APPENDIX J – TRAFFIC IMAPCT STUDY

LINSCOTT
LAW &
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engineers

TRAFFIC IMPACT STUDY

EVERETT STREET TERRACES PROJECT

City of Moorpark, California

February 17, 2016

Prepared for:

Everett Street Terraces
1001 Newbury Road
Thousand Oaks, CA 91320

LLG Ref. 5-13-0055-1

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TRAFFIC IMPACT STUDY

EVERETT STREET TERRACES PROJECT

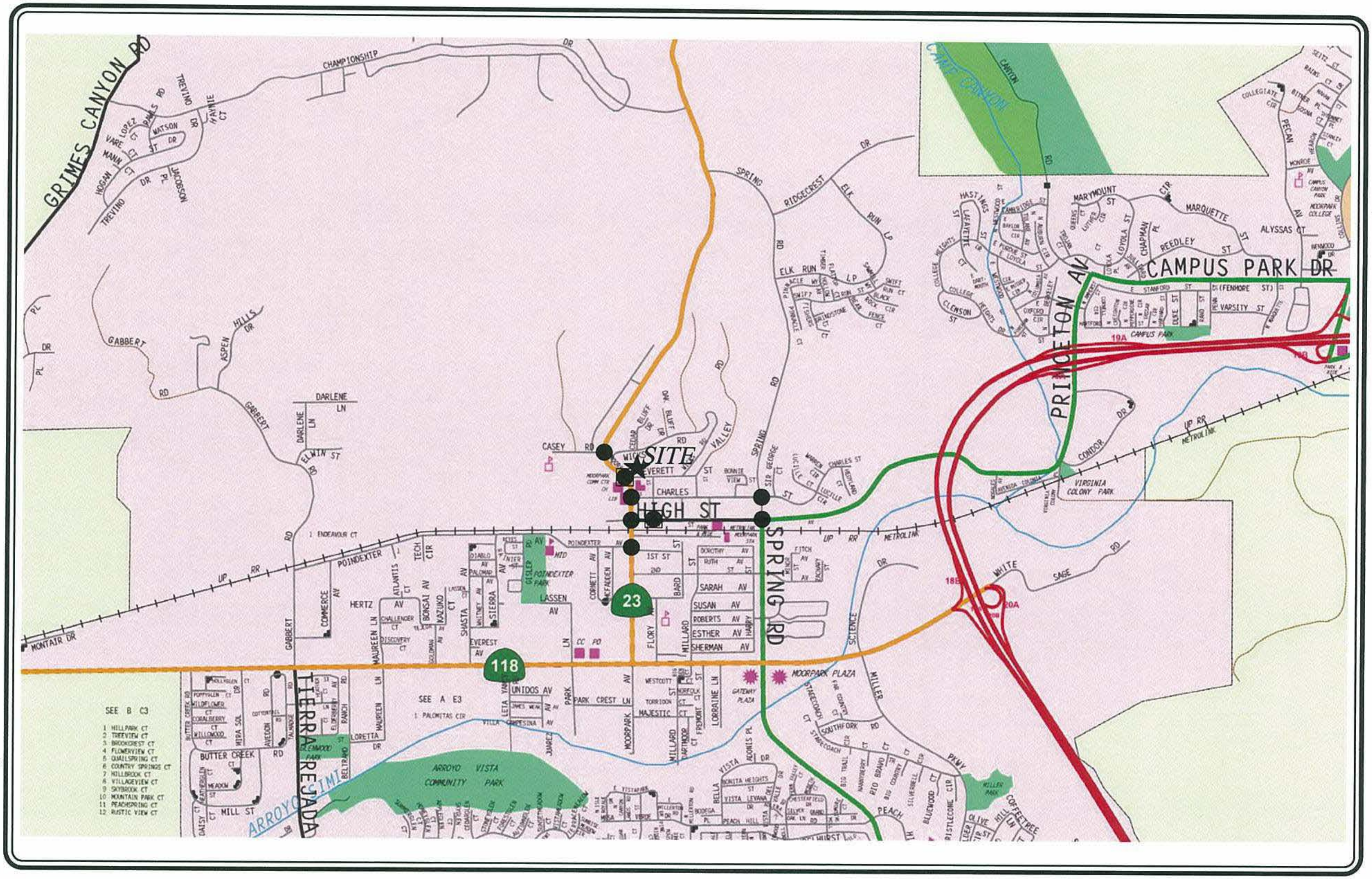
City of Moorpark, California
February 17, 2016

1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts generated by the proposed Everett Street Terraces project. The proposed project is located on the north side of Everett Street, east of Moorpark Avenue in the City of Moorpark, California. The proposed project site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of Moorpark traffic study guidelines (i.e., *Guidelines for Preparing Traffic and Circulation Studies,* 1993). This traffic analysis evaluates the potential project-related traffic impacts associated with the proposed development at eight key intersections in the vicinity of the project site. The study intersections were determined in consultation with the City of Moorpark staff. The Intersection Capacity Utilization (ICU) method was used to determine volume-to-capacity ratios and corresponding Levels of Service (LOS) at the study intersections.

This study (i) presents existing traffic volumes, (ii) forecasts existing plus project traffic volumes, (iii) determines project-related impacts, (iv) forecasts cumulative future traffic volumes with the related projects and the proposed project, and (v) provides fair-share calculations toward cumulative mitigation measures, where appropriate.



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MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

● STUDY INTERSECTION

☐ REVIEW FOR SIGNAL WARRANTS

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 1-1
VICINITY MAP

EVERETT STREET TERRACES PROJECT

2.0 PROJECT DESCRIPTION

2.1 Site Location

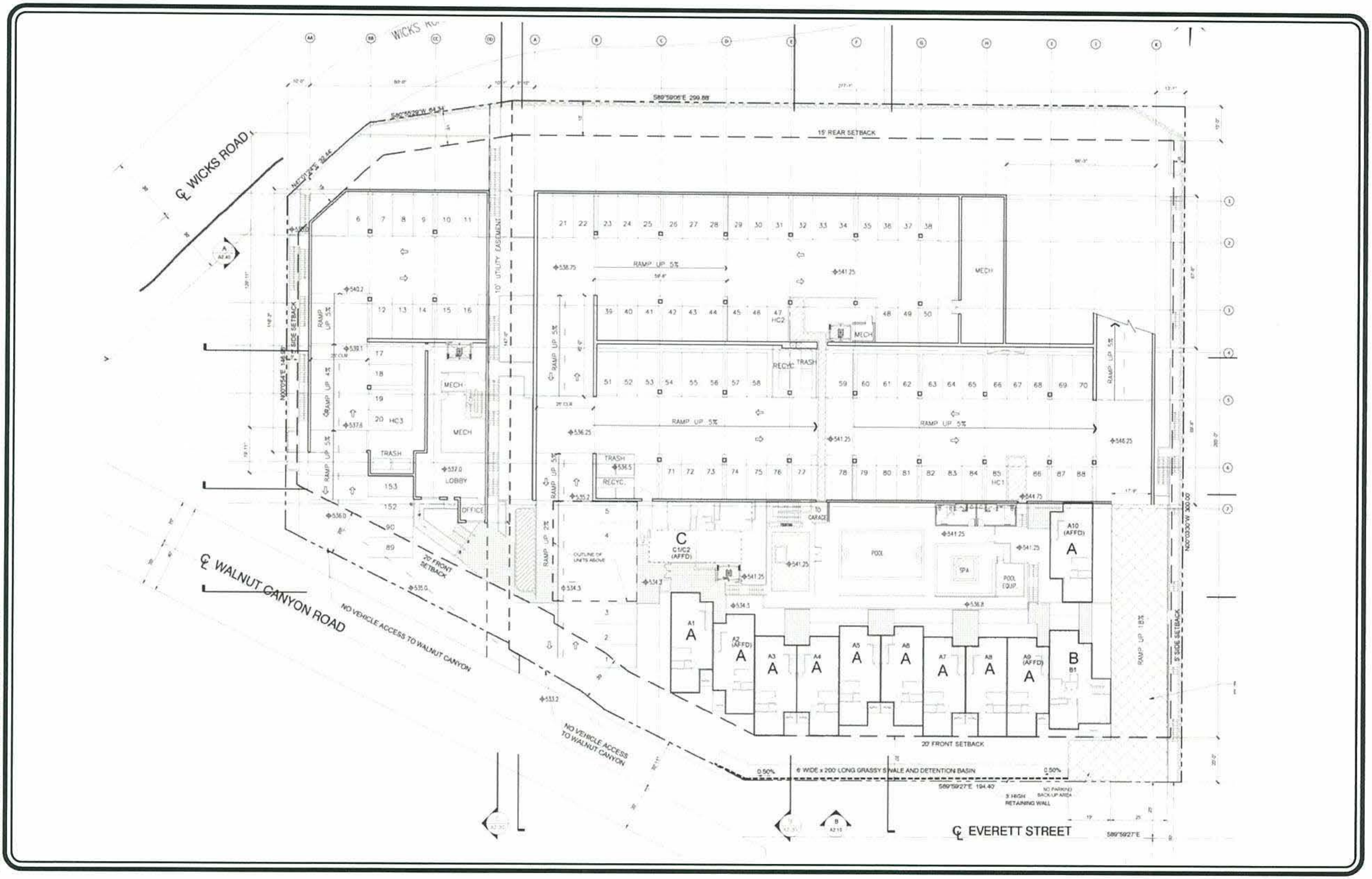
The proposed project is located on the north side of Everett Street, east of Moorpark Avenue in the City of Moorpark. The project site is bounded by residential uses to the north and east, Everett Street to the south, and Moorpark Avenue to the west.

2.2 Existing Project Site

The project site is located at the northeast corner of the Everett Street/Moorpark Avenue intersection. The overall project site comprises approximately 2 acres and a portion of the site was previously occupied by six single-family homes. The six existing single-family homes have been removed to accommodate the proposed project.

2.3 Proposed Project Description

The Everett Street Terraces project consists of the development of a residential condominium complex with 60 dwelling units. The condominium complex will consist of 2-bedroom and 3-bedroom units. The site plan for the proposed project is illustrated in ***Figure 2–1***.



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MAP SOURCE: JOHN NEWTON & ASSOCIATES, INC.

FIGURE 2-1
PROJECT SITE PLAN

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EVERETT STREET TERRACES PROJECT

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3.0 SITE ACCESS AND CIRCULATION

The site access scheme for the proposed project is displayed in *Figure 2–1*. Descriptions of the existing site access and proposed project site access and circulation schemes are provided in the following subsections.

3.1 Existing Site Access

Vehicular access to the existing project site is presently provided via multiple access points on Everett Street and Moorpark Avenue along the project frontage. Two driveways are currently provided on the east side of Moorpark Avenue, which borders the project site to the west. Two driveways are currently provided on the north side of Everett Street, which borders the project site to the south. All existing project driveways currently accommodate left-turn and right-turn ingress and egress turning movements.

3.2 Proposed Project Site Access and Circulation

The proposed project site access scheme is displayed in *Figure 2–1*. Vehicular access to the project will be provided via one driveway on the north side of Everett Street at the most easterly portion of the project site.

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional access to the project site is provided by the State Route 118 (Ronald Reagan) Freeway and State Route 23 (Moorpark) Freeway, as shown in *Figure 1–1.* Full freeway ramp connections are provided on both the State Route 118 and State Route 23 Freeways at Los Angeles Avenue. Brief descriptions of the State Route 118 Freeway and State Route 23 Freeway are provided in the following paragraphs.

State Route 118 (Ronald Reagan) Freeway is a major freeway connecting Moorpark with the San Fernando Valley and the Los Angeles Basin. In the vicinity of the project, the State Route 118 Freeway provides two travel lanes in each direction. Both northbound and southbound ramps are provided on State Route 118 at Los Angeles Avenue.

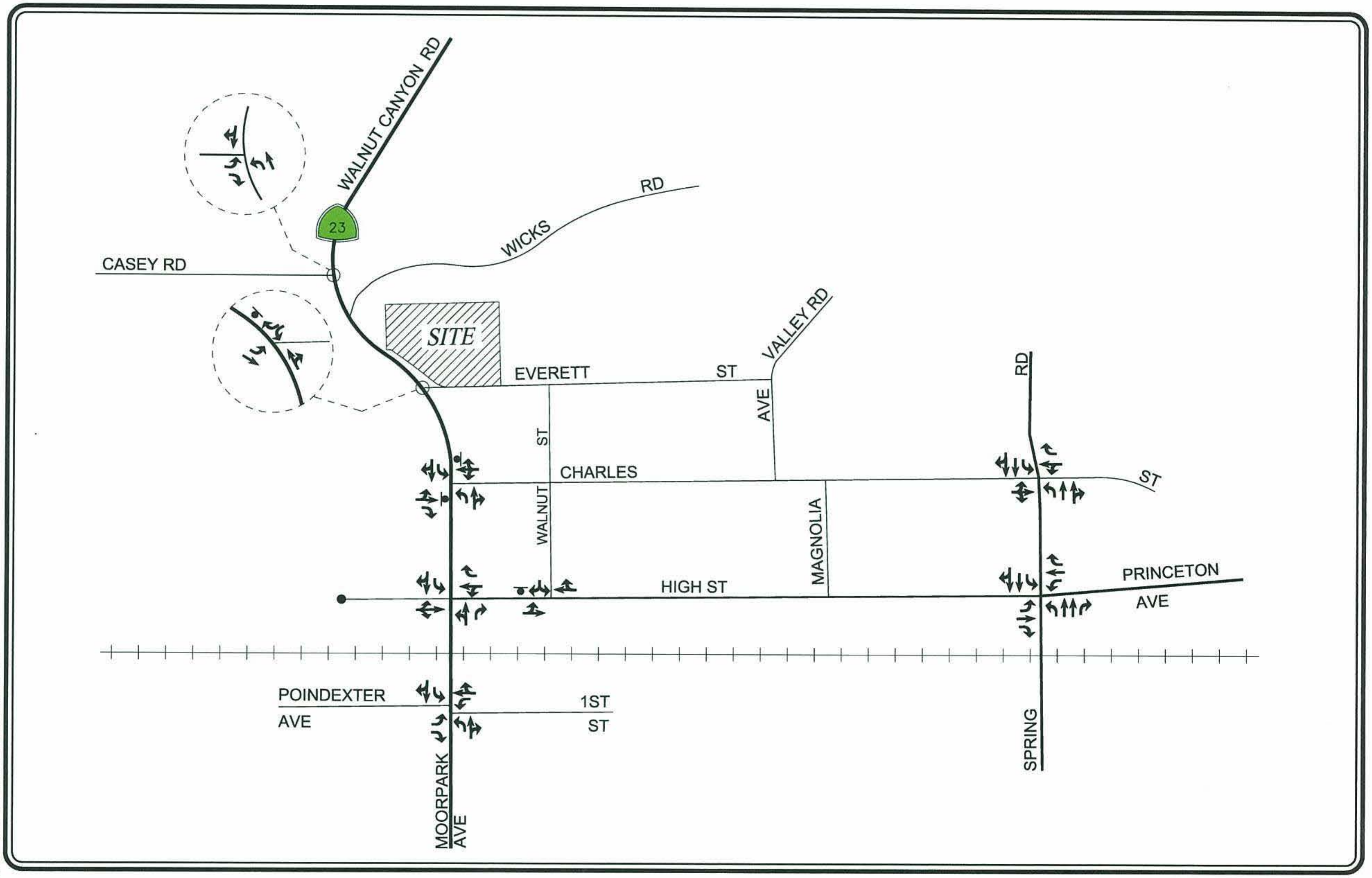
State Route 23 (Moorpark) Freeway extends from the junction with the State Route 118 Freeway southerly to the US-101 (Ventura) Freeway in the City of Thousand Oaks. State Route 23 Freeway provides two to three travel lanes in each direction in the vicinity of the project. Both northbound and southbound ramps are provided on State Route 23 at Los Angeles Avenue.

4.2 Local Street System

Immediate access to the project site is provided via Everett Street. The following eight study intersections were selected by City of Moorpark staff for analysis of potential impacts related to the proposed project:

1. Walnut Canyon Road-Moorpark Avenue / Casey Road
2. Moorpark Avenue / Everett Street
3. Moorpark Avenue / Charles Street
4. Moorpark Avenue / High Street
5. Moorpark Avenue / Poindexter Avenue – 1st Street
6. Walnut Street / High Street
7. Spring Road / Charles Street
8. Spring Road / High Street – Princeton Avenue

Five of the eight study intersections selected for analysis are currently controlled by traffic signals. The remaining three intersections – Moorpark Avenue/Everett Street, Moorpark Avenue/Charles Street and Walnut Street/High Street – are currently controlled by stop signs. The existing lane configurations at the eight study intersections are displayed in ***Figure 4–1***.



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▨ PROJECT SITE
● STOP SIGN

FIGURE 4-1
EXISITING LANE CONFIGURATIONS

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EVERETT STREET TERRACES PROJECT

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4.3 Roadway Descriptions

Brief descriptions of the important roadways in the project site vicinity are provided in the following paragraphs.

Moorpark Avenue is a north-south roadway that borders the project site to the west. One through travel lane is provided in each direction on Moorpark Avenue in the project vicinity. North of Casey Road, Moorpark Avenue becomes Walnut Canyon Road. South of Los Angeles Avenue, Moorpark Avenue terminates just north of the Arroyo Simi. Exclusive left-turn lanes are provided in the northbound direction at the Casey Road intersection and in both directions at the Poindexter Avenue, High Street, and Charles Street intersections. A separate right-turn lane is provided in the northbound direction on Moorpark Avenue at the High Street intersection. Curbside parking is prohibited along both sides of Moorpark Avenue in the project vicinity. Moorpark Avenue is posted for a 30 miles per hour speed limit near the project site. Moorpark Avenue/Walnut Canyon Road is a State highway (SR-23).

Walnut Street is a north-south roadway that is located east of the project site. Walnut Street extends from Everett Street on the north to High Street on the south. One through travel lane is provided in each direction on Walnut Street in the project vicinity. Parking is allowed along both sides of Walnut Street in the project vicinity, except between Charles Street and High Street where two-hour angled parking is provided from 9:00 AM to 9:00 PM along both sides of the street. There is no posted speed limit on Walnut Street within the project study area, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Spring Road is a north-south roadway that is located east of the project site. Spring Road extends from Tierra Rejada Road on the south to Walnut Canyon Road on the north. Two through travel lanes are provided in each direction on Spring Road north of Los Angeles Avenue. South of Los Angeles Avenue, one through travel lane is provided in each direction on Spring Road. Exclusive left-turn lanes are provided on Spring Road at the High Street and Charles Street intersections. Curbside parking is prohibited along both sides of Spring Road in the project vicinity. Spring Road is posted for a 45 miles per hour speed limit north of High Street – Princeton Avenue and a 40 miles per hour speed limit south of High Street – Princeton Avenue near the project site.

Casey Road is an east-west roadway that is located north of the project site. One through travel lane is provided in each direction on Casey Road in the project vicinity. Separate left-turn and right-turn lanes are provided in the eastbound direction on Casey Road at the Moorpark Avenue intersection. Casey Road is posted for a 25 miles per hour speed limit near the project site.

Charles Street is an east-west roadway that is located south of the project site. One through travel lane is provided in each direction on Charles Street in the project vicinity. Curbside parking is allowed along both sides of Charles Street within the project study area. Charles Street is posted for a 25 miles per hour speed limit near the project site.

High Street is an east-west roadway that is located south of the project site. High Street extends from Spring Road on the east to just west of Moorpark Avenue. East of Spring Road, High Street becomes Princeton Avenue. One through travel lane is provided in each direction on High Street in the project vicinity. An exclusive left turn lane is provided in eastbound on High Street at the Spring Road intersection. An exclusive westbound right-turn lane is provided on High Street at the Moorpark Avenue intersection and in the eastbound direction at the Spring Road intersection. Two-hour parking is provided from 6:00 AM to 6:00 PM along both sides of High Street in the project vicinity. High Street is posted for a 30 miles per hour speed limit near the project site.

Princeton Avenue is an east-west roadway that is located south of the project site. Princeton Avenue extends from Spring Road on the west to Campus Park Drive to the east. West of Spring Road, Princeton Avenue becomes High Street. One through travel lane is provided in each direction on Princeton Avenue in the project vicinity. Exclusive left-turn and right-turn lanes are provided in the westbound direction of Princeton Avenue at the Spring Road intersection. Curbside parking is prohibited along both sides of Princeton Avenue in the project vicinity. Princeton Avenue is posted for a 40 miles per hour speed limit near the project site.

Poindexter Avenue is an east-west roadway that is located south of the project site. One through travel lane is provided in each direction on Poindexter Avenue in the project vicinity. Exclusive left turn lanes are provided in both directions on Poindexter Avenue at the Moorpark Avenue intersection. An exclusive eastbound right-turn lane is provided on Poindexter Avenue at the Moorpark Avenue intersection. Curbside parking is prohibited along both sides of Poindexter Avenue in the project vicinity. Poindexter Avenue is posted for 40 miles per hour speed limit near the project site.

