUEZ ST	1ST ST	0	Y	4	0	1	2 A	D	C A	А	А	Α	
8733226	20181029	1506	1 RODRIGUEZ ST	MAIN ST	35 S	N	0	0	0	2 A	С	C A	А	А	А	
8735468	20181105	1253	1 MAIN ST		0	v	4	0	1	2 4	-	B B	Δ	٨	D	v
8733408	20181105	1233			0	I V	4	0	1	2 A	9	с л	A .	с С	D	'
8742952	20181105	2344	1 WAIN ST	IVIAPLE AV	0	Ť	4	0	1	ZA	D	C A	A	L.	A	
8757743	20181110	1322	6 MAIN ST	CENTRAL AV	75 S	N	4	0	1	2 A	C	C A	A	A	D	
8765159	20181110	511	6 MAIN ST	E BEACH ST	0	Y	0	0	0	2 A	D	C A	A	C	A	
8750558	20181111	2308	7 MAIN ST	LAKE AV	157 S	N	0	0	0	1 A	E	I A	А	С	D	
8755949	20181111	359	7 MAIN ST	FREEDOM BL	297 N	N	0	0	0	1 A	E	I A	А	С	D	
8749528	20181112	1531	1 EAST LAKE AV	LINCOLN ST	90 E	N	0	0	0	2 4	C	C A	Δ	Δ.	Δ	
8740526	20101112	1405		LINION ST	50 2	x .	4	0	5	2.0	5	с л	^		^	
0749320	20101114	1405	S RIVERSIDE DR		0	1	4	0	5	5 A	5	C A	A .	A .	A	
8765090	20181119	2254	1 MENKER SI	RIVERSIDE DR	45 N	N	0	0	0	4 A	A	E A	A	C	D	
8749522	20181120	1554	2 BRENNAN ST	LAKE AV	13 S	N	3	0	1	2 A	G	B B	A	A	A	Y
8746497	20181121	738	3 MAPLE AV	MAIN ST	0	Y	Ö	0	0	2 A	D	C A	A	A	A	
8741907	20181122	2348	4 E FRONT ST	UNION ST	121 E	N	Ō	0	0	3 A	С	E A	В	C	D	
8757506	20181122	2044	4 BEACH ST	WALKER ST	145 E	N	0	0	0	2 A	В	E A	А	С	D	
8765155	20181123	972	5 MAIN ST		94 5	N	4	0	1	4.4	-	C A	B	Δ.	- D	
8703133	20181123	322	5 MAIN ST		34 J		4	0	1	4 4	c		5	A .	D	
90870456	20181123	220	5 MAIN ST	W. LAKE AVE	320 5	N	0	0	0	3 A	G	E A	в	C	D	
8760208	20181201	1759	6 RIVERSIDE DR	WALKER ST	0	Ŷ	4	0	2	2 A	-	- A	A	C	-	
8753998	20181203	1612	1 RODRIGUEZ ST	FORD ST	0	Y	0	0	0	2 A	D	C A	A	A	A	
8759705	20181204	1607	2 WALKER ST	LAKE AV	0	Y	0	0	0	2 A	D	C A	В	A	Α	
8765125	20181209	1345	7 MAIN ST	RODRIGUEZ ST	0	Υ	0	Ō	0	2 A	C	Č A	A	А	А	
8759573	20181211	1059	2 WALKER ST	BEACH ST	15 S	N	0	0	0	2 A	С	C A	А	A	D	
8767486	20181214	1705	5 FRONT ST	WALKER ST	10 E	N	3	0	1	2 A	G	ΒE	А	С	D	Y
8776593	20181217	1515	1 W BEACH ST	WALKER ST	10 E	Ν	0	0	0	2 A	C	C A	А	А	А	
8782555	20181220	1132	4 RODRIGUEZ ST	FORD ST	 0	Y	0	0	0	2 4	- C	C A	Δ	۵	D	
9/65616	20101220	1442	1 MAIN CT	DEACH ST	0	v	1	1	0	2 ^	c c		P	^	-	v
0403010	20101224	1944		JEACH JI	U 65 5		1	1	0	2 /	3	ы D		~	-	T
0/01211	20101220	1041	5 TIVE 51	/ I T 3 I	6 60	in .	0	U O	0	2 M	в -	E A	~	с С	5	
8776092	20181227	1804	4 LINCOLN ST	51851	7 5	IN	U	U	U	1 A	E	I A	A	L -	U -	
8776597	20181230	1856	7 RODRIGUEZ ST	2ND ST	50 S	N	0	0	0	2 A	В	C A	A	C	D	
8760868	20181231	752	1 WALKER ST	KEARNEY ST	0	Y	0	0	0	2 A	D	C A	A	A	А	
8727344	20190111	1959	5 RIVERSIDE DR	UNION ST	0	Y	0	0	0	2 A	D	D A	В	С	A	
8788382	20190111	1807	5 LINCOLN ST	LAKE AV	87 S	N	0	0	0	2 A	С	C A	в	С	D	
8805311	20190113	119	7 LAKE AV	CARR ST	200 F	N	0	0	0	2 4	Ċ	FΔ	۵	Ċ	D	
00015931	20100119	1940	E DODDICUEZ ST	WI AKE AVE	200 E	N	2	0	1	2.4	e	C .	A A	0	D	
90915654	20190118	1840	5 KODKIGUEZ SI	W LAKE AVE	109 N	N	5	0	1	ZA	D	G A	A .			
8/87491	20190121	813	1 MAIN ST	BEACH ST	0	T	U	U	U	2 A	D	L A	в	A	A	
8799841	20190122	1632	2 RODRIGUEZ ST	2ND ST	0	Y	2	0	1	2 A	D	G A	A	A	A	
8794186	20190129	1629	2 LAKE AV	SUDDEN ST	0	Y	0	0	0	2 A	D	C A	A	A	A	
8794474	20190203	1011	7 MAIN ST	LAKE AV	11 N	Ν	0	0	0	2 A	С	C A	В	А	A	
8794595	20190203	2054	7 MAIN ST	RODRIGUE7 ST	205 S	Ν	4	0	1	1 A	F	I A	В	с	D	
8800195	20190204	1815	1 FORD ST	RODRIGUEZ ST	0	Y	3	-	-	2 4	-		Δ	č	-	v
9704600	20100204	1520		MADOLIANT	0	v	1	0	1	2 ^		-	P	~	D	ı v
0/34090	20190208	1000	D RIVERSIDE DR	WIARCHANT ST	U	i V	4	U O	1	2 M	u c		D	с С		r V
8805354	20190208	1809	5 BEACH ST	UNION ST	0	Y	4	0	1	2 A	G	в В	в	С	A	Y
8800703	20190210	608	7 BEACH ST	EATON CT	55 W	N	0	0	0	4 A	В	E A	В	В	D	
8794600	20190213	1148	3 LINCOLN ST	RIVERSIDE DR	80 N	Ν	0	0	0	1 A	E	I A	В	А	D	
8794642	20190219	1603	2 SUDDEN ST	WATERS ALY	0	Y	0	0	0	2 A	В	C A	A	A	D	
8811422	20190302	2124	6 LOCUST ST	BEACH ST	81 S	Ν	0	0	0	2 A	D	E A	В	С	D	
8822523	20190302	1915	6 BEACH ST	UNION ST	0	Y	4	0	1	2 A	G	B B	в	С	А	Y
8831237	20190302	2241	6 LINCOLN ST	FLM ST	22 5	N	0	0	0	2 4	- C	F A	А	Ċ	D	
8800186	20190304	1056	1 MAIN ST	1ST ST	0	Y	0	0	õ	2 4	n	C ^	Δ	Δ.	Δ	
0005100	20100304	1220		LAKE AV	145 N	N	0	0	0	2 ^	2		P	~	0	
0022328	20190305	1320	2 JEFFERSUN SI	LAKE AV	145 N	in .	U	U	U	2 A	D	C A	D	A .	0	
8826791	20190305	723	2 MAIN ST	RIVERSIDE DR	0	Y	4	0	1	2 A	D	C A	В	A	A	
8830849	20190306	1251	3 BRENNAN ST	5TH ST N	5 N	N	4	0	1	2 D	G	B F	В	A	D	Y
	20400207	1526	A LINICOLNI CT		210 N	AL .		0	0	2.4	D	C A	D	•	D	

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8838959	20190316	1956	6 MAIN ST	FRONT ST	123 S	N	3	0	1	2 A	G	В	E	A	C	D	Y
8839830	20190316	2153	6 MAIN ST	1ST ST	4 N	N	4	0	1	2 A	G	В	С	A	С	D	Y
8826353	20190317	759	7 MAIN ST	FREEDOM BL	126 S	N	0	0	0	2 A	В	С	A	A	А	D	
8826438	20190318	1455	1 MAIN ST	5TH ST	0	Y	0	0	0	2 A	D	С	A	A	A	A	
8839026	20190322	1744	5 LAKE AV	RODRIGUEZ ST	68 E	N	0	0	0	2 A	В	С	А	А	А	D	
8838930	20190329	1257	5 FREEDOM BL	MAIN ST	162 N	N	0	0	0	2 A	н	с	А	А	А	D	
8838362	20190404	1539	4 BEACH ST	MAIN ST	0	Y	4	0	1	2 A	G	в	в	А	А	А	Y
8841520	20190408	1624	1 LINION ST	ALEXANDER ST	0	Y	4	0	1	2 4	c	c	A	Δ	Δ.	Δ	
0041520	20100400	045		DINE ST	20 5	N	4	0	-	5 4	c	E E	~	A A	~	A D	
8844563	20190409	845	2 BEACH ST	PINESI	29 E	N	0	0	0	SA	C .	E	A .	A	A	D	
8857645	20190412	1943	5 MAPLE AV	MARCHANTSI	260 E	N	0	0	0	2 A	в	C	А	A	C	D	
8842863	20190415	2220	1 MAIN ST	BEACH ST	0	Y	4	0	1	2 A	D	C	A	В	С	A	
8845007	20190416	1203	2 WALKER ST	6TH ST	5 N	N	0	0	0	2 A	C	С	Α	Α	A	D	
8842812	20190417	2308	3 RIVERSIDE DR	MAIN ST	0	Y	4	0	2	2 A	D	C	A	A	С	A	
8839938	20190418	908	4 KILBURN ST	FORD ST	48 S	N	0	0	0	2 A	С	Е	А	А	А	D	
8849288	20190423	1531	2 RIVERSIDE DR	UNION ST	96 F	N	0	0	0	2 D	В	C	А	А	А	А	
0010200	20100424	1446	2 MAIN ST		0	x x	0	0	0	2.0	D	c	^	^	^	^	
0056724	20190424	1440	S IVIAIN SI	LAKEAV	252.14	T N	0	0	0	2 A	0	, C	A .	A	A .	A	
8856721	20190425	953	4 LAKE AV	IVIAIN ST	253 W	N	0	U	0	2 A	в	E	А	A	А	D	
8808222	20190505	1121	7 RODRIGUEZ ST	BEACH ST	9 E	N	1	1	0	2 A	G	В	в	A	А	А	Y
8876601	20190505	1530	7 MARCHANT ST	GRANT AV	15 N	N	0	0	0	2 A	D	C	A	A	A	A	
8847468	20190513	1824	1 EAST LAKE AV	UNION ST	0	Y	0	0	0	2 A	D	С	A	A	A	A	
8867879	20190517	2151	5 RIVERSIDE DR	WALKER ST	Ō	Y	0	0	Ō	1 A	E	1	A	Α	С	A	
8868271	20190517	1553	5 LAKE AV	RODRIGUEZ ST	40 W	N	0	0	0	2 A	C	С	A	A	А	A	
8874119	20190521	932	2 WALKER ST	6TH ST	46 N	N	0	0	0	3 A	В	F	А	Α	А	D	
887/8/1	20190525	47		WALKER ST	24 F	N	0	0	0	1 4	F	ī	Δ	Δ	C	Δ	
0074041	20100525	4,			24 5	×	4	0	1	2.4	5	ć	~	A A	•	A A	
0075164	20190520	045	7 WALKER ST	RIVERSIDE DR	0	T	4	0	1	3 4	D	C C	A .	A	A .	A .	
8875164	20190527	2340	1 IVIAIN ST	BEACH ST	0	Ť	0	0	0	2 A		с -	A	A	C	A	
8873921	20190528	1206	2 MAIN ST	LAKE AV	32 S	N	0	0	0	2 A	В	E	А	A	A	D	
8874123	20190530	725	4 WALKER ST	LAKE AV	0	Y	0	0	0	2 A	D	C	A	A	A	A	
8885986	20190607	1757	5 MAIN ST	CENTRAL AV	0	Y	0	0	0	2 A	В	С	А	А	A	D	
8875460	20190609	548	7 RIVERSIDE DR	UNION ST	2 E	N	4	0	1	2 A	н	G	А	A	A	A	
8887202	20190609	41	7 WALKER ST	W FRONT ST	130 S	N	0	0	0	1 A	E	J	А	А	C	D	
8875456	20190611	459	2 MAIN ST	BEACH ST	0	Y	4	0	1	2 A	D	С	А	А	А	А	
8890951	20190611	2226	2 IFFFFRSON ST	FASTIAKE AV	50 N	N	0	-	-	2 4	- B	ř	A.	Δ.	D	Δ.	