4.4 Existing Public Bus Transit Service

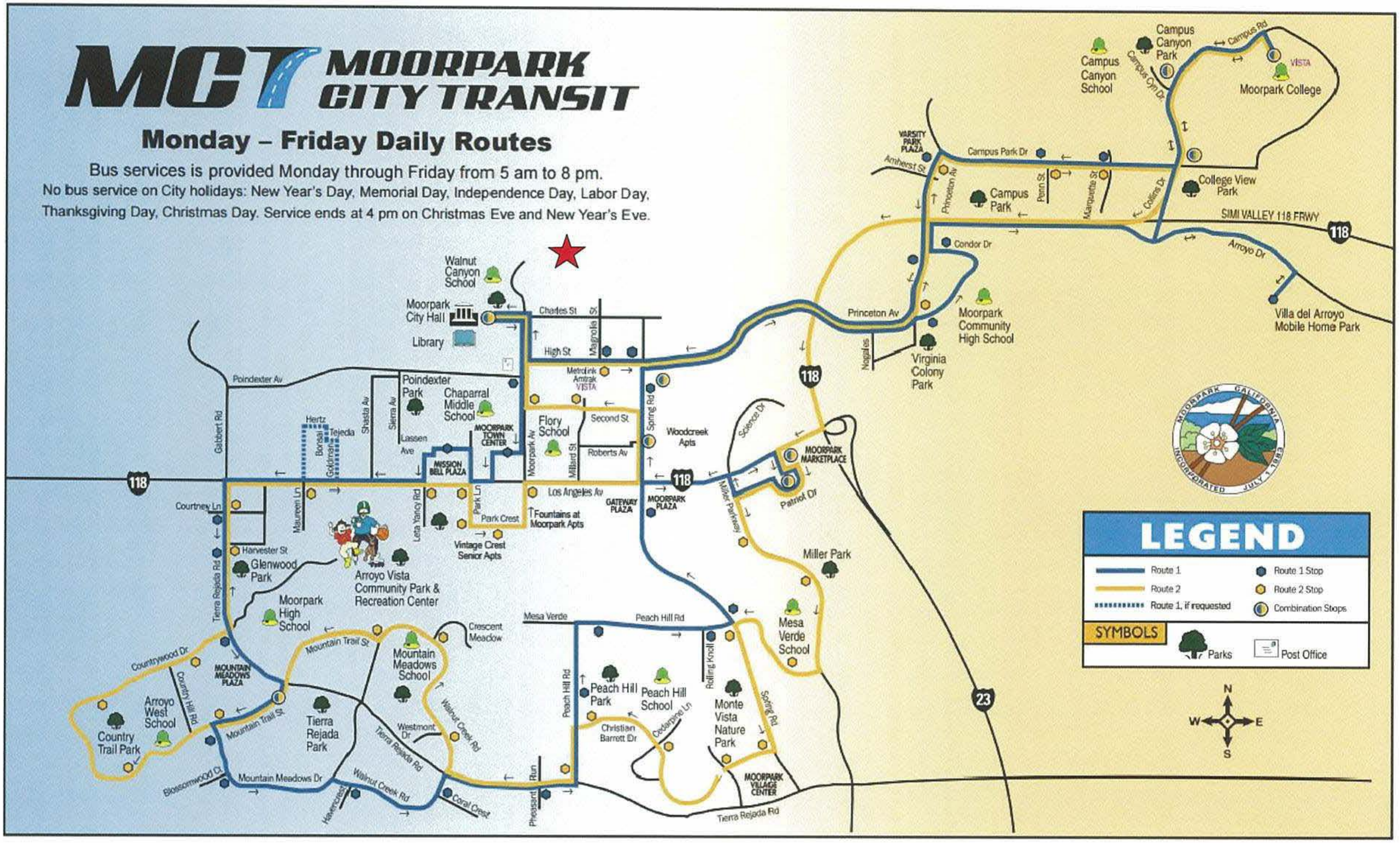
Public bus transit service in the project study area is currently provided by the Moorpark City Transit. A summary of the existing transit routes, including the transit route, destinations and peak hour headways is presented in ***Table 4–1***. The existing public transit routes in the proposed project site vicinity are illustrated in ***Figure 4–2***.

Table 4-1
EXISTING TRANSIT ROUTES [1]

08-Feb-16

ROUTE	DESTINATIONS	ROADWAY NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Moorpark City Transit Route 1	Civic Center, Town Center, Mission Bell Plaza, Peach Hill Park, Virginia Colony Park, and Moorpark College	High Street, Moorpark Avenue and Spring Road	EB WB	1 1	1 1
Moorpark City Transit Route 2	Civic Center, Moorpark Marketplace, Moorpark College, and Country Trail Park	High Street, Moorpark Avenue and Spring Road	EB WB	1 1	1 1

[1] Source: Moorpark City Transit, City of Moorpark Website.



MAP SOURCE: CITY OF MOORPARK

★ PROJECT SITE

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FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

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EVERETT STREET TERRACES PROJECT

5.0 TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the eight study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted by a traffic count subconsultant at the eight study intersections from 7:00 to 9:00 AM to determine the AM peak commuter hour, and from 4:00 to 6:00 PM to determine the PM peak commuter hour. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 9:00 AM and 4:00 to 6:00 PM generally associated with weekday peak commuter hours.

In order to account for area-wide growth and represent conditions in the existing year, the traffic count data from 2013 was increased by a two (2.0%) annual traffic growth rate through the year 2016. The application of this growth factor allows for a conservative forecast of existing volumes in the project study area.

Moreover, it should be noted that Moorpark Avenue is heavily utilized as a truck route. Therefore, the traffic volumes along Moorpark Avenue were adjusted to account for truck traffic during the AM and PM peak hours. It is estimated that trucks represent approximately 15 percent (15%) and 10 percent (10%) of the AM and PM peak hour traffic volumes, respectively, on Moorpark Avenue. The percentage of trucks, as well as a passenger car equivalent (PCE) factor of 3.0 was utilized to adjust the traffic volumes to reflect truck traffic along Moorpark Avenue.

The existing weekday AM and PM peak hour traffic volumes at the eight study intersections are summarized in ***Table 5–1***. The existing traffic volumes at the study intersections during the AM and PM peak hours are shown in ***Figures 5–1*** and ***5–2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix A***.

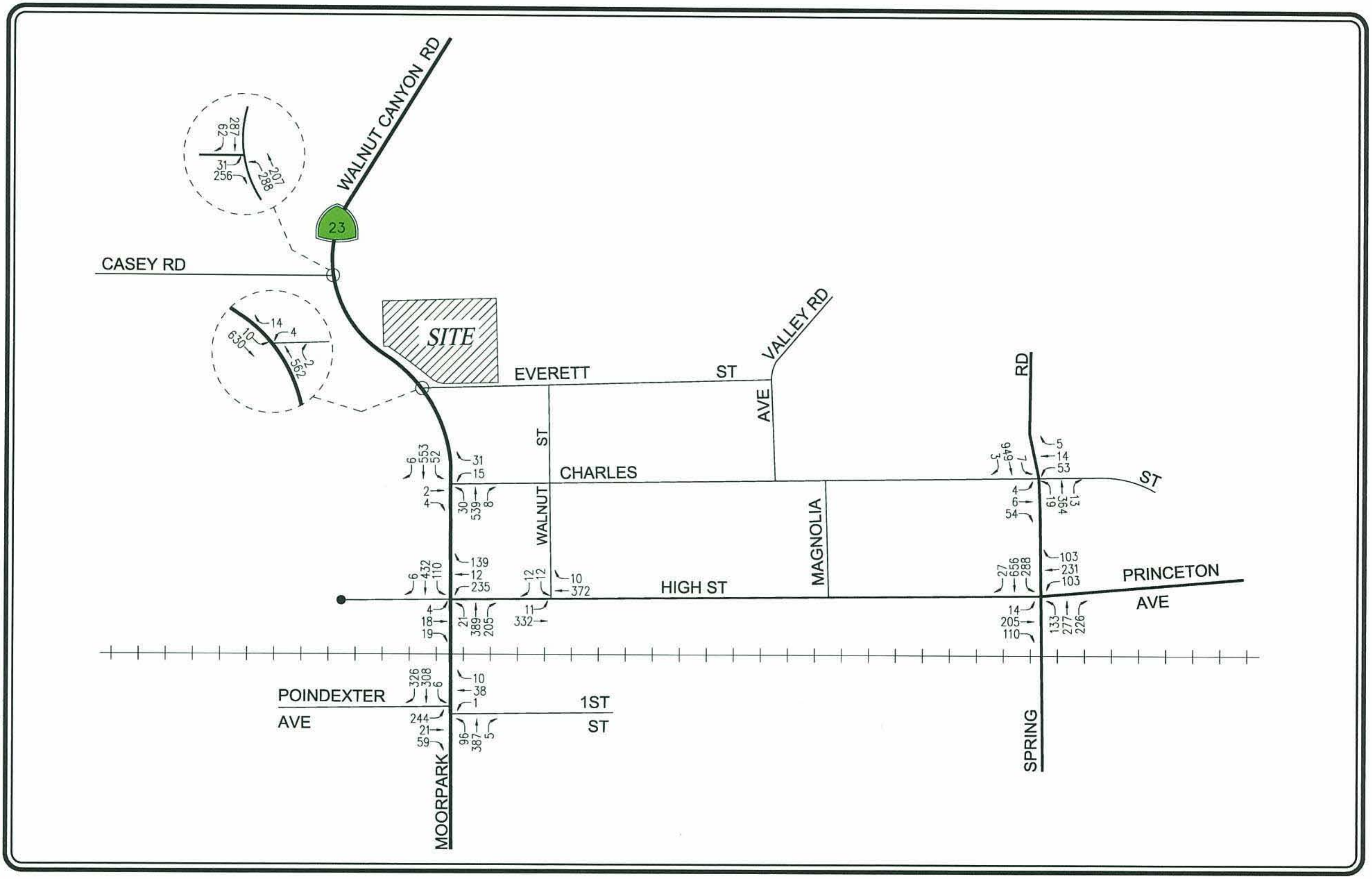
Table 5-1
EXISTING TRAFFIC VOLUMES [1]

09-Feb-16

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME [2]	BEGAN	VOLUME [2]
1	Walnut Canyon Road- Moorpark Avenue/ Casey Road	06/12/2013	NB	7:45	495	4:30	309
			SB		349		207
			EB		287		61
			WB		0		0
2	Moorpark Avenue/ Everett Street	06/12/2013	NB	7:30	564	4:30	330
			SB		640		277
			EB		0		0
			WB		18		15
3	Moorpark Avenue/ Charles Street	06/12/2013	NB	7:45	577	4:30	356
			SB		611		280
			EB		6		38
			WB		46		36
4	Moorpark Avenue/ High Stret	06/12/2013	NB	7:30	615	4:30	686
			SB		548		291
			EB		41		144
			WB		386		381
5	Moorpark Avenue/ Poindexter Avenue	06/12/2013	NB	7:30	488	4:30	466
			SB		640		580
			EB		324		391
			WB		49		41
6	Walnut Street/ High Street	06/12/2013	NB	7:30	0	4:30	0
			SB		24		45
			EB		344		476
			WB		382		396
7	Spring Road/ Charles Street	06/12/2013	NB	7:15	396	4:30	946
			SB		959		542
			EB		64		59
			WB		72		31
8	Spring Road/ High Street- Princeton Avenue	06/12/2013	NB	7:45	636	4:30	880
			SB		971		575
			EB		329		461
			WB		437		686

[1] Counts conducted by The Traffic Solution

[2] Traffic count data from 2013 was increased by a 2.0% annual traffic growth rate through the year 2016.



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▨ PROJECT SITE

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FIGURE 5-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

EVERETT STREET TERRACES PROJECT

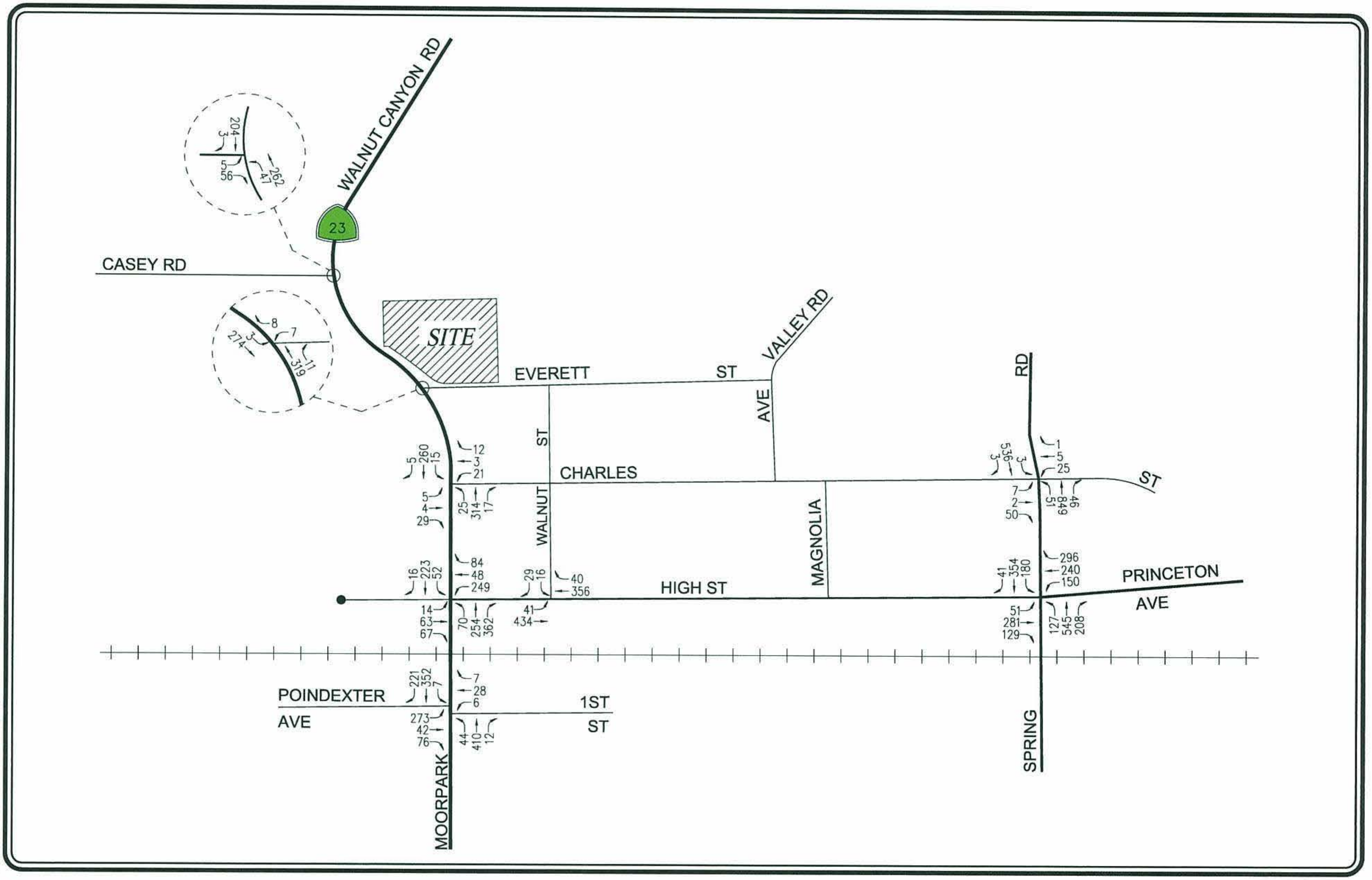

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FIGURE 5-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

EVERETT STREET TERRACES PROJECT

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6.0 PROJECT TRIP GENERATION

Traffic volumes expected to be generated by the proposed project during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 9th Edition, 2012. Traffic volumes expected to be generated by the proposed project were based upon number of dwelling units. ITE Land Use Code 230 (Residential Condominium) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed project.

Traffic volumes expected to be generated by the prior uses located on the project site were also estimated using rates published in the ITE *Trip Generation* manual. ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates were used to forecast the traffic volumes generated by the prior single family homes located on the project site.

The trip generation forecast for the proposed project is summarized in ***Table 6–1***. As presented in *Table 6-1*, the proposed project is expected to generate a net increase of 21 vehicle trips (3 inbound trips and 18 outbound trips) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate a net increase of 25 vehicle trips (17 inbound trips and 8 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 292 daily trip ends during a typical weekday (146 inbound trips and 146 outbound trips).

Table 6-1
PROJECT TRIP GENERATION [1]

23-Feb-16

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Use								
Condominiums [3]	60 DU	349	4	22	26	21	10	31
Existing Use Single Family Houses [4]	(6) DU	(57)	(1)	(4)	(5)	(4)	(2)	(6)
NET INCREASE		**292**	**3**	**18**	**21**	**17**	**8**	**25**

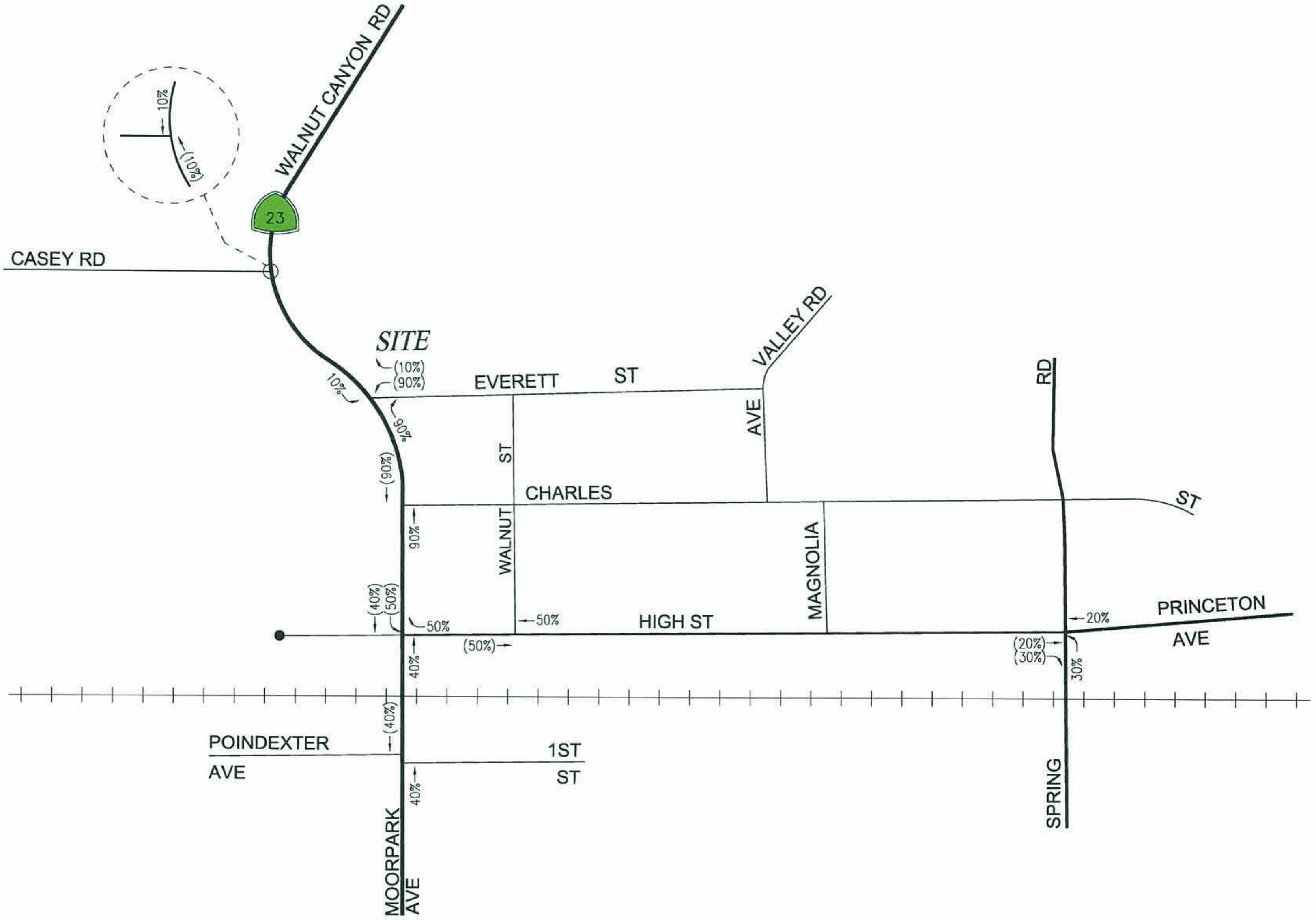
[1] Source: ITE "Trip Generation", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 230 (Residential Condo/Townhouse) trip generation average rates.
- Daily Trip Rate: 5.81 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 17% inbound/83% outbound
- PM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 67% inbound/33% outbound

[4] ITE Land Use Code 210 (Single Family Detached Housing) trip generation average rates.
- Daily Trip Rate: 9.52 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.75 trips/dwelling unit; assume 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 1.00 trips/dwelling unit; 63% inbound/37% outbound

7.0 PROJECT TRIP DISTRIBUTION

Project generated traffic was assigned to the local roadway system based on a traffic distribution pattern which accounted for the proposed project land uses, the existing and planned project site access schemes, existing traffic patterns, characteristics of the surrounding roadway system, and nearby population and employment centers.

The project traffic volume distribution percentages during AM and PM peak hours at the eight study intersections are illustrated in ***Figure 7–1***. The forecast project traffic volumes at the study intersections for the AM and PM peak hours are displayed in ***Figures 7–2*** and ***7–3***, respectively.



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XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

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EVERETT STREET TERRACES PROJECT

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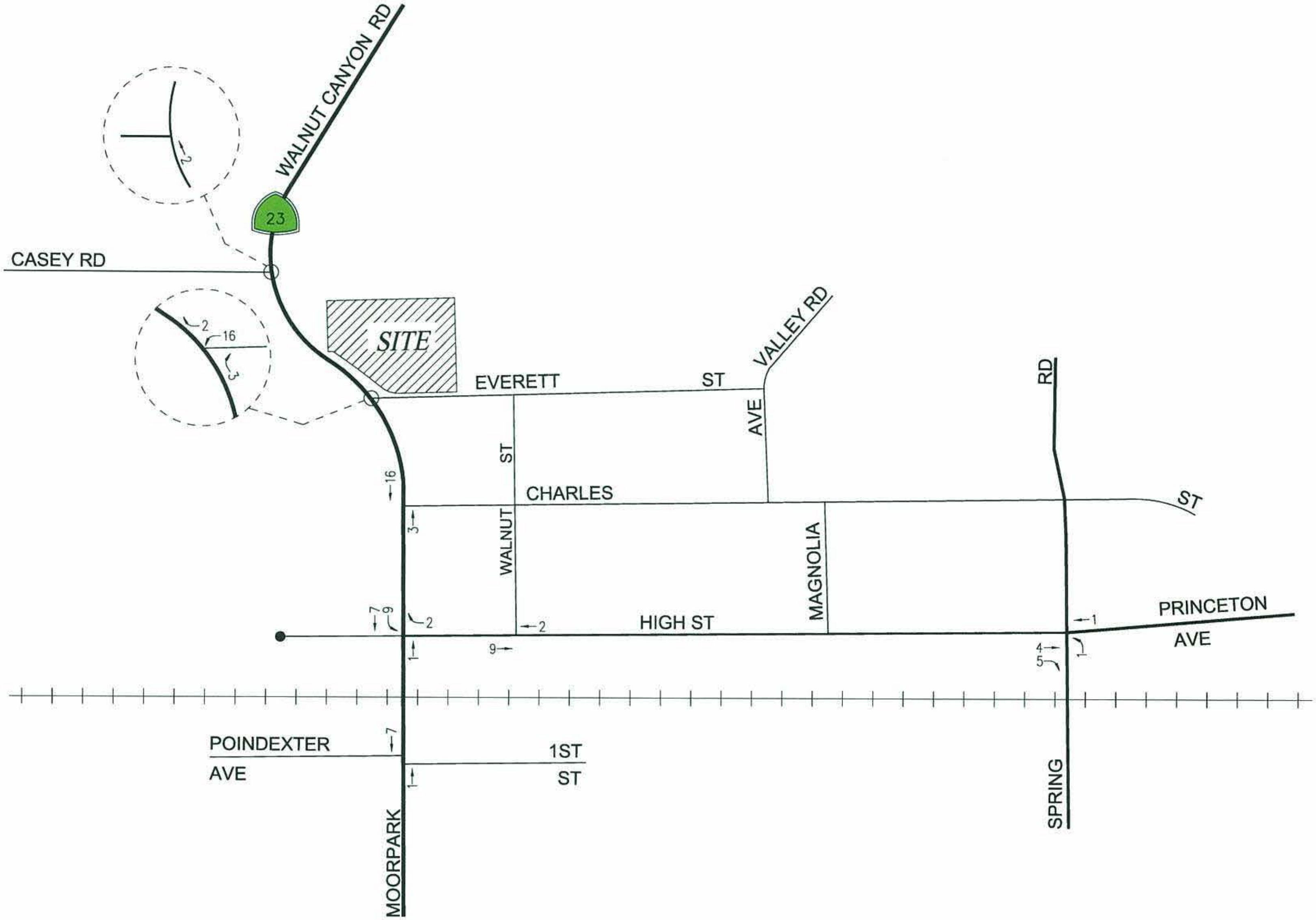

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FIGURE 7-2
PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

EVERETT STREET TERRACES PROJECT

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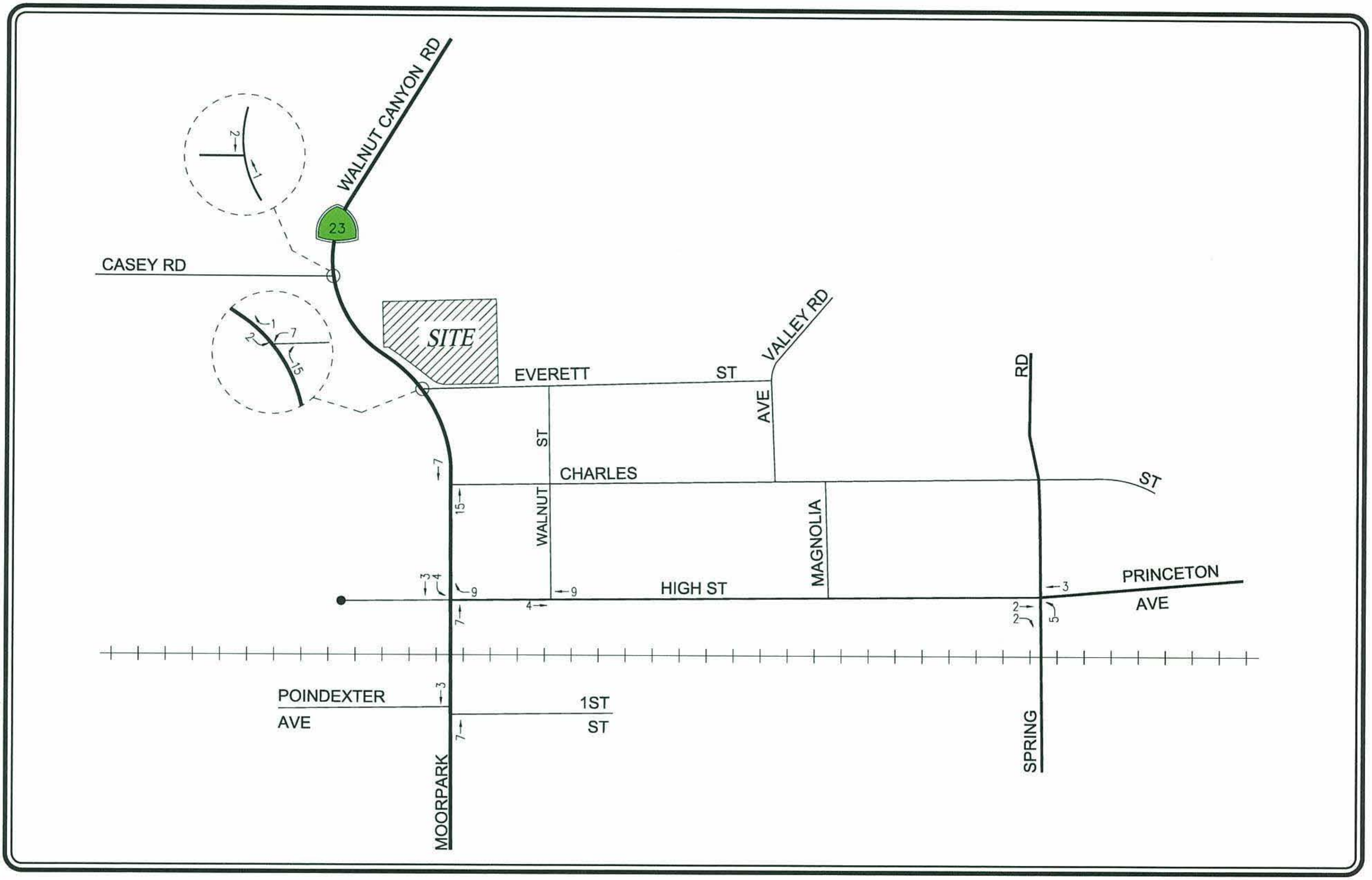

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FIGURE 7-3

PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

EVERETT STREET TERRACES PROJECT

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8.0 CUMULATIVE DEVELOPMENT PROJECTS

Future Cumulative traffic counts at five of the eight study intersections are provided from a recent traffic study prepared for a nearby project[1] in the City of Moorpark. A forecast of on-street traffic conditions prior to occupancy of the proposed project is identified by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The supplemental future cumulative traffic count figure is provided in ***Appendix B***.

Furthermore, related projects research based on information on file at the City of Moorpark Community Development Department, as well as recently approved traffic impact studies prepared for projects in the vicinity of the proposed project was also completed. The list of related projects was prepared in consultation with the City of Moorpark staff. The list of related projects in the project site area is presented in ***Table 8–1***. The location of the related projects is shown in ***Figure 8–1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation* manual, or were obtained from previously approved traffic impact studies. The related projects' respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 8–1*. The anticipated distribution of the related projects traffic volumes from the nearby traffic study was used for similar intersections and extrapolated for the remaining study intersections during the AM and PM peak hours as displayed in ***Figures 8–2*** and ***8–3***, respectively.

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[1] *Aldersgate Senior Living Project Traffic and Circulation Study,* Associated Transportation Engineers, March 2014.

Table 8-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	RPD 2003-04	Under Construction	North of Championship Drive West of Grimes Canyon Road	Single-Family Home	50 DU	[3]	476	10	29	39	32	19	51
2	RPD 2010-01	Proposed	South of Los Angeles Avenue East of Maureen Lane	Single-Family Home	284 DU	[3]	2,704	53	160	213	179	105	284
3	RPD 2012-01	Proposed	North of Union Pacific Railroad Tracks West of Terminus of Casey Road	Single-Family Home	755 DU	[3]	7,225	142	424	566	481	282	763
4	RPD 2009-02	Under Construction	Southeast Corner of Ridgecrest Drive and Elk Run Loop	Single-Family Home	133 DU	[3]	1,273	25	75	100	84	50	134
5	RPD 2004-02 RPD 2004-03	Under Construction	East of Spring Road North of Ridgecrest Drive	Single-Family Home	132 DU	[3]	1,257	25	74	99	83	49	132
6	RPD 1999-02	Under Construction	Meridian Hills Drive West of Walnut Canyon Road	Single-Family Home	248 DU	[3]	2,361	47	140	187	156	92	248
7	RPD 2003-01	Under Construction	West of Walnut Canyon Road South of Meridian Hills Drive	Single-Family Home	17 DU	[3]	163	3	10	13	11	6	17
8	RPD 2014-1	Approved	East of Walnut Canyon Road North of Wicks Road	Single-Family Home	110 DU	[3]	1,047	21	62	83	69	41	110
9	RPD 2004-04	Approved	Marine View Drive East of Walnut Canyon Road at Championship Drive	Single-Family Home	21 DU	[3]	200	4	12	16	13	8	21
10	Affordable Housing Project	Proposed	Between Charles Street and Everett Street Between Moonpark Avenue and Walnut Street	Apartment	24 DU	[4]	160	2	10	12	10	5	15
11	RPD 2012-02	Proposed	South of Casey Road West of Walnut Canyon Road	Apartment	200 DU	[4]	1,330	20	82	102	81	43	124
12	RPD 2010-02	Under Construction	South of Los Angeles Avenue Between Spring Road and Fremont Street	Condominium	99 DU	[5]	575	7	37	44	34	17	51
13	RPD 2014-02	Proposed	635 Los Angeles Avenue	Condominium	66 DU	[5]	384	5	24	29	23	11	34
14	CPD 2012-01	Approved	635 Los Angeles Avenue	Medical Office Building	76,000 GSF	[6]	2,746	138	37	175	71	192	263
15	IPD 2000-01 Modification No. 1	Under Construction	West of SR-23 Freeway East of Miller Parkway South of Moorpark Marketplace	Office/Industrial Park	350,000 GSF	[7]	2,436	241	53	294	63	238	301
16	TR 5609	Grading Underway	North of Union Pacific Railroad Tracks West of Gabbert Road		36 Acres	[8]	2,272	256	52	308	67	251	318
17	CUP 2003-05	Proposed	13950 Princeton Avenue	Concrete Batch Plant	10 Acres	[9]	68	10	10	20	11	11	22
18	GPA Pre-Screen 2008-01	Approved	Los Angeles Avenue West of SCE Substation	General Office Production Sound Stages Security Personnel Trips	112,850 GSF 9 Stages	[10] [10] [10]	1,242 1,836 30	153 nom. nom.	21 nom. nom.	174 nom. nom.	28 nom. nom.	140 nom. nom.	168 nom. nom.
19	City Hall/Civic Center Complex	Site Planning	83 High Street	City Hall	32,000 GSF	[11]	893	63	8	71	28	63	91
20	CPD 2012-02	Approved	13950 Peach Hill Road	Church	21,644 GSF	[12]	197	10	9	19	11	9	20
21	RPD 2013-01	Proposed	North of Casey Road West of Walnut Canyon Road	Senior Adult Housing	390 DU	[13]	1,342	27	51	78	53	45	98
TOTAL							32,217	1,262	1,351	2,613	1,588	1,677	3,265

nom. nominal

[1] Source: City of Moorpark Residential, Commercial, Industrial, and Public Projects Quarterly Status Report for July 2015

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- Daily Trip Rate: 9.52 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.75 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 1.00 trip/dwelling unit; 63% inbound/37% outbound

[4] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling unit; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trip/dwelling unit; 65% inbound/35% outbound

[5] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates
- Daily Trip Rate: 5.81 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 17% inbound/83% outbound
- PM Peak Hour Trip Rate: 0.52 trip/dwelling unit; 67% inbound/33% outbound

[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1000 square feet; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.3 trips/1000 square feet; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.46 trip/1000 square feet; 61% inbound/39% outbound

[7] ITE Land Use Code 130 (Industrial Park) trip generation average rates.
- Daily Trip Rate: 6.96 trips/1000 square feet; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: .84 trips/1000 square feet; 82% inbound/18% outbound
- PM Peak Hour Trip Rate: .86 trip/1000 square feet; 21% inbound/79% outbound

[8] ITE Land Use Code 130 (Industrial Park) trip generation average rates.
- Daily Trip Rate: 63.11 trips/acre; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 8.55 trips/acre; 83% inbound/17% outbound
- PM Peak Hour Trip Rate: 8.84 trip/acre; 21% inbound/79% outbound

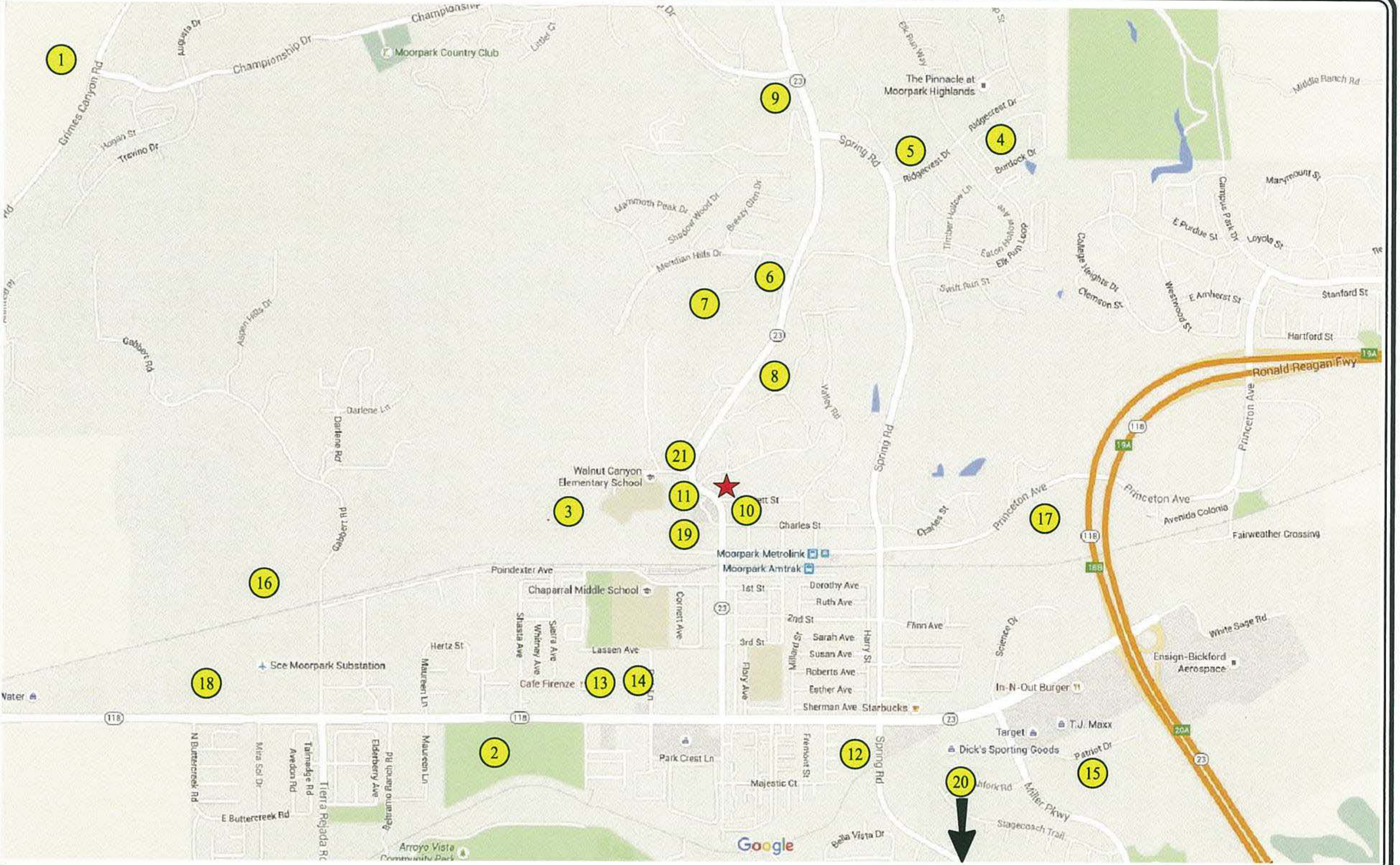
[9] ITE Land Use Code 120 (Heavy Industrial) trip generation average rates.
- Daily Trip Rate: 6.75 trips/acre; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.98 trips/acre; 50% inbound/50% outbound
- PM Peak Hour Trip Rate: 2.16 trip/acre; 21% inbound/79% outbound

[10] *Moorpark West Studios Traffic Impact Analysis* , RBF Consulting, February 2010

[11] ITE Land Use Code 733 (Government Office Complex) trip generation average rates.
- Daily Trip Rate: 27.92 trips/1000 square feet; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.21 trips/1000 square feet; 89% inbound/11% outbound
- PM Peak Hour Trip Rate: 2.85 trip/1000 square feet; 31% inbound/69% outbound

[12] ITE Land Use Code 560 (Church) trip generation average rates.
- Daily Trip Rate: 9.11 trips/1000 square feet; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.87 trips/1000 square feet; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 0.94 trips/1000 square feet; 54% inbound/46% outbound

[13] ITE Land use Code 252 (Senior Adult Housing) trip generation average rates.
- Daily Trip Rate: 3.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.20 trips/dwelling unit; 34% inbound/66% outbound
- PM Peak Hour Trip Rate: 0.25 trips/dwelling unit; 54% inbound/46% outbound



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MAP SOURCE: GOOGLE MAPS

XX RELATED PROJECT

★ PROJECT SITE

FIGURE 8-1
LOCATION OF RELATED PROJECTS

EVERETT STREET TERRACES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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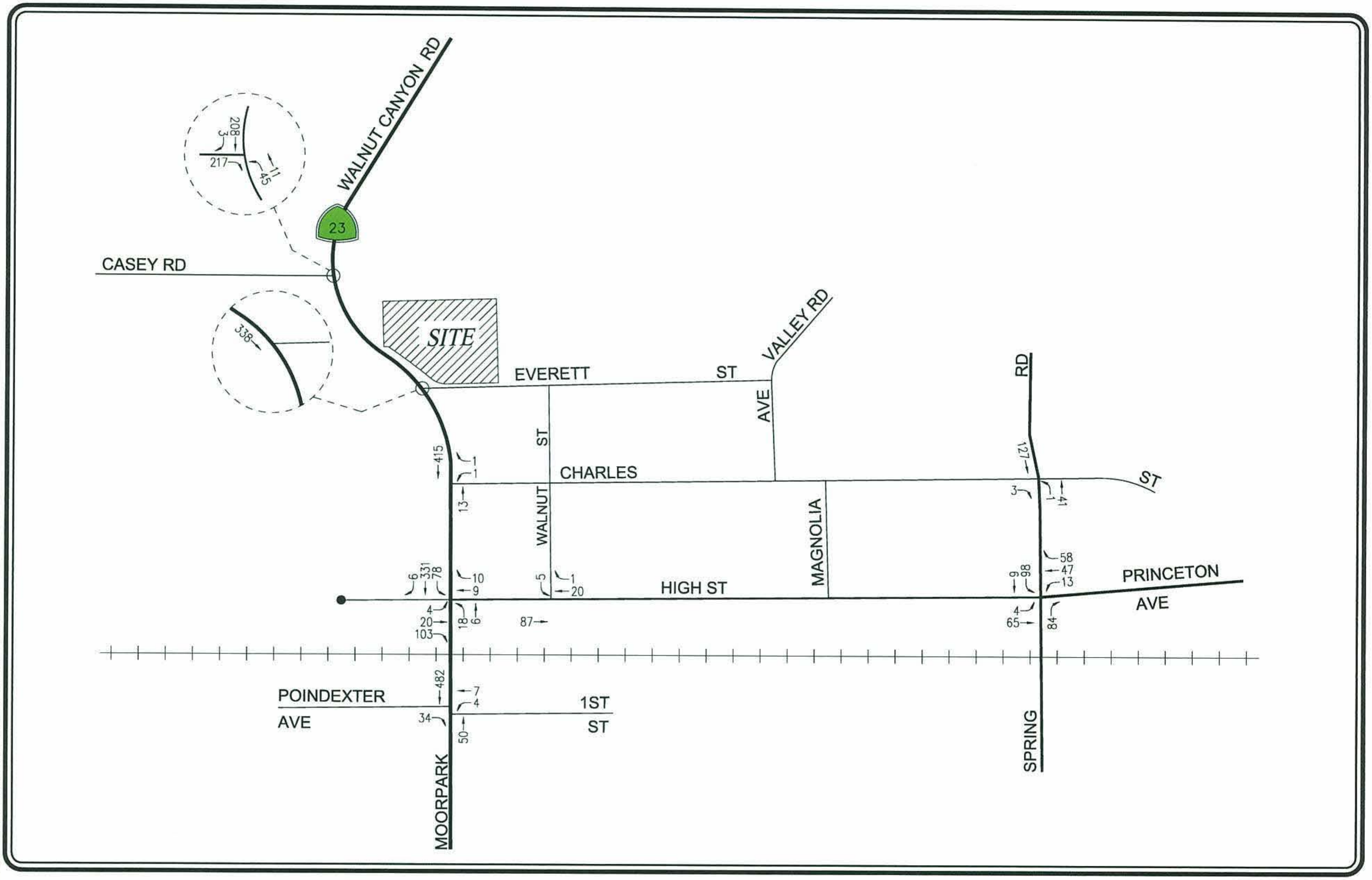