88030331	20120011	1750	2 JETTERJUN JI	2ND CT	220 C	N	0	0	0	1 4	5			<u>^</u>	~		
8892921	20190618	1/50	Z PINE SI		339 5	IN .	U	U	U	1 A	L	1	A .	A	A	D D	
8892929	20190625	532	2 LINCOLN ST	EAST LAKE AV	295 N	N	0	U	0	2 A	D	C	А	А	A	υ	
8896014	20190627	2050	4 RIVERSIDE DR	WALKER ST	0	Y	0	0	0	2 A	D	C	A	A	С	A	
8890872	20190701	918	1 UNION ST	BEACH ST	15 S	N	0	0	0	2 A	С	С	A	A	A	A	
8895973	20190703	1202	3 RIVERSIDE DR	MAIN ST	210 W	N	4	0	1	2 A	C	С	A	А	А	D	
8896355	20190705	1642	5 RIVERSIDE DR	MARCHANT ST	60 E	N	0	0	0	2 A	С	с	А	А	А	D	
8916385	20190705	259	5 2ND ST	MENKER ST	116 F	N	0	0	0	2 4	Ċ	ć	۵	Δ	c	D	
0005077	20100709	1701	1 2ND ST	MAIN ST	0	x x	0	0	0	2.4	c	c	^	^	^	۵	
0000520	20190708	1/01		IVIAIN ST	0	T	0	0	0	2 A	C	C C	A .	A	A .	A .	
8896539	20190708	1029	1 RIVERSIDE DR		0	Ť	3	0	5	2 A		C -	A	A	A	A	
8918151	20190714	1716	7 MARCHANT ST	BOCKIUS ST	42 S	N	0	0	0	2 D	D	C	А	A	A	D	
8167794	20190715	1626	1 EAST LAKE AV	BRENNAN ST	25 E	N	0	0	0	2 A	С	С	А	А	A	A	
8906425	20190724	1527	3 RODRIGUEZ ST	BEACH ST	230 N	N	0	0	0	1 A	E	1	Α	Α	A	D	
8908321	20190724	1427	3 BEACH ST	UNION ST	120 W	N	0	0	0	2 A	В	С	Α	A	А	D	
8927059	20190724	2150	3 LINCOLN ST	5TH ST	75 S	N	0	0	0	4 A	В	E	A	A	D	D	
8907111	20190727	1904	6 RODRIGUEZ ST	W 5TH ST	10 N	N	0	0	0	2 A	В	C	А	А	А	D	
8921/12	20190727	22/15	6 W FRONT ST	W FRONT ST 25	27 5	N	0	0	0	2 4	c	F	Δ	Δ	C C	D	
8014376	20100720	1710		MAIN ST	27.5	N	0	0	0	2.4	D D	۲. ۲	~	A A	•	D	
8914276	20190729	1718	1 RIVERSIDE DR	MAIN ST	25 W	N	0	0	0	2 A	в	C	A .	A	A	0	
8913542	20190730	1725	2 RIVERSIDE DR	MARCHANTSI	81 E	N	0	0	0	2 A	L	C	А	A	А	A	
8912103	20190802	523	5 BEACH ST	RODRIGUEZ ST	0	Y	0	0	0	2 A	A	C	A	A	С	A	
8912107	20190805	855	1 FREEDOM BL	EASTERN DR	35 E	N	0	0	0	2 A	В	С	A	A	A	D	
8918089	20190810	1758	6 FREEDOM BL	MAIN ST	203 N	N	0	0	0	1 A	E	1	Α	A	А	D	
8918150	20190810	1705	6 BOCKIUS ST	LINCOLN ST	80 W	N	0	0	0	2 A	В	F	А	А	А	D	
8918186	20190812	1745	1 RIVERSIDE DR	MAIN ST	45 F	N	0	0	0	2 4	в	c	۵	Δ	Δ.	D	
89/9567	20190812	1757	1 E BEACH ST	BEACH ST	40 N	N	0	0	0	3 R	- D	F	Δ.	Δ.	Δ.	- D	
8949307	20150812	1214		DIVERSIDE DR	40 N	N	0	0	0	3.6	C C	C C	A .	A A	~	•	
892/126	20190816	1214	5 WARCHANT ST	RIVERSIDE DR	50 5	N	U	0	0	2 A	C	с -	A	A	A	A	
8924165	20190820	1804	2 BEACH ST	UNION ST	40 W	N	4	0	1	2 A	G	В	D	А	A	D	Y
8927399	20190820	900	2 2ND ST	RODRIGUEZ	226 W	N	4	0	1	2 A	D	С	A	A	A	D	
8931881	20190822	2110	4 MAPLE AV	UNION ST	285 E	N	0	0	0	2 A	С	С	A	A	С	D	
8932061	20190826	1744	1 RIVERSIDE DR	GROVE ST	0	Y	0	0	0	2 A	C	С	A	A	А	D	
8932154	20190827	2315	2 MAIN ST	1ST ST	0	Y	0	0	0	2 A	В	с	А	А	С	D	
8938875	20190830	932	5 RT 129	MAIN ST	35 F	N	0	0	0	3 4	C	ć	Δ.	Δ	Δ.	Δ	
8932150	20100001	2131	7 157 57	MAIN ST	10 \	N	2	0	1	2 4	6	B	B	Δ	 C	 D	v