FIGURE 8-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

EVERETT STREET TERRACES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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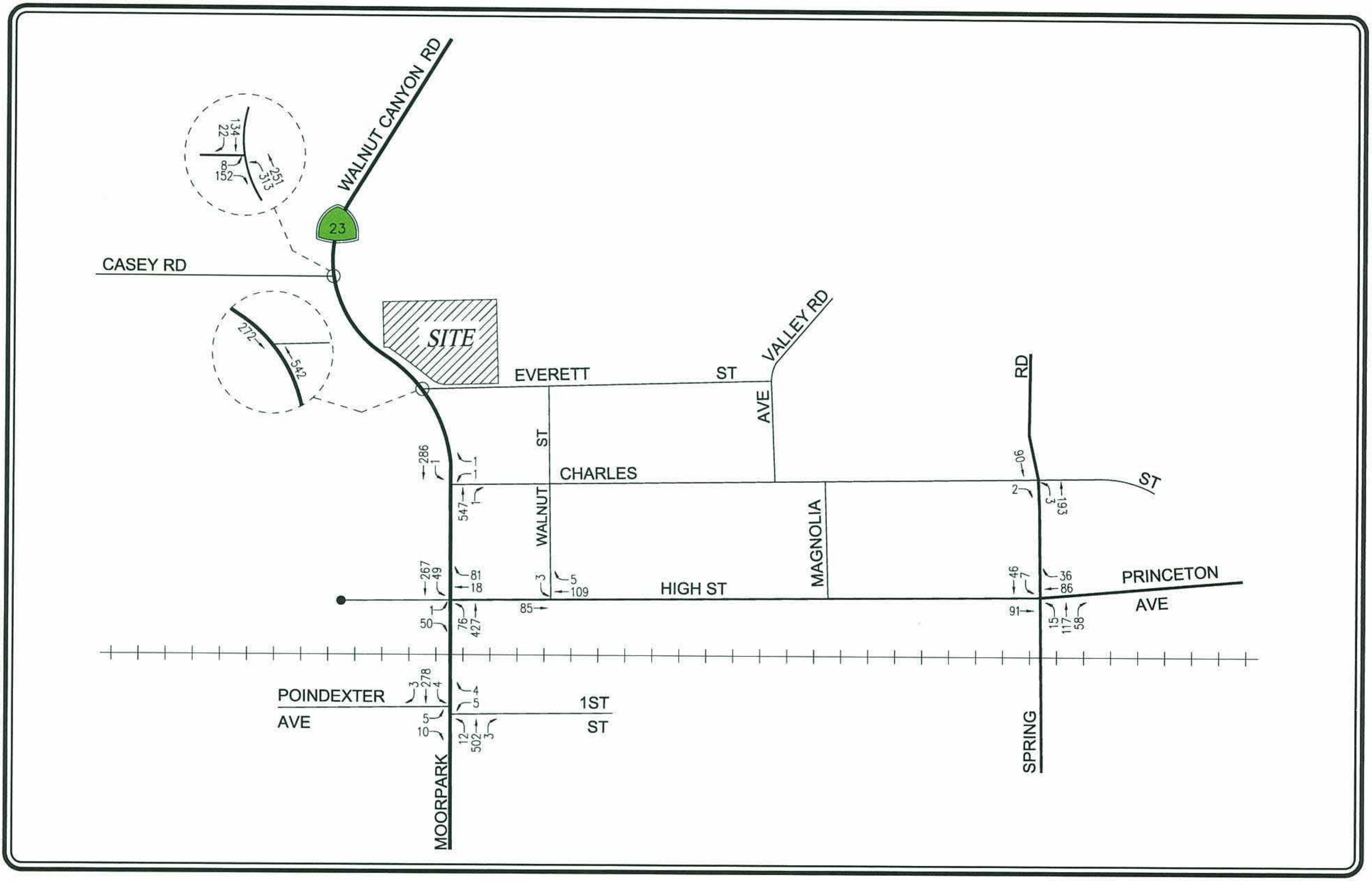

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▨ PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 8-3

RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

EVERETT STREET TERRACES PROJECT

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9.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The eight study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines Volume-to-Capacity (*v/c*) ratio on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The Levels of Service vary from LOS A (free flow) to LOS F (jammed condition). As a design constraint for the City of Moorpark, it is intended that a LOS of C or better be maintained. A description of the ICU method and corresponding Levels of Service is provided in ***Appendix B***.

9.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes expected to be generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the eight study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential project generated traffic impacts at each study intersection was identified using guidelines included in the City of Moorpark's *Guidelines for Preparing Traffic and Circulation Studies*, 1993. According to the City's guidelines, a LOS degradation of one level or greater attributable to the project will be considered significant enough to require mitigation measures. A LOS degradation of less than one level may be considered significant, depending on circumstances. As a design constraint, it is intended that a LOS of C or better be maintained.

Based on City of Moorpark criteria, lane capacities of 1,500 vehicles per hour (vph) for left-turn and right-turn lanes, 1,600 vph for through lanes, and 2,600 vph for dual left or right turn lanes were used in the ICU calculations. Additionally, a clearance interval of 0.10 is also included in the ICU calculations.

9.2 Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

(a) Existing conditions.

(b) Condition (a) with completion and occupancy of the proposed project.

(c) Condition (b) with implementation of project mitigation measures, where necessary.

(d) Cumulative conditions with completion and occupancy of the related projects and the proposed project.

(e) Condition (d) with implementation of cumulative mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the eight study intersections.

Summaries of the *v/c* ratios and LOS values for the study intersections during the AM and PM peak hours are shown in ***Table 9–1***. The ICU data worksheets for the analyzed intersections are contained in *Appendix B*.

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

08-Feb-16

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	LOS	[2] EXISTING PLUS PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	[3] FUTURE CUMULATIVE V/C	LOS	[4] FUTURE W/CUMULATIVE MITIGATION V/C	LOS
1	Walnut Canyon Road-Moorpark Avenue/ Casey Road	AM	0.530	A	0.530	A	0.000	NO	0.987	E	0.693	B
		PM	0.301	A	0.302	A	0.001	NO	0.577	A	0.577	A
2	Moorpark Avenue/ Everett Street	AM	0.503	A	0.507	A	0.004	NO	0.718	C	0.718	C
		PM	0.314	A	0.329	A	0.015	NO	0.667	B	0.451	A
3	Moorpark Avenue/ Charles Street	AM	0.488	A	0.490	A	0.002	NO	0.737	C	0.737	C
		PM	0.349	A	0.359	A	0.010	NO	0.675	B	0.675	B
4	Moorpark Avenue/ High Street	AM	0.610	B	0.617	B	0.007	NO	0.878	D	0.608	B
		PM	0.651	B	0.654	B	0.003	NO	1.010	F	0.706	C
5	Moorpark Avenue/ Poindexter Avenue	AM	0.752	C	0.757	C	0.005	NO	1.063	F	0.633	B
		PM	0.691	B	0.693	B	0.002	NO	0.901	E	0.544	A
6	Walnut Street/ High Street	AM	0.360	A	0.361	A	0.001	NO	0.385	A	0.385	A
		PM	0.426	A	0.428	A	0.002	NO	0.462	A	0.462	A
7	Spring Road/ Charles Street	AM	0.484	A	0.484	A	0.000	NO	0.492	A	0.492	A
		PM	0.435	A	0.435	A	0.000	NO	0.465	A	0.465	A
8	Spring Road/ Princeton Avenue	AM	0.639	B	0.642	B	0.003	NO	0.813	D	0.763	C
		PM	0.666	B	0.667	B	0.001	NO	0.765	C	0.689	B

10.0 TRAFFIC ANALYSIS

10.1 Existing Conditions

As indicated in column [1] of *Table 9–1*, all eight study intersections are presently operating at LOS C or better during the AM and PM peak hours under existing conditions. As previously mentioned, the existing traffic volumes at the study intersections during the AM and PM peak hours are displayed in *Figures 5–1 and 5–2*, respectively.

10.2 Existing With Project Conditions

In order to determine the operating conditions of the street system under existing with project conditions, traffic generated by the proposed project was added to the existing traffic conditions. As shown in column [2] of *Table 9–1*, the study intersections are expected to continue to operate at LOS C or better during the AM and PM peak hours with the addition of project traffic. The existing with project traffic volumes at the study intersections during the AM and PM peak hours are shown in ***Figures 10–1*** and ***10–2***, respectively.

10.3 Project Mitigation

As shown in *Table 9–1*, application of the City's threshold criteria to the "Existing With Project" scenario indicates that no significant project impacts are anticipated during either the AM or PM peak hours. Incremental, but not significant changes in the calculated V/C ratios are noted at the study intersections. Therefore, no traffic mitigation measures are required or recommended.

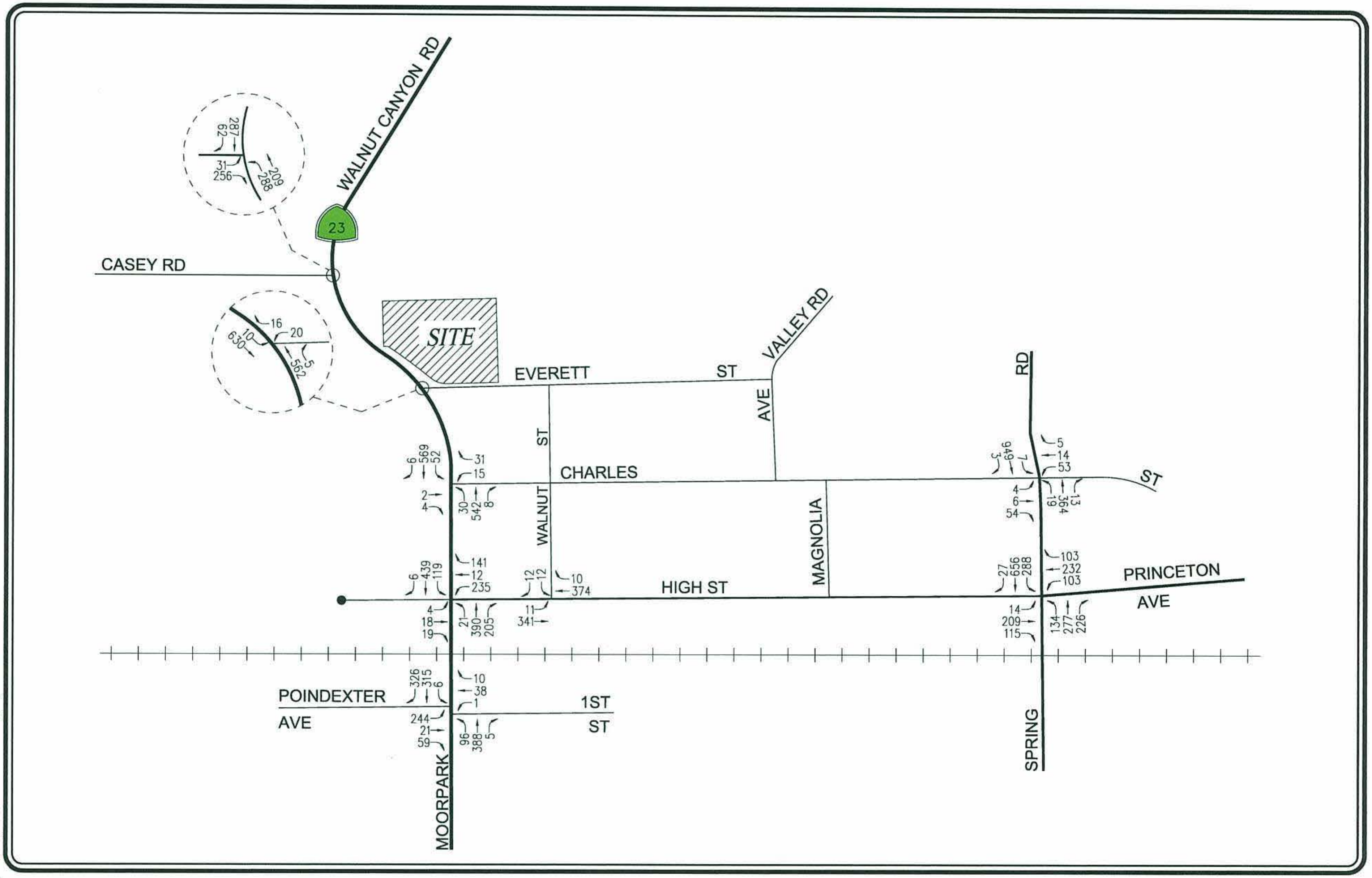

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FIGURE 10-1
EXISITNG WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

EVERETT STREET TERRACES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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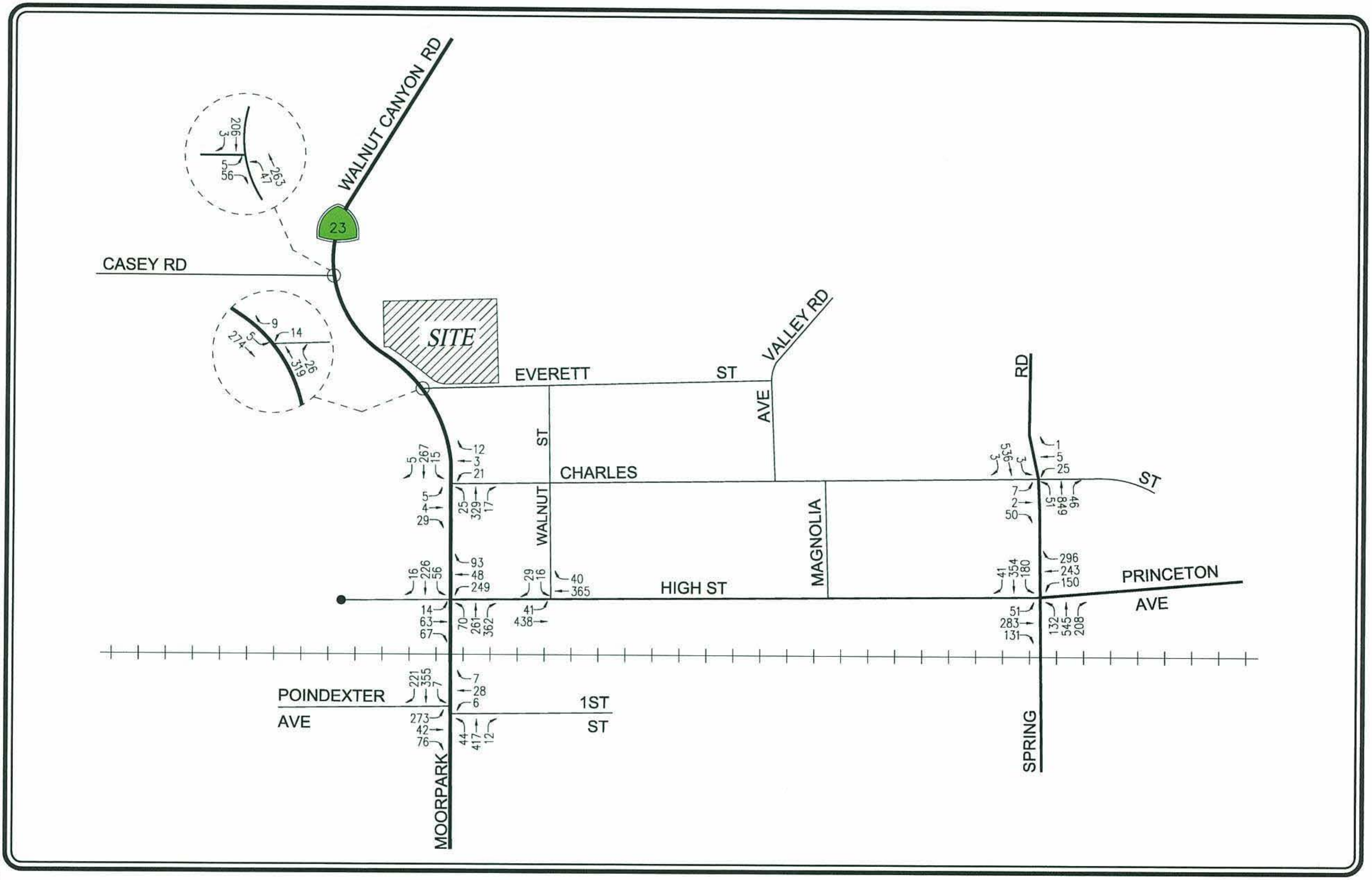

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FIGURE 10-2
EXISITNG WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
EVERETT STREET TERRACES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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10.4 Future Cumulative Conditions

The traffic volumes associated with the cumulative conditions reflect the additional traffic due to the construction and occupancy of all foreseeable development projects in the project vicinity, including the proposed project. As previously mentioned, the list of other development projects is summarized in *Table 8–1* (locations shown on *Figure 8–1*).

The *v/c* ratios at all seven study intersections are incrementally increased with the addition of traffic generated by the related projects, as well as the proposed project. As presented in column [3] of *Table 9–1*, three of the seven study intersections are expected to continue operating at LOS C or better during the AM and PM peak hours with the addition of traffic due to the related projects and the proposed project. The following four study intersections are expected to operate at LOS D or worse during the peak hours under the year cumulative conditions as shown below:

Int. No. 1: Walnut Canyon Road-Moorpark Avenue/ Casey Road	AM Peak Hour: *v/c* = 0.987, LOS E
Int. No. 4: Moorpark Avenue/High Street	AM Peak Hour: *v/c* = 0.878, LOS D PM Peak Hour: *v/c* = 1.010, LOS F
Int. No. 5: Moorpark Avenue/Poindexter Avenue	AM Peak Hour: *v/c* = 1.063, LOS F PM Peak Hour: *v/c* = 0.901, LOS E
Int. No. 8: Spring Road/High Street-Princeton Avenue	AM Peak Hour: *v/c* = 0.813, LOS D

The future year cumulative traffic volumes at the study intersections during the AM and PM peak hours are illustrated in ***Figures 10–3*** and ***10–4***, respectively.

10.5 Cumulative Mitigation Measures

As indicated in the previous section, four of the seven study intersections are anticipated to operate at LOS D or worse during the AM and/or PM peak hours in the cumulative conditions. A review of potential mitigation measures, which will improve the overall operating conditions at these locations, have been conducted. In general, off-site improvement measures identified for future cumulative conditions should not be the sole responsibility of an individual project, but rather the development may contribute towards the cost of implementation of such improvements based on the project's share or usage of the facilities being improved. It is recognized that as a design constraint for the City of Moorpark, it is intended that a LOS C or better be maintained to the extent possible. The cumulative mitigation measures recommended at the study intersections are described in the following paragraphs.