8932130	20190901	2131	7 131 31	IVIAIN ST	100 00		2	0	1	2.4	0	5		A .	c	D	
0341289	20100003	211	/ IVIAUISUN ST		135 14	N N	0	0	0	3 A 3 A	A	E C	^	A .		J	
810//31	20190902	1802	1 KIVERSIDE DR	RUDRIGUEZ SI	1/5 W	IN .	4	U	2	2 A	L.	с -	A	A	A	A	
8941389	20190902	2000	1 FRONT ST	URIEGA DR	50 W	IN	U	U	U	2 A	в	C	A	A	L	U -	
8949199	20190902	1210	1 FORD ST	WALKER ST	403 E	IN	U	U	U	2 A	6	в	U	А	А	υ	Y
8167885	20190903	1046	2 FREEDOM BL	MAIN ST	10 E	N	4	0	1	2 A	G	В	в	A	A	A	Y
8935894	20190909	1200	1 MAIN ST	FORD ST	50 S	N	0	0	0	2 A	С	С	А	А	A	D	
8941257	20190909	220	1 MAIN ST	FREEDOM BL	0	Y	0	0	0	2 A	A	E	А	А	С	А	
8946004	20190912	2105	4 2ND ST	MENKER ST	84 E	N	Ō	0	0	3 A	С	E	А	А	С	D	
8941261	20190913	941	5 RODRIGUEZ ST	RIVERSIDE DR	0	Y	0	0	0	2 A	С	С	А	А	A	А	
8946008	20190914	2108	6 MAIN ST	1ST ST	98 N	N	0	0	0	2 A	E	1	А	А	С	D	
8941393	20190915	1104	7 WEST LAKE AV	RODRIGUE7 ST	235 F	Ν	0	0	0	2 A	в	С	А	А	В	D	
80/1/20	20100017	745		MADIEAV	0	v	3	0	1	2 4	6	Þ	R	Δ.	Δ	Δ	v
0741433	20130317	140				N	5	0	-	2 4	c c	6		~	~	<u> </u>	'
8941385	20190918	1554	3 FREEDOW BL	BREININAN ST	95 N	N	0	0	0	3 A	L	с -	A	A	A	U .	
8946079	20190919	1325	4 MAIN ST	LAKE AV	25 S	N	0	U	0	2 A	В	E	А	-	A	А	
8946075	20190920	1011	5 BEACH ST	LINCOLN ST	80 E	N	0	0	0	2 A	В	E	А	-	A	D	
8948050	20190928	1236	6 MAIN ST	FORD ST	52 N	N	0	0	0	2 A	С	С	A	A	А	A	
8971792	20191004	633	5 PALM AV	SUDDEN AV	0	Y	4	0	1	2 A	D	С	А	А	A	D	
8971996	20191010	1116	4 MAIN ST	CENTRAL AV	0	Y	0	0	0	2 A	н	G	А	А	А	D	
8977027	20191011	2020	5 WALKER ST	FORD ST	0	Y	0	0	0	2 A	в	Ċ	А	А	А	D	
8970562	20191012	1807	6 UNION ST	REACH ST	15 5	N	0	0	0	2 4	C	ř	A	Δ.	Δ	Δ	
05/0302	20131012	1607			2 5 5	N	2	0	1	2 4	с С		- -	~	~	<u> </u>	
89040/2	20191014	1037	1 BEACH ST	WARCHAINT ST	4 W	IN	3	U	1	2 A	6	в	D	A .	A	D D	¥
8980729	20191018	1910	5 WALKER ST	LAKE AV	0	Y	4	0	1	2 A	G	В	в	A	C	D	Y
8964878	20191022	1145	2 BEACH ST	LINCOLN ST	180 E	N	0	0	0	2 A	D	С	А	А	A	D	
8971877	20191026	1357	6 RIVERSIDE DR	UNION ST	263 E	N	4	0	1	3 A	С	С	A	A	А	D	
8976583	20191027	1034	7 FORD ST	RODRIGUEZ ST	335 E	N	4	0	2	3 A	D	С	А	A	A	D	
8980733	20191027	1248	7 MAIN ST	FORD ST	68 N	N	0	0	0	2 A	В	С	А	А	А	А	
8976541	20191031	1453	4 LAKE AV	MADISON ST	0	Y	4	0	1	2 A	D	С	А	А	А	D	
8976704	20191101	1555	5 UNION ST	MAPLE AV	0	Y	3	0	1	2 A	D	G	А	А	А	А	
8974760	20191105	1012	2 2ND ST	RODRIGUEZ ST	373 \//	N	0	0	-	1 4	F	1	Δ	Δ.	Δ.	D	
007666	20101100	1620	2 2NU 31	EDONT CT	5/5 W		2	0	1	2 4	- D		A	^	^	2	
80001000	20131102	1023	2 IVIAIN ST		U 420.111	IN NI	3	U	1	2 A	D	G	A .	A	A .	5	
8984005		813	2 BEACH ST	MAKCHANT ST	120 W	IN	U	0	0	/ A	н	C	4	Δ	0	1)	
000	20191112	1010		051501:			-	-			8	-			A		
8980842	20191112	1918	7 MAIN ST	CENTRAL AV	0	Y	3	0	1	2 A	G	в	В	A	C	A	Y