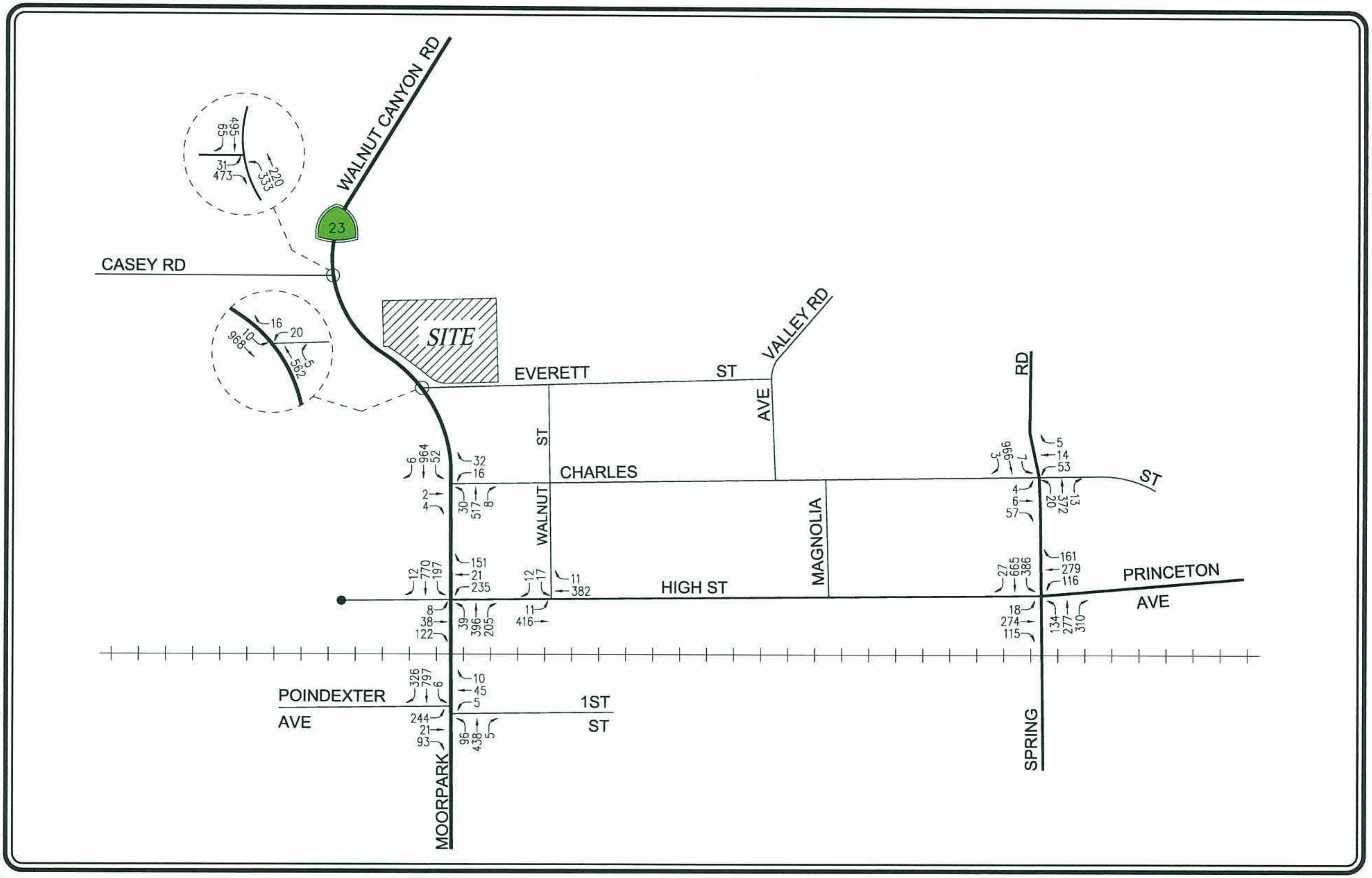

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FIGURE 10-3
FUTURE CUMULATIVE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

EVERETT STREET TERRACES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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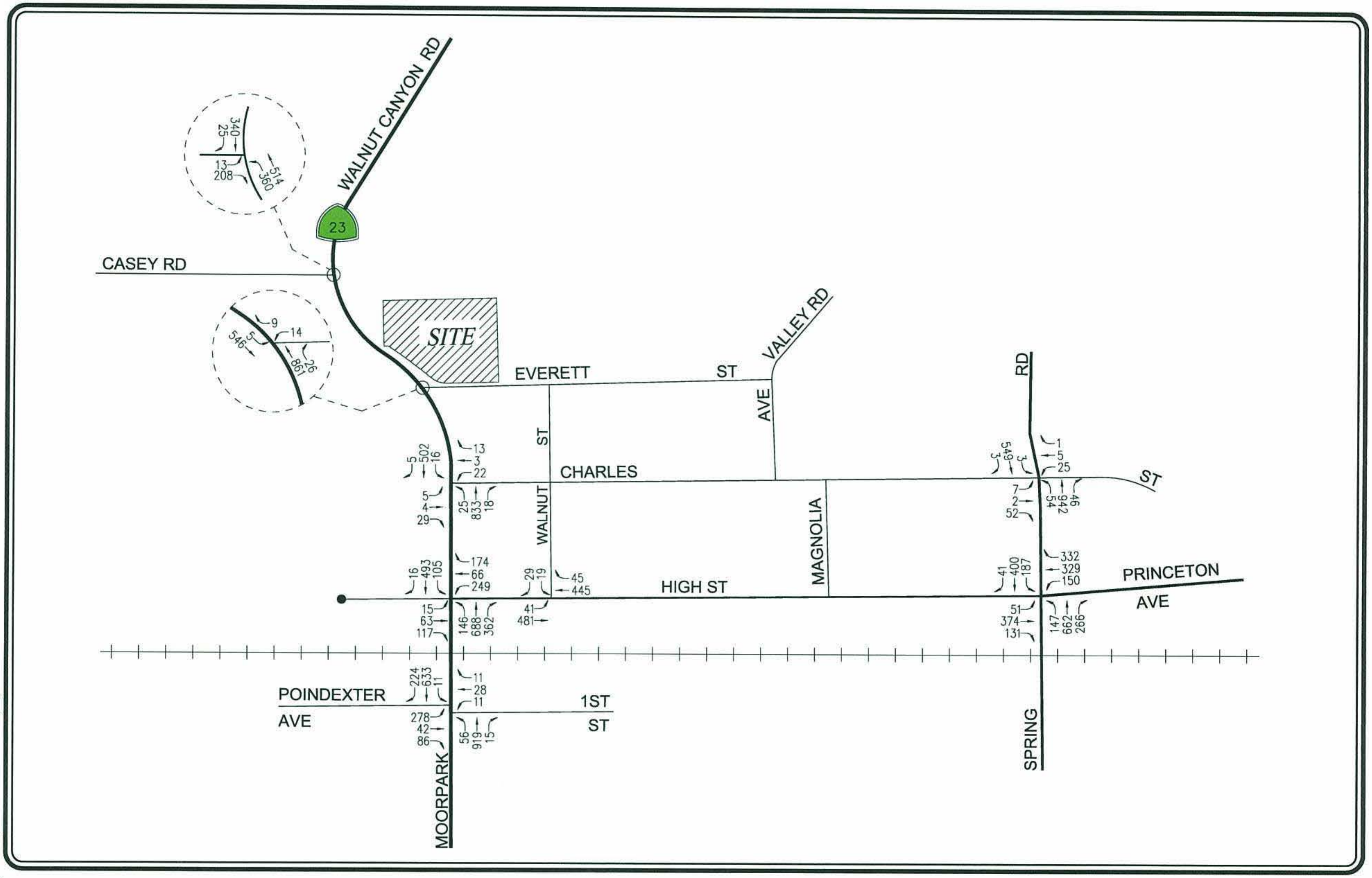

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LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 10-4
FUTURE CUMULATIVE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

EVERETT STREET TERRACES PROJECT

Intersection No. 1: Walnut Canyon Road-Moorpark Avenue/Casey Road

The cumulative improvement measure at this location consists of the implementation of a previous City of Moorpark Public Works Department Capital Project. The improvement measure at the Walnut Canyon Road-Moorpark Avenue/Casey Road intersection includes the traffic signal modification to provide an eastbound right-turn overlap phase to coincide with the northbound left-turn phase.

As shown in column [4] of *Table 9–1*, implementation of the recommended cumulative mitigation measures is expected to improve the *v/c* ratio at this intersection to 0.693 (LOS B) from 0.987 (LOS E) during the AM peak hour.

Intersection No. 4: Moorpark Avenue/High Street

The cumulative improvement measure at this location consists of the implementation of a previous City of Moorpark Public Works Department Capital Project. The improvement measure involves the widening of Moorpark Avenue to provide additional lanes between Casey Road and Third Street. The improvement measure at the Moorpark Avenue/High Street intersection includes the installation of additional northbound and southbound lanes as well as a traffic signal modification to provide a westbound right-turn overlap phase to coincide with the southbound left-turn phase. The resulting lane configurations on Moorpark Avenue at the intersection on the northbound approach would consist of one shared left/through lane, one through lane and one right-turn only lane and on the southbound approach would consist of one left-turn only one through lane and one shared through/right only lane.

As shown in column [4] of *Table 9–1*, implementation of the recommended cumulative mitigation measures are expected to improve the *v/c* ratio at this intersection maintained the v/c ratio to 0.608 (LOS B) from 0.878 (LOS D) during the AM peak hour and to 0.706 (LOS C) from 1.010 (LOS F) during the PM peak hour.

Intersection No. 5: Moorpark Avenue/Poindexter Avenue

The cumulative improvement measure at this location consists of the implementation of a previous City of Moorpark Public Works Department Capital Project. The improvement measure involves the widening of Moorpark Avenue to provide additional lanes between Casey Road and Third Street. The improvement measure at the Moorpark/Poindexter Avenue intersection includes the installation of additional southbound and northbound lanes. The resulting lane configuration on Moorpark Avenue for both the southbound and northbound approaches to the intersection would consist of one left-turn lane, one through lane and one shared through/right-turn lane. In addition, the cumulative measure at this location would consist of the conversion of the eastbound right-turn only lane to a shared left/through/right-turn lane. The resulting lane configuration on Moorpark Avenue on the eastbound approach to the intersection would consist of one left-turn lane and one shared left/through/right-turn lane

As shown in column [4] of *Table 9–1*, implementation of the recommended cumulative mitigation measures is expected to improve the v/c ratio at this intersection to 0.623 (LOS B) from 1.063 (LOS F) during the AM peak hour and to 0.544 (LOS A) from 0.901 (LOS E) during the PM peak hour.

Intersection No. 8: Spring Road/High Street-Princeton Avenue

The cumulative improvement measure at this location consists of restriping the eastbound approach. The improvement involves the restriping the eastbound right-turn only lane into a shared through and right-turn lane. The resulting lane configuration on High Street on the eastbound approach of the intersection would consist of one left-turn only lane, one through lane, one through lane and one shared through and right-turn lane.

As shown in column [4] of *Table 9–1*, implementation of the recommended cumulative mitigation measures is expected to improve the v/c ratio at this intersection to 0.763 (LOS C) from 0.813 (LOS D) during the AM peak hour.

11.0 FAIR SHARE ANALYSIS

The methodology and the calculations of the project's pro-rata percentage at the study intersections which require cumulative regional improvements are summarized in ***Table 11–1***. The method used for these calculations was based on the sum of the total weekday morning and afternoon (AM and PM) peak hours project generated traffic volumes on the approaches to each affected study intersection divided by the project plus other development (related) projects traffic volumes on those same approaches for the same AM and PM peak hours. It should be noted that existing traffic volumes are not included in the calculations.

As shown in *Table 11–1*, the proposed project's fair share contribution toward the cumulative regional improvements ranges from 0.4% at the Walnut Canyon Road-Moorpark Avenue/Casey Road intersection to 2.6% at the Spring Road/High Street-Princeton Avenue and Moorpark Avenue/High Street intersections.

Table 11-1
PRO-RATA PERCENTAGE OF CUMULATIVE IMPROVEMENT MEASURES

09-Feb-16

Pro-Rata Percentage Methodology

A project's pro-rata percentage of cumulative mitigation costs at study intersections conditioned for the subject project should be calculated using AM and PM peak hour traffic volumes. The project's percentage share is derived by dividing project traffic by project plus other related projects traffic. It should be noted that existing traffic and ambient growth traffic volumes are not included in the calculations.

$$\frac{\text{Project Traffic}}{\text{Project + Other Related Projects Traffic}}$$

The following equation is provided to assist in calculating the project's pro-rata percentage to implement roadway mitigation improvement measures:

$$P = \frac{Vp}{Vp + (Vc-Ve)}$$

where:

P = Project's pro-rate percentage for cumulative mitigation measure

Vp = AM & PM Peak Hour volume at the intersection generated by the project

Vc = Cumulative (other related projects) AM & PM Peak Hour traffic volume at the intersection

Vc = Existing AM & PM Peak Hour traffic volume (must be subtracted when included in cumulative AM & PM Peak Hour traffic volume)

Study Intersection(s) Calculations

	Intersection	AM & PM Traffic Volumes	Calculation		Percentage of Impact
1.	Walnut Canyon Road-Moorpark Avenue/ Casey Road	Vp = 5 Vc = 3,077 Vc = 1,708	P = 5 / (5) + (3,077 - 1,708)	=	**0.4 %**
4.	Moorpark Avenue/ High Street	Vp = 42 Vc = 4,688 Vc = 3,092	P = 42 / (42) + (4,688 - 3,092)	=	**2.6 %**
5.	Moorpark Avenue/ Poindexter Avenue	Vp = 18 Vc = 4,400 Vc = 2,979	P = 18 / (18) + (4,400 - 2,979)	=	**1.3 %**
8.	Spring Road/ High Street-Princeton Avenue	Vp = 23 Vc = 5,832 Vc = 4,975	P = 23 / (23) + (5,832 - 4,975)	=	**2.6 %**

12.0 CONCLUSIONS

This traffic analysis has been conducted to identify and evaluate the potential impacts of traffic generated by the proposed Everett Street Terraces project. In order to evaluate the potential traffic impacts to the local street system, eight intersections were analyzed to determine changes in operations following occupancy and utilization of the proposed project. It is concluded that the proposed project is not anticipated to create a significant impact at any of the study intersections, thus, no mitigation measures are required or recommended.

The project, along with the identified cumulative development projects, is anticipated to contribute to the degradation of intersection operations in the future cumulative traffic conditions. Potential cumulative improvement measures have been identified that are anticipated to improve the operating conditions. It is anticipated that the proposed project would contribute funds on a fair-share basis towards the implementation of the cumulative measures.

APPENDIX A

MANUAL TRAFFIC COUNT DATA

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_001

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

AM

NS/EW Streets:	Walnut Canyon Rd-Moorpark Ave			Walnut Canyon Rd-Moorpark Ave			Casey Rd			Casey Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	0	1	0	0	0	
7:00 AM	8	16			40	0	0		5				69
7:15 AM	8	20			47	0	0		7				82
7:30 AM	35	17			65	2	1		15				135
7:45 AM	77	40			49	12	8		48				234
8:00 AM	111	35			47	28	11		88				320
8:15 AM	64	38			58	15	7		82				264
8:30 AM	19	37			54	3	3		23				139
8:45 AM	17	29			34	2	3		4				89
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	339	232	0	0	394	62	33	0	272	0	0	0	1332
APPROACH %'s :	59.37%	40.63%	0.00%	0.00%	86.40%	13.60%	10.82%	0.00%	89.18%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	271	150	0	0	208	58	29	0	241	0	0	0	957
PEAK HR FACTOR :		0.721			0.887			0.682			0.000		0.748

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_001

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

PM

NS/EW Streets:	Walnut Canyon Rd-Moorpark Ave			Walnut Canyon Rd-Moorpark Ave			Casey Rd			Casey Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	0	1	0	0	0	
4:00 PM	2	48			36	4	2		8				100
4:15 PM	4	42			25	0	0		7				78
4:30 PM	5	48			46	0	0		9				108
4:45 PM	11	60			39	1	3		15				129
5:00 PM	13	50			43	0	0		13				119
5:15 PM	15	48			32	2	2		16				115
5:30 PM	6	45			35	1	0		9				96
5:45 PM	6	45			31	2	2		13				99
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	62	386	0	0	287	10	9	0	90	0	0	0	844
APPROACH %'s :	13.84%	86.16%	0.00%	0.00%	96.63%	3.37%	9.09%	0.00%	90.91%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	44	206	0	0	160	3	5	0	53	0	0	0	471
PEAK HR FACTOR :		0.880			0.886			0.806			0.000		0.913

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_002

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

AM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Everett St			Everett St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	1	0	1	
7:00 AM		25	1	2	45					1		1	75
7:15 AM		26	1	0	56					1		1	85
7:30 AM		52	1	3	83					2		2	143
7:45 AM		128	0	1	100					1		3	233
8:00 AM		137	1	2	134					1		6	281
8:15 AM		91	0	3	140					0		2	236
8:30 AM		59	3	1	74					4		1	142
8:45 AM		44	0	0	39					3		0	86

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	562	7	12	671	0	0	0	0	13	0	16	1281
APPROACH %'s :	0.00%	98.77%	1.23%	1.76%	98.24%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	44.83%	0.00%	55.17%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	408	2	9	457	0	0	0	0	4	0	13	893
PEAK HR FACTOR :		0.743			0.815			0.000			0.607		0.794

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_002

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

PM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Everett St			Everett St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	1	0	1	
4:00 PM		51	2	0	46					3		0	102
4:15 PM		50	3	0	35					3		2	93
4:30 PM		56	2	1	56					2		1	118
4:45 PM		73	1	1	54					0		2	131
5:00 PM		60	2	1	56					2		3	124
5:15 PM		62	5	0	49					3		2	121
5:30 PM		53	2	0	43					3		2	103
5:45 PM		47	5	1	44					3		0	100
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	452	22	4	383	0	0	0	0	19	0	12	892
APPROACH %'s :	0.00%	95.36%	4.64%	1.03%	98.97%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	61.29%	0.00%	38.71%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	251	10	3	215	0	0	0	0	7	0	8	494
PEAK HR FACTOR :	0.882			0.956			0.000			0.750			0.943

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_003 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

AM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Charles St			Charles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0.5	0.5	1	0	1	0	
7:00 AM	2	24	2	3	42	0		0	1	9	0	1	84
7:15 AM	4	27	4	2	56	0		0	1	8	0	1	103
7:30 AM	10	49	0	2	82	0		1	0	10	1	5	160
7:45 AM	16	115	0	15	84	1		0	0	6	0	12	249
8:00 AM	3	129	3	10	124	2		0	2	2	0	9	284
8:15 AM	5	85	1	14	122	2		1	0	1	0	5	236
8:30 AM	4	62	4	10	71	1		1	2	5	0	3	163
8:45 AM	5	43	1	0	41	1		0	2	4	0	1	98

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	49	534	15	56	622	7	0	3	8	45	1	37	1377
APPROACH %'s :	8.19%	89.30%	2.51%	8.18%	90.80%	1.02%	0.00%	27.27%	72.73%	54.22%	1.20%	44.58%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	28	391	8	49	401	6	0	2	4	14	0	29	932
PEAK HR FACTOR :		0.791			0.826			0.500			0.597		0.820

CONTROL : 2-Way Stop (EB,WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_003

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

PM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Charles St			Charles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0.5	0.5	1	0	1	0	
4:00 PM	9	53	3	4	42	2	0	0	10	8	2	0	133
4:15 PM	5	51	3	3	36	2	1	2	11	5	0	1	120
4:30 PM	8	57	4	6	52	1	1	1	6	0	1	1	138
4:45 PM	8	66	6	6	45	2	2	1	11	10	1	6	164
5:00 PM	5	60	4	0	55	1	1	2	7	4	1	1	141
5:15 PM	3	64	2	2	52	1	1	0	3	6	0	3	137
5:30 PM	4	54	6	2	44	0	0	3	3	5	0	2	123
5:45 PM	4	49	5	3	43	1	1	3	17	5	0	3	134

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	46	454	33	26	369	10	7	12	68	43	5	17	1090
APPROACH %'s :	8.63%	85.18%	6.19%	6.42%	91.11%	2.47%	8.05%	13.79%	78.16%	66.15%	7.69%	26.15%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	24	247	16	14	204	5	5	4	27	20	3	11	580
PEAK HR FACTOR :		0.897			0.945			0.643			0.500		0.884

CONTROL : 2-Way Stop (EB,WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_004

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

AM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			High St			High St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	1	1	0	0	1	0	0.5	0.5	1	
7:00 AM	2	19	21	11	41	1	0	2	1	46	2	7	153
7:15 AM	5	20	29	6	55	0	1	0	4	39	3	12	174
7:30 AM	4	33	54	15	82	2	2	4	3	76	3	22	300
7:45 AM	6	91	46	20	64	2	0	4	9	69	3	32	346
8:00 AM	3	98	52	34	88	0	0	7	1	42	1	37	363
8:15 AM	7	60	41	35	79	2	2	2	5	34	4	40	311
8:30 AM	5	41	49	16	77	2	0	3	7	54	3	26	283
8:45 AM	7	45	35	9	38	2	0	2	4	34	5	10	191

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	39	407	327	146	524	11	5	24	34	394	24	186	2121
APPROACH %'s :	5.05%	52.65%	42.30%	21.44%	76.95%	1.62%	7.94%	38.10%	53.97%	65.23%	3.97%	30.79%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	20	282	193	104	313	6	4	17	18	221	11	131	1320
PEAK HR FACTOR :		0.809			0.867			0.750			0.873		0.909

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_004 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

PM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			High St			High St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	1	1	0	0	1	0	0.5	0.5	1	
4:00 PM	16	49	75	9	48	1	4	13	16	55	12	14	312
4:15 PM	15	38	71	17	40	3	4	13	16	60	14	14	305
4:30 PM	27	41	82	7	36	5	3	15	15	50	13	27	321
4:45 PM	14	52	82	12	53	2	6	19	20	63	19	19	361
5:00 PM	13	57	97	11	47	4	1	10	11	59	8	18	336
5:15 PM	12	49	80	19	39	4	3	15	17	63	5	15	321
5:30 PM	2	43	80	14	42	0	2	0	10	59	5	21	278
5:45 PM	8	48	68	22	42	1	1	4	12	52	4	12	274

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	107	377	635	111	347	20	24	89	117	461	80	140	2508
APPROACH %'s :	9.56%	33.69%	56.75%	23.22%	72.59%	4.18%	10.43%	38.70%	50.87%	67.69%	11.75%	20.56%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	66	199	341	49	175	15	13	59	63	235	45	79	1339
PEAK HR FACTOR :	0.907			0.892			0.750			0.889			0.927

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_005 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

AM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Poindexter Ave-1st St			Poindexter Ave-1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	0	1	1	0.5	0.5	
7:00 AM	6	29	0	1	37	58	28	0	8	1	9	0	177
7:15 AM	7	34	2	0	38	58	26	3	6	0	12	0	186
7:30 AM	20	57	1	2	45	118	64	8	9	0	14	1	339
7:45 AM	23	89	2	2	47	84	64	2	10	0	8	4	335
8:00 AM	14	77	1	1	72	57	66	3	20	0	5	2	318
8:15 AM	33	58	1	1	59	48	36	7	17	1	9	2	272
8:30 AM	16	53	0	2	62	78	39	7	43	0	9	0	309
8:45 AM	11	38	2	1	43	31	30	2	19	0	1	2	180
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	130	435	9	10	403	532	353	32	132	2	67	11	2116
APPROACH %'s :	22.65%	75.78%	1.57%	1.06%	42.65%	56.30%	68.28%	6.19%	25.53%	2.50%	83.75%	13.75%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	90	281	5	6	223	307	230	20	56	1	36	9	1264
PEAK HR FACTOR :		0.825			0.812			0.860			0.767		0.932