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8988690	20191121	2158	4 FRONT ST	MARCHANT ST	57 W	N	0	0	0	3 A	н	E	А	А	С	D	
8990291	20191121	1645	4 WALKER ST	2ND ST	0	Y	0	0	0	3 A	В	С	A	A	A	A	
8983274	20191122	835	5 RIVERSIDE DR	UNION ST	8 E	N	2	0	1	2 A	G	В	В	A	A	A	Y
8985390	20191123	921	6 MAIN ST	RIVERSIDE DR	47 S	N	0	0	0	2 A	С	С	A	A	A	D	
8988967	20191123	922	6 MAIN ST	RIVERSIDE DR	47 S	N	0	0	0	2 A	С	C	A	A	A	D	
8989254	20191123	1010	6 RIVERSIDE DR	UNION ST	0	Y	4	0	1	2 A	D	C	A	A	A	D	
8990100	20191125	1411	1 LAKE AV	MAIN ST	60 E	N	0	0	0	2 A	В	С	A	A	A	D	
8983278	20191126	1227	2 GRANT AV	MARCHANT ST	65 W	N	0	0	0	2 A	В	Е	A	A	A	D	
8985386	20191126	1635	2 MAIN ST	FREEDOM BL	206 N	N	0	0	0	2 A	В	С	A	В	С	A	
8985498	20191126	2322	2 MAIN ST	MAPLE AV	37 S	N	0	0	0	1 A	E	J	A	В	С	D	
8990313	20191126	934	2 CARR ST	BEACH ST	86 N	N	0	0	0	2 A	В	С	A	A	A	A	
9007550	20191201	212	7 MAIN ST	BEACH ST	0	Y	4	0	1	2 A	D	С	А	В	С	Α	
9008414	20191204	1759	3 WEST BEACH	WALKER ST	0	Y	0	0	0	2 A	D	С	A	В	С	A	
9010256	20191206	1751	5 LINCOLN ST	LAKE AV	0	Y	4	0	1	2 A	н	G	А	А	В	А	
9003548	20191207	2228	6 LAKE AV	SUDDEN ST	0	Y	4	0	1	2 A	D	С	А	А	С	D	
8995832	20191210	735	2 WALKER ST	WEST LAKE AV	8 S	N	3	0	2	3 A	G	В	В	А	A	D	Y
9008418	20191215	1431	7 RODRIGUEZ ST	1ST ST	75 N	N	0	0	0	2 A	С	С	А	А	A	D	
9010280	20191216	1956	1 FREEDOM BL	SOUTHERN CIR	130 E	N	4	0	2	3 A	C	С	А	А	A	D	
9020641	20191218	730	3 LAKE AV	MAIN ST	0	Y	4	0	1	2 A	G	В	В	В	В	А	Y
9023301	20191224	1230	2 RODRIGUEZ ST	2ND ST	0	Y	0	0	0	2 A	D	С	A	А	А	А	

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Y

Y Y Y Y

Y Y

Y

Appendix E Existing plus Project Conditions Level-of-Service Worksheets

> Attachment 5 Page 78 of 90

Intersection Level Of Service Report

Intersection 1: Main Street & Lake Avenue

Control Type:	
Analysis Method:	
Analysis Period:	

Signalized HCM 6th Edition AM Peak Hour Delay (sec / veh):6.7Level Of Service:AVolume to Capacity (v/c):0.553

Name	1	Main Stree	et	1	Main Stree	et	L	ake Avenu	le	Lake Avenue			
Approach	1	Northboun	d	S	Southboun	d		Eastbound	ł	١	Vestboun	d	
Lane Configuration		-			IF						ЧГ		
Turning Movement	Left	Left Thru Right			Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00 10.50 12.00			12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	
No. of Lanes in Entry Pocket	0	0 0 0			0	0	0	0	0	0	0	1	
Entry Pocket Length [ft]	100.00	100.00 100.00 100.00 1			100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00 0.00 0.00			0.00 0.00 0.0		0.00	
Speed [mph]		25.00			25.00			30.00			25.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes			
Crosswalk		Yes			Yes			Yes			Yes		

Intersection Level Of Service Report

Intersection 2: Main Street & Beach Street

Control Type:	
Analysis Method:	
Analysis Period:	

Signalized HCM 6th Edition AM Peak Hour Delay (sec / veh): Level Of Service: Volume to Capacity (v/c): 14.0

В

0.582

Name	1	Main Stree	et	Ν	Main Stree	et	В	each Stre	et	Beach Street		
Approach	1	Northboun	d	s	Southboun	d		Eastbound	b	١	Nestboun	d
Lane Configuration		٦IF			٦IF			41				
Turning Movement	Left	Left Thru Right			Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	16.00	10.00	11.00	11.00	11.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1 0 0			0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	135.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00 0.00 0.00		0.00 0.00		0.00	0.00	0.00	0.00
Speed [mph]		25.00			25.00			25.00			30.00	
Grade [%]	0.00				0.00			0.00			0.00	
Curb Present	Yes			Yes				Yes				
Crosswalk	Yes				Yes			Yes		Yes		

Intersection Level Of Service Report

Intersection 3: Beach Street & Rodriguez Street Signalized

Control Type:	
Analysis Method:	
Analysis Period:	

intersection 5. Deach Street & Rounguez Street									
Signalized	Delay (sec / veh):								
HCM 6th Edition	Level Of Service:								
AM Peak Hour	Volume to Capacity (v/c):								

7.8

А 0.423

Name	Roo	driguez St	reet	Roo	driguez St	reet	В	each Stre	et	Beach Street			
Approach	1	Northboun	d	S	Southboun	d	I	Eastbound	ł	١	Vestboun	d	
Lane Configuration		4			ЧÌГ			44			4		
Turning Movement	Left	Left Thru Right			Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	10.00	10.00 11.00 12.00			12.00	12.00	11.00	10.00	10.00	10.00	11.00	11.00	
No. of Lanes in Entry Pocket	1	1 0 0			0	0	1	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00 0.00 0.00		0.00 0.00		0.00	0.00	0.00	0.00	
Speed [mph]		25.00			25.00			25.00			25.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	Yes			Yes				Yes		Yes			
Crosswalk	Yes			Yes				Yes		Yes			