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_008

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

AM

NS/EW Streets:	Spring Rd			Spring Rd			High St-Princeton Ave			High St-Princeton Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	1.5	0.5	1	1	1	1	1	1	
7:00 AM	11	37	28	30	96	3	2	20	13	16	39	26	321
7:15 AM	9	50	35	57	110	8	0	23	5	15	48	25	385
7:30 AM	11	34	41	66	129	10	1	48	6	15	70	21	452
7:45 AM	30	47	42	79	123	9	2	48	19	21	73	26	519
8:00 AM	37	64	59	57	136	5	6	49	32	15	41	20	521
8:15 AM	33	42	50	66	109	3	3	52	26	30	66	23	503
8:30 AM	25	48	62	69	107	8	2	44	27	31	38	28	489
8:45 AM	14	38	51	49	92	7	5	44	17	22	48	25	412

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	170	360	368	473	902	53	21	328	145	165	423	194	3602
APPROACH %'s :	18.93%	40.09%	40.98%	33.12%	63.17%	3.71%	4.25%	66.40%	29.35%	21.10%	54.09%	24.81%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	125	201	213	271	475	25	13	193	104	97	218	97	2032
PEAK HR FACTOR :		0.842			0.914			0.891			0.858		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_005 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

PM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Poindexter Ave-1st St			Poindexter Ave-1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	0	1	1	0.5	0.5	
4:00 PM	10	66	1	3	84	39	55	11	16	0	4	3	292
4:15 PM	13	78	2	0	63	38	54	5	13	0	8	0	274
4:30 PM	8	81	3	0	81	51	65	13	22	1	2	1	328
4:45 PM	8	79	3	3	61	54	63	12	15	2	6	1	307
5:00 PM	11	78	1	1	72	55	79	7	17	0	11	2	334
5:15 PM	14	84	4	3	63	48	50	8	18	3	7	3	305
5:30 PM	11	69	2	2	62	47	47	3	13	1	3	3	263
5:45 PM	3	61	4	4	60	38	46	4	13	1	5	1	240
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	78	596	20	16	546	370	459	63	127	8	46	14	2343
APPROACH %'s :	11.24%	85.88%	2.88%	1.72%	58.58%	39.70%	70.72%	9.71%	19.57%	11.76%	67.65%	20.59%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	41	322	11	7	277	208	257	40	72	6	26	7	1274
PEAK HR FACTOR :		0.917			0.932			0.896			0.750		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_006

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

AM

NS/EW Streets:	Walnut St			Walnut St			High St			High St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0		0	1		4	1	33	0	0	62	0	101
7:15 AM	1		2	1		1	2	42	0	1	51	5	106
7:30 AM	0		0	1		3	2	76	0	0	104	3	189
7:45 AM	0		0	5		5	5	71	0	0	92	3	181
8:00 AM	0		0	2		1	2	93	0	0	90	2	190
8:15 AM	0		0	3		2	1	73	1	0	65	1	146
8:30 AM	0		0	4		3	0	67	0	0	75	3	152
8:45 AM	0		0	1		1	1	38	0	0	44	4	89
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	2	18	0	20	14	493	1	1	583	21	1154
APPROACH %'s :	33.33%	0.00%	66.67%	47.37%	0.00%	52.63%	2.76%	97.05%	0.20%	0.17%	96.36%	3.47%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	11	0	11	10	313	1	0	351	9	706
PEAK HR FACTOR :	0.000			0.550			0.853			0.841			0.929

CONTROL : 2-Way Stop (NB,SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_006

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

PM

NS/EW Streets:	Walnut St			Walnut St			High St			High St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	0			0		7	11	93	1	0	78	12	202
4:15 PM	0			1		6	5	92	0	0	83	4	191
4:30 PM	0			5		8	11	103	0	0	81	14	222
4:45 PM	0			6		6	10	103	0	0	95	9	229
5:00 PM	0			3		5	9	99	0	0	81	5	202
5:15 PM	1			1		8	9	104	1	0	78	10	212
5:30 PM	0			6		3	0	85	2	0	71	7	174
5:45 PM	0			1		4	3	94	0	2	59	6	169

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	0	23	0	47	58	773	4	2	626	67	1601
APPROACH %'s :	100.00%	0.00%	0.00%	32.86%	0.00%	67.14%	6.95%	92.57%	0.48%	0.29%	90.07%	9.64%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	1	0	0	15	0	27	39	409	1	0	335	38	865
PEAK HR FACTOR :	0.250			0.808			0.985			0.897			0.944

CONTROL : 2-Way Stop (NB,SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_007

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

AM

NS/EW Streets:	Spring Rd			Spring Rd			Charles St			Charles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	2	0	0.5	0.5	0	0.5	0.5	1	
7:00 AM	7	58	2	0	113	1	0	1	13	10	3	1	209
7:15 AM	3	67	3	3	156	2	2	2	14	15	1	2	270
7:30 AM	3	53	4	1	190	0	0	0	10	14	2	2	279
7:45 AM	5	65	0	1	180	1	2	1	11	11	8	1	286
8:00 AM	7	79	5	2	162	0	0	3	16	10	2	0	286
8:15 AM	4	60	3	1	156	0	0	1	21	18	3	1	268
8:30 AM	2	75	4	1	151	1	3	1	24	8	1	1	272
8:45 AM	8	55	2	1	115	1	0	0	7	7	2	0	198

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	39	512	23	10	1223	6	7	9	116	93	22	8	2068
APPROACH %'s :	6.79%	89.20%	4.01%	0.81%	98.71%	0.48%	5.30%	6.82%	87.88%	75.61%	17.89%	6.50%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	18	264	12	7	688	3	4	6	51	50	13	5	1121
PEAK HR FACTOR :		0.808			0.914			0.803			0.850		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_007

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

PM

NS/EW Streets:	Spring Rd			Spring Rd			Charles St			Charles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	2	0	0.5	0.5	0	0.5	0.5	1	
4:00 PM	2	135	9	1	71	1	0	0	9	7	1	1	237
4:15 PM	8	153	12	0	64	0	0	0	7	3	1	0	248
4:30 PM	8	162	9	0	121	0	1	1	15	6	0	1	324
4:45 PM	11	183	9	2	90	1	2	1	10	4	1	0	314
5:00 PM	15	153	9	0	109	2	2	0	14	5	2	0	311
5:15 PM	14	169	16	1	101	0	2	0	8	9	2	0	322
5:30 PM	8	156	13	0	99	1	4	3	9	7	0	2	302
5:45 PM	11	181	16	0	78	0	1	0	7	8	0	1	303
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	77	1292	93	4	733	5	12	5	79	49	7	5	2361
APPROACH %'s :	5.27%	88.37%	6.36%	0.54%	98.79%	0.67%	12.50%	5.21%	82.29%	80.33%	11.48%	8.20%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	48	667	43	3	421	3	7	2	47	24	5	1	1271
PEAK HR FACTOR :		0.933			0.882			0.824			0.682		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_008

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

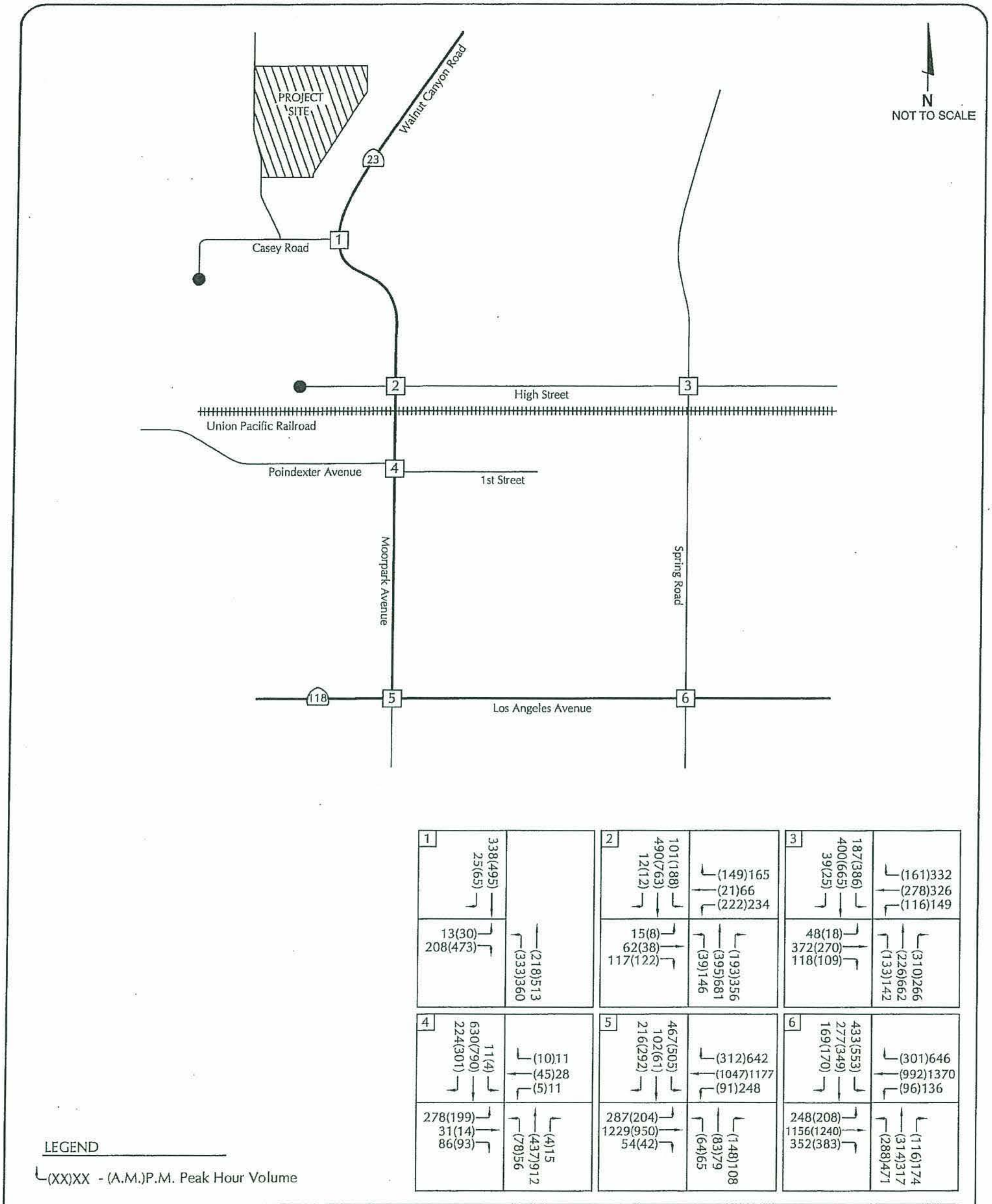
PM

NS/EW Streets:	Spring Rd			Spring Rd			High St-Princeton Ave			High St-Princeton Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	1.5	0.5	1	1	1	1	1	1	
4:00 PM	22	78	47	43	51	5	8	77	25	36	57	59	508
4:15 PM	42	102	47	24	39	4	5	66	16	25	51	67	488
4:30 PM	32	100	50	46	90	12	11	52	22	30	43	67	555
4:45 PM	29	115	44	32	60	6	18	70	54	26	73	69	596
5:00 PM	23	103	49	52	69	13	10	95	21	36	47	66	584
5:15 PM	36	110	53	40	59	8	9	48	25	49	63	77	577
5:30 PM	30	101	47	38	72	8	10	48	23	30	41	70	518
5:45 PM	31	118	48	35	56	6	21	61	51	26	75	68	596
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	245	827	385	310	496	62	92	517	237	258	450	543	4422
APPROACH %'s :	16.82%	56.76%	26.42%	35.71%	57.14%	7.14%	10.87%	61.11%	28.01%	20.62%	35.97%	43.41%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	120	428	196	170	278	39	48	265	122	141	226	279	2312
PEAK HR FACTOR :		0.935			0.823			0.766			0.854		0.970

CONTROL : Signalized

APPENDIX B

SUPPLEMENTAL FUTURE CUMULATIVE TRAFFIC COUNT DATA



ASSOCIATED
TRANSPORTATION
ENGINEERS

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 9

MMF - #14001

APPENDIX C

ICU AND LEVELS OF SERVICE EXPLANATION
ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Walnut Canyon Road/Moorpark Avenue
E-W St: Casey Road
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU1

Walnut Canyon Road/Moorpark Avenue @ Casey Road
Peak hr: AM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
	1	2	V/C	Added	Shifted	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Vol.**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	288	1500	0.192 *	0	0	288	1500	0.192 *	0	288	1500	0.192 *	45	333	1500	0.222	0	333	1500	0.222 *
Nb Thru	207	1600	0.129	2	0	209	1600	0.131	0	209	1600	0.131	11	220	1600	0.138	0	220	1600	0.138
Nb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	287	1600	0.218 *	0	0	287	1600	0.218 *	0	287	1600	0.218 *	208	495	1600	0.350 *	0	495	1600	0.350 *
Sb Right	62	0	-	0	0	62	0	-	0	62	0	-	3	65	0	-	0	65	0	-
Eb Left	31	1500	0.021	0	0	31	1500	0.021	0	31	1500	0.021	0	31	1500	0.021	0	31	1500	0.021
Eb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	256	1500	0.171	0	0	256	1500	0.171	0	256	1500	0.171	217	473	1500	0.315 *	0	473	1500	0.093
Wb Left	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000
Wb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.530					0.530				0.530				0.987				0.693
LOS			A					A				A				E				B

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Walnut Canyon Road/Moorpark Avenue
E-W St: Casey Road
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU1

Walnut Canyon Road/Moorpark Avenue @ Casey Road
Peak hr: PM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	**1 Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Shifted Vol.**	**Total Volume**	**Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**
Nb Left	47	1500	0.031	0	0	47	1500	0.031	0	47	1500	0.031	313	360	1500	0.240 *	0	360	1500	0.240 *
Nb Thru	262	1600	0.164 *	1	0	263	1600	0.164 *	0	263	1600	0.164 *	251	514	1600	0.321	0	514	1600	0.321
Nb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000
Sb Thru	204	1600	0.129	2	0	206	1600	0.131	0	206	1600	0.131	134	340	1600	0.228 *	0	340	1600	0.228 *
Sb Right	3	0	-	0	0	3	0	-	0	3	0	-	22	25	0	-	0	25	0	-
Eb Left	5	1500	0.004	0	0	5	1500	0.004	0	5	1500	0.004	8	13	1500	0.009	0	13	1500	0.009
Eb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	56	1500	0.037 *	0	0	56	1500	0.037 *	0	56	1500	0.037 *	152	208	1500	0.139	0	208	1500	0.000
Wb Left	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000
Wb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.301					0.302				0.302				0.577				0.577
LOS			A					A				A				A				A

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Moorpark Avenue
E-W St: Everett Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU2

Moorpark Avenue @ Everett Street
Peak hr: AM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
	1	2	V/C	Added	Shifted	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Vol.**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	562	1600	0.353	0	0	562	1600	0.355	0	562	1600	0.355	0	562	1600	0.355	0	562	3200	0.177
Nb Right	2	0	-	3	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Sb Left	10	1500	0.006	0	0	10	1500	0.006	0	10	1500	0.006	0	10	1500	0.006	0	10	1500	0.006
Sb Thru	630	1600	0.394 *	0	0	630	1600	0.394 *	0	630	1600	0.394 *	338	968	1600	0.605 *	0	968	1600	0.605 *
Sb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	4	1500	0.003	16	0	20	1500	0.013	0	20	1500	0.013	0	20	1500	0.013	0	20	1500	0.013
Wb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	14	1500	0.009 *	2	0	16	1500	0.011	0	16	1500	0.011	0	16	1500	0.011	0	16	1500	0.011
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.503					0.507				0.507				0.718				0.718
LOS			A					A				A				C				C

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ Everett Street
Peak hr: PM
Annual Growth: 2.00%

Date: 02/08/2016

N-S St: Moorpark Avenue
E-W St: Everett Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU2

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	**1 Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Shifted Vol.**	**Total Volume**	**Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**
Nb Left	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *
Nb Thru	319	1600	0.206 *	0	0	319	1600	0.216 *	0	319	1600	0.216 *	542	861	1600	0.554 *	0	861	3200	0.277
Nb Right	11	0	-	15	0	26	0	-	0	26	0	-	0	26	0	-	0	26	0	-
Sb Left	3	1500	0.002	2	0	5	1500	0.003 *	0	5	1500	0.003 *	0	5	1500	0.003 *	0	5	1500	0.003
Sb Thru	274	1600	0.171	0	0	274	1600	0.171	0	274	1600	0.171	272	546	1600	0.341	0	546	1600	0.341 *
Sb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	7	1500	0.005	7	0	14	1500	0.010	0	14	1500	0.010	0	14	1500	0.010	0	14	1500	0.010
Wb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	8	1500	0.006 *	1	0	9	1500	0.006	0	9	1500	0.006	0	9	1500	0.006	0	9	1500	0.006
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.314					0.329				0.329				0.667				0.451
LOS			A					A				A				B				A

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Moorpark Avenue
E-W St: Charles Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU3

Moorpark Avenue @ Charles Street
Peak hr: AM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	**1 Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Shifted Vol.**	**Total Volume**	**Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**
Nb Left	30	1500	0.020	0	0	30	1500	0.020 *	0	30	1500	0.020 *	0	30	1500	0.020 *	0	30	1500	0.020 *
Nb Thru	539	1600	0.342 *	3	0	542	1600	0.344	0	542	1600	0.344	13	517	1600	0.328	0	517	1600	0.328
Nb Right	8	0	-	0	0	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-
Sb Left	52	1500	0.035 *	0	0	52	1500	0.035	0	52	1500	0.035	0	52	1500	0.035	0	52	1500	0.035
Sb Thru	553	1600	0.350	16	0	569	1600	0.360 *	0	569	1600	0.360 *	415	964	1600	0.606 *	0	964	1600	0.606 *
Sb Right	6	0	-	0	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Eb Left	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	2	1600	0.001 *	0	0	2	1600	0.001 *	0	2	1600	0.001 *	0	2	1600	0.001 *	0	2	1600	0.001 *
Eb Right	4	1500	0.003	0	0	4	1500	0.003	0	4	1500	0.003	0	4	1500	0.003	0	4	1500	0.003
Wb Left	15	0	0.009 *	0	0	15	0	0.009 *	0	15	0	0.009 *	1	16	0	0.010 *	0	16	0	0.010 *
Wb Thru	0	1600	0.009	0	0	0	1600	0.009	0	0	1600	0.009	0	0	1600	0.010	0	0	1600	0.010
Wb Right	31	1500	0.021	0	0	31	1500	0.021	0	31	1500	0.021	1	32	1500	0.021	0	32	1500	0.021
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.488					0.490				0.490				0.737				0.737
LOS			A					A				A				C				C

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Moorpark Avenue
E-W St: Charles Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU3

Moorpark Avenue @ Charles Street
Peak hr: PM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Shifted Vol.	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	25	1500	0.017	0	0	25	1500	0.017	0	25	1500	0.017	0	25	1500	0.017	0	25	1500	0.017
Nb Thru	314	1600	0.207 *	15	0	329	1600	0.216 *	0	329	1600	0.216 *	547	833	1600	0.532 *	0	833	1600	0.532 *
Nb Right	17	0	-	0	0	17	0	-	0	17	0	-	1	18	0	-	0	18	0	-
Sb Left	15	1500	0.010 *	0	0	15	1500	0.010 *	0	15	1500	0.010 *	1	16	1500	0.011 *	0	16	1500	0.011 *
Sb Thru	260	1600	0.166	7	0	267	1600	0.170	0	267	1600	0.170	286	502	1600	0.317	0	502	1600	0.317
Sb Right	5	0	-	0	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Eb Left	5	0	0.003	0	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
Eb Thru	4	1600	0.006	0	0	4	1600	0.006	0	4	1600	0.006	0	4	1600	0.006	0	4	1600	0.006
Eb Right	29	1500	0.019 *	0	0	29	1500	0.019 *	0	29	1500	0.019 *	0	29	1500	0.019 *	0	29	1500	0.019 *
Wb Left	21	0	0.013 *	0	0	21	0	0.013 *	0	21	0	0.013 *	1	22	0	0.014 *	0	22	0	0.014 *
Wb Thru	3	1600	0.015	0	0	3	1600	0.015	0	3	1600	0.015	0	3	1600	0.016	0	3	1600	0.016
Wb Right	12	1500	0.008	0	0	12	1500	0.008	0	12	1500	0.008	1	13	1500	0.008	0	13	1500	0.008
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.349					0.359				0.359				0.675				0.675
LOS			A					A				A				B				B

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Moorpark Avenue
E-W St: High Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU4