Intersection Level Of Service Report

Intersection 4: Lake Avenue & Rodriguez Street

Control Type:	Signalized
Analysis Method:	HCM 6th Edition
Analysis Period:	AM Peak Hour

Delay (sec / veh): 21.3 Level Of Service: Volume to Capacity (v/c): 0.380

С

Name	Roo	Rodriguez Street			driguez St	reet				Lake Avenue			
Approach	1	Northboun	d	S	Southboun	ıd		Eastbound	ł	١	Westbound		
Lane Configuration		71			IF			٦г		-1r			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	13.50	13.00	12.00	12.00	10.00	12.00	12.00	12.00	10.00	13.00	13.00	13.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	1	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		25.00			25.00			30.00			25.00		
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes				Yes		Yes			
Crosswalk		Yes			Yes			Yes		Yes			

Intersection Level Of Service Report Intersection 5: Beach Street & Walker Street

Control Type: Analysis Method: Analysis Period:

All-way stop HCM 6th Edition AM Peak Hour

Delay (sec / veh): Level Of Service: Volume to Capacity (v/c): 0.800

26.4

D

Name	Beach Street			Beach Street			w N	/alker Stre	et	Walker Street		
Approach	1	Northboun	d	S	Southboun	d		Eastbound	ł	١	Nestboun	d
Lane Configuration		4			+			Чг			Чг	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	11.00	14.00	14.00	14.00	11.00	11.00	11.00	12.00	12.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	40.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00			25.00			25.00	
Grade [%]	0.00				0.00			0.00			0.00	
Crosswalk	Yes				Yes			Yes			Yes	
Volumes	-									-		
Name	В	Beach Street			Beach Street			/alker Stre	et	v	/alker Stre	et
Base Volume Input [veh/h]	157	189	58	34	140	39	65	191	196	54	244	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.70	6.90	13.80	0.00	4.30	2.60	0.00	6.80	10.20	29.60	9.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	0	12	0	12	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	203	58	34	152	39	77	191	196	54	244	25
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	56	16	9	42	11	21	53	54	15	68	7
Total Analysis Volume [veh/h]	174	226	64	38	169	43	86	212	218	60	271	28
Pedestrian Volume [ped/h]		22		1				2		5		

Intersection Level Of Service Report Intersection 6: 2nd Street & Rodriguez Street

Control Type: Analysis Method: Analysis Period:

Total 15-Minute Volume [veh/h]

Total Analysis Volume [veh/h]

Pedestrian Volume [ped/h]

5

19

39

155

7

10

41

9

34

45

179

38

9

34

7

27

26

104

10

7

26

22

87

24

96

13

15

62

All-way stop HCM 6th Edition AM Peak Hour

Delay (sec / veh): 11.5 Level Of Service: Volume to Capacity (v/c): 0.332

В

Name	Roo	driguez St	reet	Rodriguez Street			:	2nd Stree	t	2nd Street			
Approach	1	Northboun	d	S	Southboun	d		Eastbound	ł	\	Nestboun	d	
Lane Configuration		٦Iг			ЧÌГ			+			۲r		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	10.00	11.00	10.00	10.00	11.00	10.00	18.00	18.00	18.00	11.00	11.00	11.00	
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	1	
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		25.00			25.00			25.00			25.00		
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		Yes			Yes			Yes		Yes			
Volumes													
Name	Roo	driguez St	reet	Roo	driguez St	reet		2nd Stree	t		2nd Stree	t	
Base Volume Input [veh/h]	17	122	37	31	117	31	25	95	24	79	87	56	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	11.80	3.30	2.70	0.00	6.00	3.20	0.00	0.00	4.20	0.00	3.40	1.80	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	19	0	0	46	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	17	141	37	31	163	31	25	95	24	79	87	56	
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	
	1 0000	1 0000	1 0000	1 0000	1 0000	1 0000	1 0000	1 0000	1 0000	1 0000	1 0000	1 0000	

Intersection Level Of Service Report

Intersection 1: Main Street & Lake Avenue

Control Type:	Signalized	
Analysis Method:	HCM 6th Edition	
Analysis Period:	PM Peak Hour	

Delay (sec / veh):7.3Level Of Service:AVolume to Capacity (v/c):0.576

Name	Ν	Main Stree	et	ſ	Main Stree	et	L	ake Aveni	le	L	Lake Avenue		
Approach	1	Northboun	d	5	Southbour	ıd		Eastbound	b	\	Westbound		
Lane Configuration		-11			IF					HIr			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	10.50	12.00	11.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		25.00			25.00			30.00		25.00			
Grade [%]		0.00			0.00		0.00			0.00			
Curb Present	Yes			Yes						Yes			
Crosswalk		Yes			Yes			Yes		Yes			