Moorpark Avenue @ High Street
Peak hr: AM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	**1 Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Shifted Vol.**	**Total Volume**	**Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**
Nb Left	21	0	0.013	0	0	21	0	0.013	0	21	0	0.013	18	39	0	0.024 *	0	39	0	0.012
Nb Thru	389	1600	0.257 *	1	0	390	1600	0.257 *	0	390	1600	0.257 *	6	396	1600	0.272	0	396	3200	0.136 *
Nb Right	205	1500	0.137	0	0	205	1500	0.137	0	205	1500	0.137	0	205	1500	0.137	0	205	1500	0.137
Sb Left	110	1500	0.074 *	9	0	119	1500	0.080 *	0	119	1500	0.080 *	78	197	1500	0.131	0	197	1500	0.131 *
Sb Thru	432	1600	0.274	7	0	439	1600	0.278	0	439	1600	0.278	331	770	1600	0.489 *	0	770	3200	0.244
Sb Right	6	0	-	0	0	6	0	-	0	6	0	-	6	12	0	-	0	12	0	-
Eb Left	4	0	0.003	0	0	4	0	0.003	0	4	0	0.003	4	8	0	0.005	0	8	0	0.005
Eb Thru [3]	18	1600	0.026 *	0	0	18	1600	0.026 *	0	18	1600	0.026 *	20	38	1600	0.105 *	0	38	1600	0.029
Eb Right	19	0	-	0	0	19	0	-	0	19	0	-	103	122	0	-	0	122	1500	0.081 *
Wb Left	235	0	0.147	0	0	235	0	0.147	0	235	0	0.147	0	235	0	0.147	0	235	0	0.147
Wb Thru [3]	12	1600	0.154 *	0	0	12	1600	0.154 *	0	12	1600	0.154 *	9	21	1600	0.160 *	0	21	1600	0.160 *
Wb Right	139	1500	0.093	2	0	141	1500	0.094	0	141	1500	0.094	10	151	1500	0.101	0	151	1500	0.000
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.610					0.617				0.617				0.878				0.608
LOS			B					B				B				D				B

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green
3 *Eastbound and Westbound operate with split phasing.*

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Moorpark Avenue
E-W St: High Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU4

Moorpark Avenue @ High Street
Peak hr: PM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
	1	2	V/C	Added	Shifted	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Vol.	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	70	0	0.044	0	0	70	0	0.044	0	70	0	0.044	76	146	0	0.091	0	146	0	0.046
Nb Thru	254	1600	0.202	7	0	261	1600	0.207	0	261	1600	0.207	427	688	1600	0.521 *	0	688	3200	0.261 *
Nb Right	362	1500	0.241 *	0	0	362	1500	0.241 *	0	362	1500	0.241 *	0	362	1500	0.241	0	362	1500	0.241
Sb Left	52	1500	0.035 *	4	0	56	1500	0.037 *	0	56	1500	0.037 *	49	105	1500	0.070 *	0	105	1500	0.070 *
Sb Thru	223	1600	0.149	3	0	226	1600	0.151	0	226	1600	0.151	267	493	1600	0.318	0	493	3200	0.159
Sb Right	16	0	-	0	0	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-
Eb Left	14	0	0.009	0	0	14	0	0.009	0	14	0	0.009	1	15	0	0.009	0	15	0	0.009
Eb Thru [3]	63	1600	0.090 *	0	0	63	1600	0.090 *	0	63	1600	0.090 *	0	63	1600	0.122 *	0	63	1600	0.049
Eb Right	67	0	-	0	0	67	0	-	0	67	0	-	50	117	0	-	0	117	1500	0.078 *
Wb Left	249	0	0.156	0	0	249	0	0.156	0	249	0	0.156	0	249	0	0.156	0	249	0	0.156
Wb Thru [3]	48	1600	0.186 *	0	0	48	1600	0.186 *	0	48	1600	0.186 *	18	66	1600	0.197 *	0	66	1600	0.197 *
Wb Right	84	1500	0.056	9	0	93	1500	0.062	0	93	1500	0.062	81	174	1500	0.116	0	174	1500	0.046
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.651					0.654				0.654				1.010				0.706
LOS			B					B				B				F				C

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green
3 Eastbound and Westbound operate with split phasing.

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ Poindexter Avenue/1st Street
Peak hr: AM
Annual Growth: 2.00%

Date: 02/08/2016

N-S St: Moorpark Avenue
E-W St: Poindexter Avenue/1st Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU5

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Shifted Vol.	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	96	1500	0.064 *	0	0	96	1500	0.064 *	0	96	1500	0.064 *	0	96	1500	0.064 *	0	96	1500	0.064 *
Nb Thru	387	1600	0.245	1	0	388	1600	0.246	0	388	1600	0.246	50	438	1600	0.277	0	438	3200	0.139
Nb Right	5	0	-	0	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Sb Left	6	1500	0.004	0	0	6	1500	0.004	0	6	1500	0.004	0	6	1500	0.004	0	6	1500	0.004
Sb Thru	308	1600	0.396 *	7	0	315	1600	0.400 *	0	315	1600	0.400 *	482	797	1600	0.702 *	0	797	3200	0.351 *
Sb Right	326	0	-	0	0	326	0	-	0	326	0	-	0	326	0	-	0	326	0	-
Eb Left	244	1500	0.163 *	0	0	244	1500	0.163 *	0	244	1500	0.163 *	0	244	1500	0.163 *	0	244	0	0.079
Eb Thru	21	1600	0.050	0	0	21	1600	0.050	0	21	1600	0.050	0	21	1600	0.071	0	21	3100	0.116 *
Eb Right	59	0	-	0	0	59	0	-	0	59	0	-	34	93	0	-	0	93	0	-
Wb Left	1	1500	0.001	0	0	1	1500	0.001	0	1	1500	0.001	4	5	1500	0.003	0	5	1500	0.003 *
Wb Thru	38	1600	0.030 *	0	0	38	1600	0.030 *	0	38	1600	0.030 *	7	45	1600	0.034 *	0	45	1600	0.034
Wb Right	10	0	-	0	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.752					0.757				0.757				1.063				0.633
LOS			C					C				C				F				B

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Moorpark Avenue
E-W St: Poindexter Avenue/1st Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU5

Moorpark Avenue @ Poindexter Avenue/1st Street
Peak hr: PM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Shifted Vol.	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	44	1500	0.029 *	0	0	44	1500	0.029 *	0	44	1500	0.029 *	12	56	1500	0.037	0	56	1500	0.037 *
Nb Thru	410	1600	0.263	7	0	417	1600	0.268	0	417	1600	0.268	502	919	1600	0.584 *	0	919	3200	0.292
Nb Right	12	0	-	0	0	12	0	-	0	12	0	-	3	15	0	-	0	15	0	-
Sb Left	7	1500	0.005	0	0	7	1500	0.005	0	7	1500	0.005	4	11	1500	0.007 *	0	11	1500	0.007
Sb Thru	352	1600	0.358 *	3	0	355	1600	0.360 *	0	355	1600	0.360 *	278	633	1600	0.536	0	633	3200	0.268 *
Sb Right	221	0	-	0	0	221	0	-	0	221	0	-	3	224	0	-	0	224	0	-
Eb Left	273	1500	0.182 *	0	0	273	1500	0.182 *	0	273	1500	0.182 *	5	278	1500	0.185 *	0	278	0	0.090
Eb Thru	42	1600	0.074	0	0	42	1600	0.074	0	42	1600	0.074	0	42	1600	0.080	0	42	3100	0.131 *
Eb Right	76	0	-	0	0	76	0	-	0	76	0	-	10	86	0	-	0	86	0	-
Wb Left	6	1500	0.004	0	0	6	1500	0.004	0	6	1500	0.004	5	11	1500	0.007	0	11	1500	0.007 *
Wb Thru	28	1600	0.022 *	0	0	28	1600	0.022 *	0	28	1600	0.022 *	0	28	1600	0.024 *	0	28	1600	0.024
Wb Right	7	0	-	0	0	7	0	-	0	7	0	-	4	11	0	-	0	11	0	-
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.691					0.693				0.693				0.901				0.544
LOS			B					B				B				E				A

*Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

Walnut Street @ High Street
Peak hr: AM
Annual Growth: 2.00%

Date: 02/08/2016

N-S St: Walnut Street
E-W St: High Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU6

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
	1	2	V/C	Added	Shifted	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Vol.**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	12	0	0.007	0	0	12	0	0.007	0	12	0	0.007	5	17	0	0.010	0	17	0	0.010
Sb Thru	0	1600	0.015 *	0	0	0	1600	0.015 *	0	0	1600	0.015 *	0	0	1600	0.018 *	0	0	1600	0.018 *
Sb Right	12	0	-	0	0	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-
Eb Left	11	0	0.007 *	0	0	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007	0	11	0	0.007
Eb Thru	332	1600	0.215	9	0	341	1600	0.221	0	341	1600	0.221	87	416	1600	0.268 *	0	416	1600	0.268 *
Eb Right	1	0	-	0	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Wb Left	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	372	1600	0.239 *	2	0	374	1600	0.240 *	0	374	1600	0.240 *	20	382	1600	0.246	0	382	1600	0.246
Wb Right	10	0	-	0	0	10	0	-	0	10	0	-	1	11	0	-	0	11	0	-
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.360					0.361				0.361				0.385				0.385
LOS		A					A				A				A				A	

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Walnut Street
E-W St: High Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU6

Walnut Street @ High Street
Peak hr: PM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Shifted Vol.	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	16	0	0.010	0	0	16	0	0.010	0	16	0	0.010	3	19	0	0.012	0	19	0	0.012
Sb Thru	0	1600	0.028 *	0	0	0	1600	0.028 *	0	0	1600	0.028 *	0	0	1600	0.030 *	0	0	1600	0.030 *
Sb Right	29	0	-	0	0	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Eb Left	41	0	0.026	0	0	41	0	0.026	0	41	0	0.026	0	41	0	0.026 *	0	41	0	0.026 *
Eb Thru	434	1600	0.298 *	4	0	438	1600	0.300 *	0	438	1600	0.300 *	85	481	1600	0.327	0	481	1600	0.327
Eb Right	1	0	-	0	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Wb Left	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000
Wb Thru	356	1600	0.247	9	0	365	1600	0.253	0	365	1600	0.253	109	445	1600	0.307 *	0	445	1600	0.307 *
Wb Right	40	0	-	0	0	40	0	-	0	40	0	-	5	45	0	-	0	45	0	-
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.426					0.428				0.428				0.462				0.462
LOS			A					A				A				A				A

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Spring Road
E-W St: Charles Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU7

Spring Road @ Charles Street
Peak hr: AM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	**1 Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Shifted Vol.**	**Total Volume**	**Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**	**Added Volume**	**Total Volume**	**2 Capacity**	**V/C Ratio**
Nb Left	19	1500	0.013 *	0	0	19	1500	0.013 *	0	19	1500	0.013 *	1	20	1500	0.013 *	0	20	1500	0.013 *
Nb Thru	364	3200	0.118	0	0	364	3200	0.118	0	364	3200	0.118	41	372	3200	0.120	0	372	3200	0.120
Nb Right	13	0	-	0	0	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-
Sb Left	7	1500	0.005	0	0	7	1500	0.005	0	7	1500	0.005	0	7	1500	0.005	0	7	1500	0.005
Sb Thru	949	3200	0.297 *	0	0	949	3200	0.297 *	0	949	3200	0.297 *	127	966	3200	0.303 *	0	966	3200	0.303 *
Sb Right	3	0	-	0	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Eb Left	4	0	0.003	0	0	4	0	0.003	0	4	0	0.003	0	4	0	0.003	0	4	0	0.003
Eb Thru	6	1600	0.040 *	0	0	6	1600	0.040 *	0	6	1600	0.040 *	0	6	1600	0.042 *	0	6	1600	0.042 *
Eb Right	54	0	-	0	0	54	0	-	0	54	0	-	3	57	0	-	0	57	0	-
Wb Left	53	0	0.033 *	0	0	53	0	0.033 *	0	53	0	0.033 *	0	53	0	0.033 *	0	53	0	0.033 *
Wb Thru	14	1600	0.042	0	0	14	1600	0.042	0	14	1600	0.042	0	14	1600	0.042	0	14	1600	0.042
Wb Right	5	1500	0.004	0	0	5	1500	0.004	0	5	1500	0.004	0	5	1500	0.004	0	5	1500	0.004
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.484					0.484				0.484				0.492				0.492
LOS			A					A				A				A				A

*Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

05:53 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Spring Road
E-W St: Charles Street
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU7

Spring Road @ Charles Street
Peak hr: PM
Annual Growth: 2.00%

Date: 02/08/2016

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
	1	2	V/C	Added	Shifted	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Vol.**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	51	1500	0.034	0	0	51	1500	0.034	0	51	1500	0.034	3	54	1500	0.036	0	54	1500	0.036
Nb Thru	849	3200	0.280 *	0	0	849	3200	0.280 *	0	849	3200	0.280 *	193	942	3200	0.309 *	0	942	3200	0.309 *
Nb Right	46	0	-	0	0	46	0	-	0	46	0	-	0	46	0	-	0	46	0	-
Sb Left	3	1500	0.002 *	0	0	3	1500	0.002 *	0	3	1500	0.002 *	0	3	1500	0.002 *	0	3	1500	0.002 *
Sb Thru	536	3200	0.168	0	0	536	3200	0.168	0	536	3200	0.168	90	549	3200	0.172	0	549	3200	0.172
Sb Right	3	0	-	0	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Eb Left	7	0	0.005	0	0	7	0	0.005	0	7	0	0.005	0	7	0	0.005	0	7	0	0.005
Eb Thru	2	1600	0.037 *	0	0	2	1600	0.037 *	0	2	1600	0.037 *	0	2	1600	0.038 *	0	2	1600	0.038 *
Eb Right	50	0	-	0	0	50	0	-	0	50	0	-	2	52	0	-	0	52	0	-
Wb Left	25	0	0.016 *	0	0	25	0	0.016 *	0	25	0	0.016 *	0	25	0	0.016 *	0	25	0	0.016 *
Wb Thru	5	1600	0.019	0	0	5	1600	0.019	0	5	1600	0.019	0	5	1600	0.019	0	5	1600	0.019
Wb Right	1	1500	0.001	0	0	1	1500	0.001	0	1	1500	0.001	0	1	1500	0.001	0	1	1500	0.001
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.435					0.435				0.435				0.465				0.465
LOS			A					A				A				A				A

*Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Spring Road @ High Street/Princeton Avenue
Peak hr: AM
Annual Growth: 2.00%

Date: 02/08/2016

N-S St: Spring Road
E-W St: High Street/Princeton Avenue
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU8

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Shifted Vol.	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	133	1500	0.088	1	0	134	1500	0.089	0	134	1500	0.089	0	134	1500	0.089	0	134	1500	0.089
Nb Thru	277	3200	0.087	0	0	277	3200	0.087	0	277	3200	0.087	0	277	3200	0.087	0	277	3200	0.087
Nb Right	226	1500	0.151 *	0	0	226	1500	0.151 *	0	226	1500	0.151 *	84	310	1500	0.207 *	0	310	1500	0.207 *
Sb Left	288	1500	0.192 *	0	0	288	1500	0.192 *	0	288	1500	0.192 *	98	386	1500	0.257 *	0	386	1500	0.257 *
Sb Thru	656	3200	0.213	0	0	656	3200	0.213	0	656	3200	0.213	9	665	3200	0.216	0	665	3200	0.216
Sb Right	27	0	-	0	0	27	0	-	0	27	0	-	0	27	0	-	0	27	0	-
Eb Left	14	1500	0.009	0	0	14	1500	0.009	0	14	1500	0.009	4	18	1500	0.012	0	18	1500	0.012
Eb Thru	205	1600	0.128 *	4	0	209	1600	0.131 *	0	209	1600	0.131 *	65	274	1600	0.171 *	0	274	3200	0.122 *
Eb Right	110	1500	0.074	5	0	115	1500	0.077	0	115	1500	0.077	0	115	1500	0.077	0	115	0	-
Wb Left	103	1500	0.069 *	0	0	103	1500	0.069 *	0	103	1500	0.069 *	13	116	1500	0.077 *	0	116	1500	0.077 *
Wb Thru	231	1600	0.145	1	0	232	1600	0.145	0	232	1600	0.145	47	279	1600	0.174	0	279	1600	0.174
Wb Right	103	1500	0.069	0	0	103	1500	0.069	0	103	1500	0.069	58	161	1500	0.107	0	161	1500	0.107
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.639					0.642				0.642				0.813				0.763
LOS			B					B				B				D				C

*Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Spring Road @ High Street/Princeton Avenue
Peak hr: PM
Annual Growth: 2.00%

Date: 02/08/2016

N-S St: Spring Road
E-W St: High Street/Princeton Avenue
Project: Everett Street Terraces Project / 5-13-0055-1
File: ICU8

	EXIST. TRAFFIC			EXISTING PLUS PROJECT					EXIST. W/PROJECT + MITIGATION				'FUTURE WITH RELATED PROJECTS				'FUTURE WITH CUMULATIVE MITIGATION			
	1	2	V/C	Added	Shifted	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Vol.**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	127	1500	0.085	5	0	132	1500	0.088	0	132	1500	0.088	15	147	1500	0.098	0	147	1500	0.098
Nb Thru	545	3200	0.170 *	0	0	545	3200	0.170 *	0	545	3200	0.170 *	117	662	3200	0.207 *	0	662	3200	0.207 *
Nb Right	208	1500	0.139	0	0	208	1500	0.139	0	208	1500	0.139	58	266	1500	0.177	0	266	1500	0.078
Sb Left	180	1500	0.120 *	0	0	180	1500	0.120 *	0	180	1500	0.120 *	7	187	1500	0.125 *	0	187	1500	0.125 *
Sb Thru	354	3200	0.124	0	0	354	3200	0.124	0	354	3200	0.124	46	400	3200	0.138	0	400	3200	0.138
Sb Right	41	0	-	0	0	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-
Eb Left	51	1500	0.034	0	0	51	1500	0.034	0	51	1500	0.034	0	51	1500	0.034	0	51	1500	0.034
Eb Thru	281	1600	0.176 *	2	0	283	1600	0.177 *	0	283	1600	0.177 *	91	374	1600	0.234 *	0	374	3200	0.158 *
Eb Right	129	1500	0.086	2	0	131	1500	0.088	0	131	1500	0.088	0	131	1500	0.088	0	131	0	-
Wb Left	150	1500	0.100 *	0	0	150	1500	0.100 *	0	150	1500	0.100 *	0	150	1500	0.100 *	0	150	1500	0.100 *
Wb Thru	240	1600	0.150	3	0	243	1600	0.152	0	243	1600	0.152	86	329	1600	0.206	0	329	1600	0.206
Wb Right	296	1500	0.197	0	0	296	1500	0.197	0	296	1500	0.197	36	332	1500	0.221	0	332	1500	0.221
Yellow Allowance:			0.100 *					0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.666					0.667				0.667				0.765				0.689
LOS			B					B				B				C				B

* Key conflicting movement as a part of ICU
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

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LINSCOTT
LAW &
GREENSPAN
engineers

TRAFFIC IMPACT STUDY
EVERETT STREET TERRACES PROJECT
City of Moorpark, California
May 21, 2021

Prepared for:

Everett Street Terraces
1001 Newbury Road
Thousand Oaks, CA 91320

LLG Ref. 5-13-0055-1

REGISTERED PROFESSIONAL ENGINEER
DAVID S. SHENDER
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Exp. 09/30/22
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STATE OF CALIFORNIA

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Transportation Engineer I

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APPENDICES

APPENDIX

TRAFFIC IMPACT STUDY

EVERETT STREET TERRACES PROJECT

City of Moorpark, California
May 21, 2021

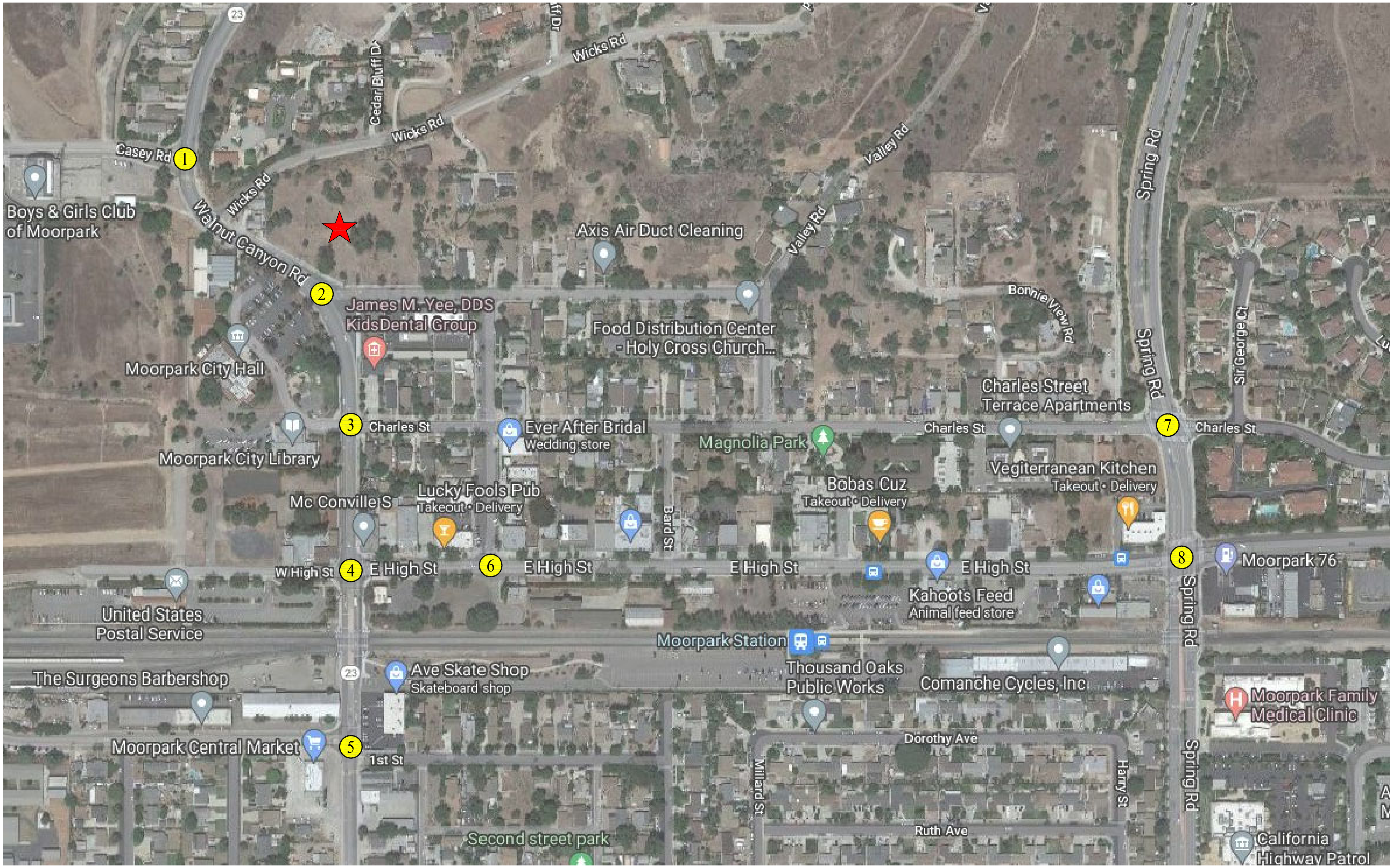
1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Everett Street Terraces project (the "Project"). The proposed Project is located on the north side of Everett Street, east of Moorpark Avenue (the "Project Site") in the City of Moorpark, California. The proposed Project Site location and general vicinity are shown in ***Figure 1–1***.