Intersection Level Of Service Report Intersection 2: Main Street & Beach Street

Control Type: Analysis Method: Analysis Period:

Signalized

HCM 6th Edition

Delay (sec / veh): Level Of Service: Volume to Capacity (v/c): PM Peak Hour

20.1

С

0.584

Name	Ν	Main Stree	et	N	Main Stree	et	В	each Stre	et	Beach Street			
Approach	1	Northboun	d	S	Southboun	d		Eastbound	ł	١	Westbound		
Lane Configuration		אור			ᆌ┢			41					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	10.00	11.00	16.00	10.00	11.00	11.00	11.00	11.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0	
Entry Pocket Length [ft]	90.00	100.00	100.00	135.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		25.00			25.00			25.00		30.00			
Grade [%]		0.00			0.00		0.00			0.00			
Curb Present	Yes			Yes				Yes					
Crosswalk		Yes			Yes			Yes		Yes			

Intersection Level Of Service Report Intersection 3: Beach Street & Rodriguez Street

intersection 5. Beach Street & Rounguez Street									
Control Type:	Signalized	Delay (sec / veh):	8.1						
Analysis Method:	HCM 6th Edition	Level Of Service:	А						
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.443						

Intersection Setup

Name	Roo	Rodriguez Street			driguez St	reet	В	each Stre	et	Beach Street			
Approach	1	Northboun	d	S	Southboun	d		Eastbound	ł	١	Westbound		
Lane Configuration		-1 P			лIг			44		-1r			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	10.00	11.00	12.00	12.00	12.00	12.00	11.00	10.00	10.00	10.00	11.00	11.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		25.00			25.00			25.00			25.00		
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes				Yes		Yes			
Crosswalk		Yes			Yes			Yes		Yes			

Intersection Level Of Service Report

Intersection 4: Lake Avenue & Rodriguez Street

		· · · · · · J · · · · · · ·
Control Type:	Signalized	Delay (sec / veh):
Analysis Method:	HCM 6th Edition	Level Of Service:
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):

Intersection Setup

Name	Roo	Rodriguez Street			driguez St	reet	L	ake Avenu	le	Lake Avenue			
Approach	1	Northbound			Southboun	d		Eastbound	ł	١	Westbound		
Lane Configuration		1			IF			٦Г		- 1 P			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	13.50	13.00	12.00	12.00	10.00	12.00	12.00	12.00	10.00	13.00	13.00	13.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	1	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		25.00			25.00			30.00			25.00		
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes				Yes		Yes			
Crosswalk		Yes			Yes			Yes		Yes			

22.1 C 0.437 Control Type:

Analysis Method:

Analysis Period:

Version 2020 (SP 0-0)

Intersection Level Of Service Report Intersection 5: Beach Street & Walker Street

All-way stop HCM 6th Edition

PM Peak Hour

Delay (sec / veh): 24.4 Level Of Service: Volume to Capacity (v/c): 0.773

С

Name	Beach Street			Beach Street			N	/alker Stre	et	Walker Street		
Approach	1	lorthboun	d	S	Southboun	d		Eastbound	ł	١	Vestboun	d
Lane Configuration		44			+			Чг			Чг	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	11.00	14.00	14.00	14.00	11.00	11.00	11.00	12.00	12.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	40.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00			25.00			25.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk	Yes				Yes			Yes			Yes	
Volumes												
Name	В	each Stre	et	Beach Street			N	/alker Stre	et	N N	/alker Stre	et
Base Volume Input [veh/h]	143	227	99	22	100	49	79	255	124	35	254	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.90	3.50	4.00	4.50	1.00	6.10	0.00	4.30	4.00	11.40	2.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	4	0	3	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	230	99	22	104	49	82	255	124	35	254	37
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	60	26	6	27	13	21	66	32	9	66	10
Total Analysis Volume [veh/h]	149	240	103	23	108	51	85	266	129	36	265	39
Pedestrian Volume [ped/h]		10			0			1		3		

Intersection Level Of Service Report Intersection 6: 2nd Street & Rodriguez Street

Control Type: Analysis Method: Analysis Period:

All-way stop HCM 6th Edition PM Peak Hour

Delay (sec / veh): 13.3 Level Of Service: Volume to Capacity (v/c): 0.489

В

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration	ліг			חור			+			۲r			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	10.00	11.00	10.00	10.00	11.00	10.00	18.00	18.00	18.00	11.00	11.00	11.00	
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	1	
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	25.00			25.00			25.00			25.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			
Volumes													
Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street			
Base Volume Input [veh/h]	20	199	76	68	233	39	27	99	56	66	86	92	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	0.00	2.00	1.30	0.00	2.10	0.00	3.70	0.00	3.60	0.00	1.20	0.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	4	0	0	16	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	20	203	76	68	249	39	27	99	56	66	86	92	
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	5	52	19	17	64	10	7	25	14	17	22	23	
Total Analysis Volume [veh/h]	20	207	78	69	254	40	28	101	57	67	88	94	
Pedestrian Volume [ped/h]	10				38			13			27		