In compliance with the California Environmental Quality Act (CEQA), the City of Moorpark (the "City") is in the process of developing new traffic study guidelines to identify vehicle miles traveled (VMT) as the primary metric for evaluating a project's transportation impacts. Therefore, this traffic analysis provides an assessment of the Project's VMT transportation impact.

In addition, this traffic analysis follows the City of Moorpark's current traffic study guidelines (i.e., *Guidelines for Preparing Traffic and Circulation Studies,* 1993). This traffic analysis evaluates the potential project-related operational deficiencies associated with the proposed development at eight key intersections in the vicinity of the Project Site. The study intersections were determined in consultation with the City of Moorpark staff. The Intersection Capacity Utilization (ICU) method was used to determine volume-to-capacity ratios and corresponding Levels of Service (LOS) at the study intersections.

This study (i) presents a VMT assessment, (ii) presents existing traffic volumes, (iii) forecasts existing plus Project traffic volumes, (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future cumulative traffic volumes with the proposed Project, (vi) determines future operations at the study intersections with Project-related traffic, and (vii) provides fair-share calculations toward cumulative improvement measures, where appropriate.



N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

EVERETT STREET TERRACES PROJECT

2.0 PROJECT DESCRIPTION

2.1 Site Location

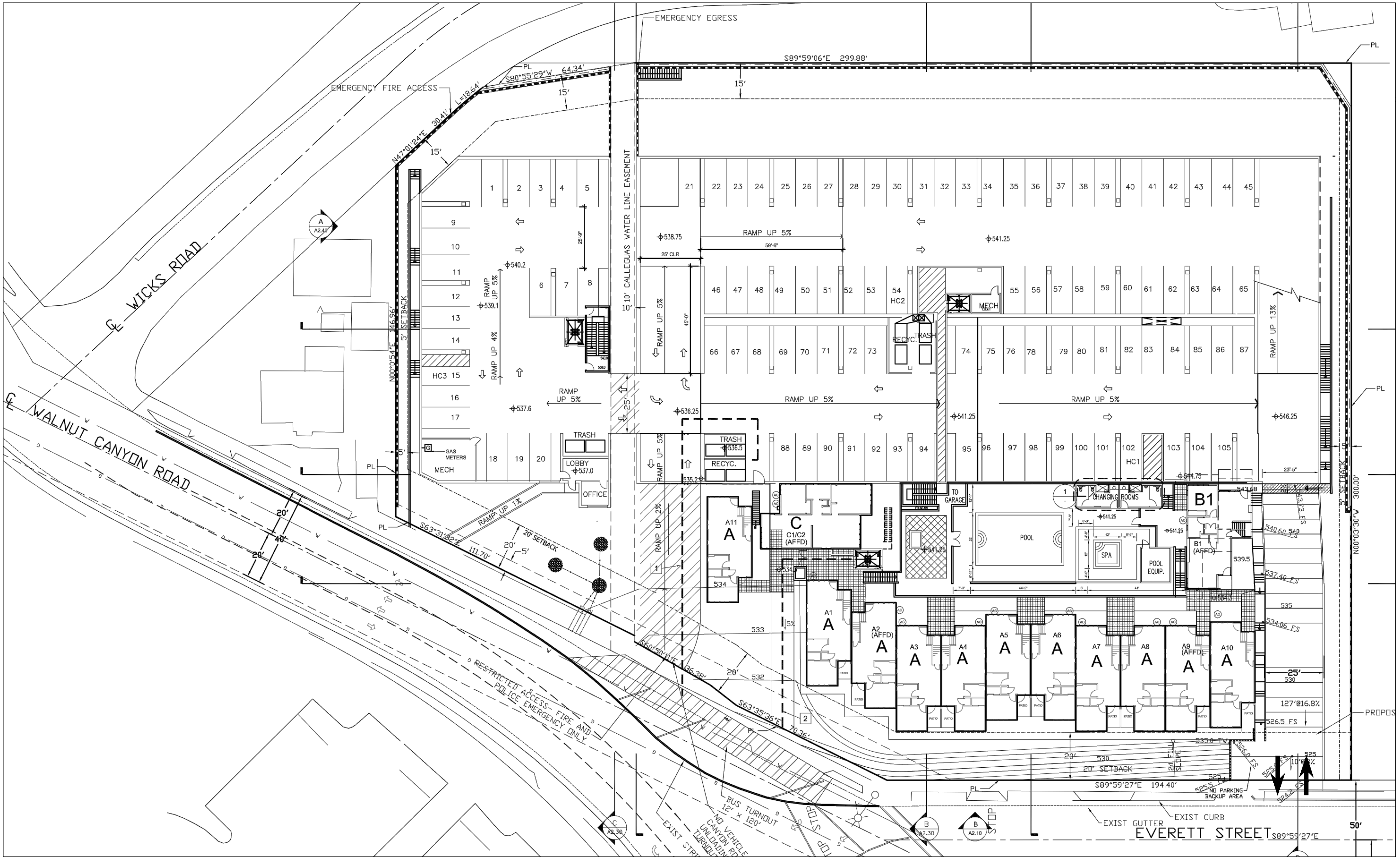
The proposed Project Site is located on the north side of Everett Street, east of Moorpark Avenue in the City of Moorpark. The Project Site is bounded by Wicks Road to the north, Everett Street to the south, residential uses to the east, and Moorpark Avenue to the west.

2.2 Existing Project Site

The Project Site is located at the northeast corner of the Everett Street / Moorpark Avenue intersection. The overall Project Site comprises approximately 2.4 acres and a portion of the site was previously occupied by six single-family homes. The six single-family homes have been removed to accommodate the proposed Project.

2.3 Proposed Project Description

The Project consists of the development of a residential condominium complex with 60 dwelling units. The condominium complex will consist of 2-bedroom and 3-bedroom units. The Project proposes to provide 153 vehicle parking spaces on-site. Construction and occupancy of the proposed Project is planned to be completed by the year 2024. The site plan for the proposed Project is illustrated in ***Figure 2–1***.



N

NOT TO SCALE

MAP SOURCE: STUDIO ZHE

FIGURE 2-1
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

EVERETT STREET TERRACES PROJECT

3.0 SITE ACCESS AND CIRCULATION

The site access scheme for the proposed Project is displayed in *Figure 2–1*. Descriptions of the existing site access and proposed Project site access and circulation schemes are provided in the following subsections.

3.1 Existing Site Access

Vehicular access to the existing Project Site is presently provided via multiple access points on Everett Street and Moorpark Avenue along the Project frontage. Two driveways are currently provided on the east side of Moorpark Avenue, which borders the Project Site to the west. Three driveways are currently provided on the north side of Everett Street, which borders the Project Site to the south. All existing driveways currently accommodate left-turn and right-turn ingress and egress turning movements.

3.2 Proposed Project Site Access and Circulation

The proposed Project Site access scheme is displayed in *Figure 2–1.* Vehicular access to the Project Site will be provided via one driveway on the north side of Everett Street at the most easterly portion of the Project Site. The driveway will accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements). As noted in Section 10.3, a previous City of Moorpark Public Works Department Capital Project involves the widening of Moorpark Avenue to provide additional lanes between Casey Road and Third Street. No other roadway improvements or roadway realignments are proposed.

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional access to the Project Site is provided by the State Route 118 (Ronald Reagan) Freeway and State Route 23 (Moorpark) Freeway. Full freeway ramp connections are provided on both the State Route 118 and State Route 23 Freeways at Los Angeles Avenue. Brief descriptions of the State Route 118 Freeway and State Route 23 Freeway are provided in the following paragraphs.

State Route 118 (Ronald Reagan) Freeway is a major freeway connecting Moorpark with the San Fernando Valley and the Los Angeles Basin. In the vicinity of the Project, the State Route 118 Freeway provides two travel lanes in each direction. Both northbound and southbound ramps are provided on State Route 118 at Los Angeles Avenue.

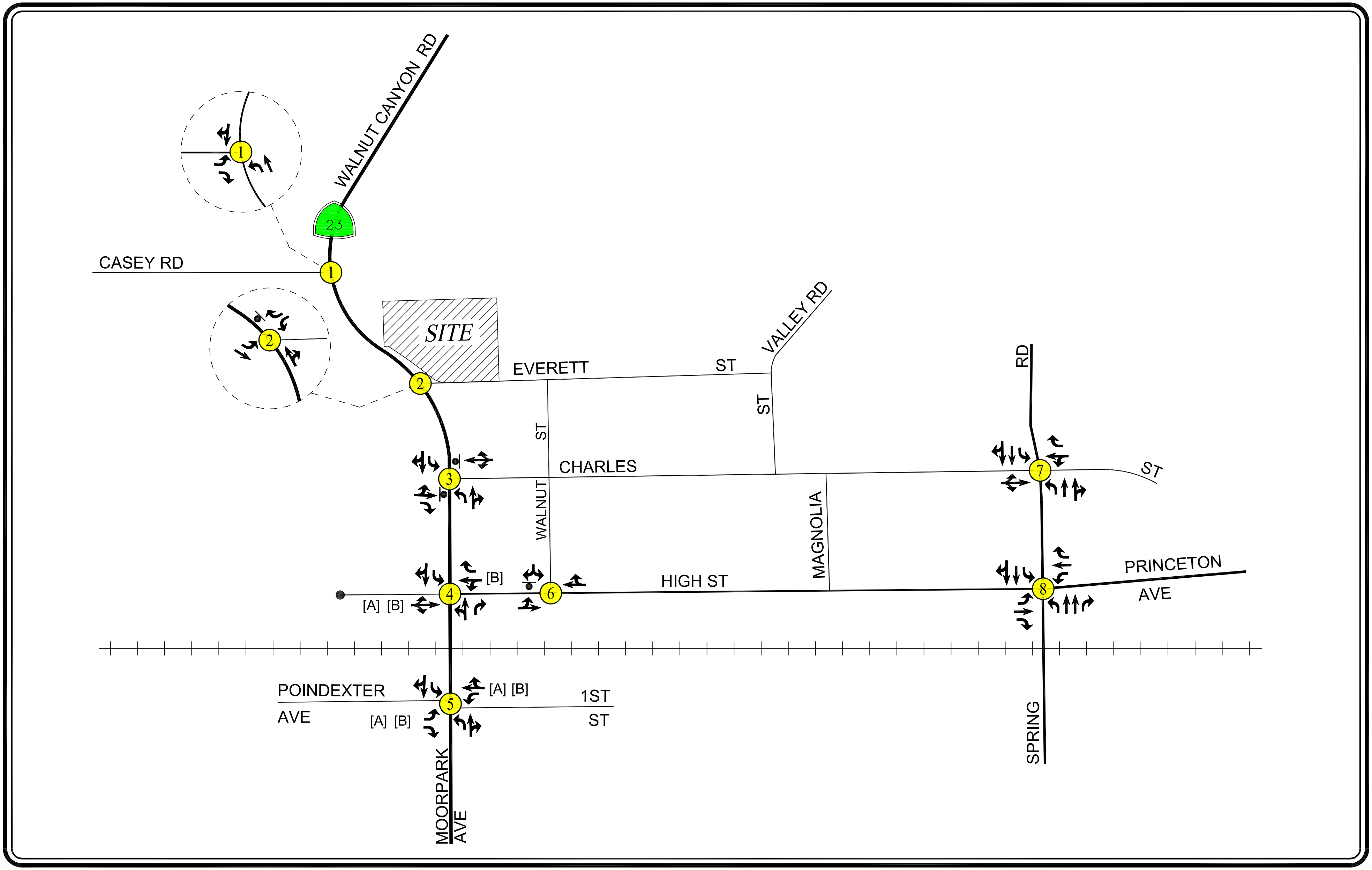
State Route 23 (Moorpark) Freeway extends from the junction with the State Route 118 Freeway southerly to the US-101 (Ventura) Freeway in the City of Thousand Oaks. State Route 23 Freeway provides two to three travel lanes in each direction in the vicinity of the Project. Both northbound and southbound ramps are provided on State Route 23 at Los Angeles Avenue.

4.2 Local Street System

Immediate access to the Project Site is provided via Everett Street. The following eight study intersections were selected by City of Moorpark staff for analysis of potential impacts related to the proposed Project:

1. Walnut Canyon Road – Moorpark Avenue / Casey Road
2. Moorpark Avenue / Everett Street
3. Moorpark Avenue / Charles Street
4. Moorpark Avenue / High Street
5. Moorpark Avenue / Poindexter Avenue – 1st Street
6. Walnut Street / High Street
7. Spring Road / Charles Street
8. Spring Road / High Street – Princeton Avenue

Five of the eight study intersections selected for analysis are currently controlled by traffic signals. The remaining three study intersections – Moorpark Avenue / Everett Street, Moorpark Avenue / Charles Street and Walnut Street / High Street – are currently controlled by stop signs. The existing lane configurations at the eight study intersections are displayed in ***Figure 4–1***.



N
NOT TO SCALE

▨ PROJECT SITE
Ⓧ STUDY INTERSECTION
● STOP SIGN
[A] NO RIGHT-TURN ON RED
[B] SPLIT PHASING

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

EVERETT STREET TERRACES PROJECT

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4.3 Roadway Descriptions

Brief descriptions of the important roadways in the Project vicinity are provided in the following paragraphs.

Walnut Canyon Road is a north-south roadway located west of the Project Site. South of Casey Road, Walnut Canyon Road becomes Moorpark Avenue. One through travel lane is provided in each direction on Walnut Canyon Road in the Project vicinity. Curbside parking is prohibited along both sides of Walnut Canyon Road in the Project vicinity. Walnut Canyon Road is posted for a 40 miles per hour speed limit in the northbound direction and is posted for a 30 miles per hour speed limit in the southbound direction. However, in the Project vicinity, Walnut Canyon Road is posted for a 25 miles per hour speed limit to reflect a 25 miles per hour school zone. Walnut Canyon Road is a State highway (SR-23).

Moorpark Avenue is a north-south roadway that borders the Project Site to the west. North of Casey Road, Moorpark Avenue becomes Walnut Canyon Road. South of Los Angeles Avenue, Moorpark Avenue terminates just north of the Arroyo Simi River. One through travel lane is provided in each direction on Moorpark Avenue in the Project vicinity. A separate exclusive left-turn lane is provided in the northbound direction at the Casey Road intersection and in each direction at the Charles Street and Poindexter Avenue intersections. A separate exclusive left-turn lane is also provided in the southbound direction at the High Street intersection. A separate exclusive right-turn lane is provided in the northbound direction on Moorpark Avenue at the High Street intersection. Curbside parking is prohibited along both sides of Moorpark Avenue in the Project vicinity. Moorpark Avenue is posted for a 30 miles per hour speed limit. However, in the Project vicinity, Moorpark Avenue is posted for a 25 miles per hour speed limit to reflect a 25 miles per hour school zone. Moorpark Avenue is a State highway (SR-23).

Walnut Street is a north-south roadway that is located east of the Project Site. Walnut Street extends from Everett Street on the north to High Street on the south. One through travel lane is provided in each direction on Walnut Street in the Project vicinity. A shared left-turn/right-turn lane is provided in the southbound direction on Walnut Street at the High Street intersection. Parking is allowed along both sides of Walnut Street in the Project vicinity, except between Charles Street and High Street where two-hour angled parking is provided from 9:00 AM to 9:00 PM along both sides of the street. There is no posted speed limit on Walnut Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code Section 22352(b)(1).

Spring Road is a north-south roadway that is located east of the Project Site. Spring Road extends from Walnut Canyon Road on the north to Tierra Rejada Road on the south. Two through travel lanes are provided in each direction on Spring Road north of Los Angeles Avenue. South of Los Angeles Avenue, one through travel lane is provided in each direction on Spring Road. Separate exclusive left-turn lanes are provided on Spring Road in each direction at the Charles Street and High Street – Princeton Avenue intersections. Curbside parking is prohibited along both sides of Spring Road in the Project vicinity. Separate exclusive bicycle lanes are provided in each direction along Spring Road, except between Flinn Avenue – 2nd Street and Los

Angeles Avenue. Spring Road is posted for a 45 miles per hour speed limit north of High Street – Princeton Avenue and is posted for a 40 miles per hour speed limit south of High Street – Princeton Avenue near the Project Site.

Casey Road is an east-west roadway that is located north of the Project Site. One through travel lane is provided in each direction on Casey Road in the Project vicinity. Separate left-turn and right-turn lanes are provided in the eastbound direction on Casey Road at the Moorpark Avenue – Walnut Canyon Road intersection. Curbside parking is prohibited along the north side of Casey Road in the Project vicinity. Curbside parking is prohibited along the south side of Casey Road from 10:00 PM to 6:00 AM in the Project vicinity. Casey Road is posted for a 25 miles per hour speed limit near the Project Site.

Everett Street is an east-west roadway that borders the Project Site to the south. Everett Street extends from Moorpark Avenue on the west to Magnolia Street – Valley Road on the east. One through travel lane is provided in each direction on Everett Street in the Project vicinity. Separate exclusive left-turn and right-turn lanes are provided in the westbound direction on Everett Street at the Moorpark Avenue intersection. Curbside parking is allowed along both sides of Everett Street within the Project study area. There is no posted speed limit on Everett Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code Section 22352(b)(1).

Charles Street is an east-west roadway that is located south of the Project Site. One through travel lane is provided in each direction on Charles Street in the Project vicinity. Curbside parking is allowed along both sides of Charles Street within the Project study area. Charles Street is posted for a 25 miles per hour speed limit near the Project Site.

High Street is an east-west roadway that is located south of the Project Site. East of Spring Road, High Street becomes Princeton Avenue. High Street extends from just west of Moorpark Avenue to Spring Road on the east. One through travel lane is provided in each direction on High Street in the Project vicinity. A separate exclusive left-turn lane is provided in the eastbound direction on High Street at the Spring Road intersection. A separate exclusive right-turn lane is provided in the westbound direction on High Street at the Moorpark Avenue intersection and a separate exclusive right-turn lane is provided in the eastbound direction on High Street at the Spring Road intersection. Two-hour parking is provided from 6:00 AM to 6:00 PM along both sides of High Street from Moorpark Avenue to Spring Road in the Project vicinity. Separate exclusive bicycle lanes are provided in each direction along High Street between Moorpark Avenue and Spring Road. High Street is posted for a 30 miles per hour speed limit near the Project Site.

Princeton Avenue is an east-west roadway that is located south of the Project Site. West of Spring Road, Princeton Avenue becomes High Street. Princeton Avenue extends from Spring Road on the west to Campus Park Drive on the east. One through travel lane is provided in the eastbound direction on Princeton Avenue in the Project vicinity. Two through travel lanes are provided in the westbound direction on Princeton Avenue just east of Spring Road. Separate exclusive left-turn and right-turn lanes are provided in the westbound direction on Princeton

Avenue at the Spring Road intersection. Curbside parking is prohibited along both sides of Princeton Avenue in the Project vicinity. Princeton Avenue is posted for a 40 miles per hour speed limit near the Project Site.

Poindexter Avenue is an east-west roadway that is located south of the Project Site. One through travel lane is provided in each direction on Poindexter Avenue in the Project vicinity. Separate exclusive left-turn and right-turn lanes are provided in the eastbound direction on Poindexter Avenue at the Moorpark Avenue intersection. Curbside parking is prohibited along both sides of Poindexter Avenue in the Project vicinity. Separate exclusive bicycle lanes are provided in each direction along Poindexter Avenue in the Project vicinity. Poindexter Avenue is posted for 40 miles per hour speed limit. However, just west of Moorpark Avenue, Poindexter Avenue is posted for a 25 miles per hour speed limit to reflect a 25 miles per hour school zone.

1st Street is an east-west roadway that is located south of the Project Site. One through travel lane is provided in each direction on 1st Street in the Project vicinity. A separate exclusive left-turn lane is provided in the westbound direction on 1st Street at the Moorpark Avenue intersection. Curbside parking is allowed along both sides of 1st Street within the Project study area. There is no posted speed limit on 1st Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code Section 22352(b)(1).

4.4 Public Bus Transit Service

Public bus transit service in the Project study area is currently provided by Moorpark City Transit, Moorpark Paratransit, Moorpark Senior Dial-A-Ride, and the Ventura County Transportation Commission (VCTC). A summary of the existing transit routes that have fixed timetables, including the transit route, destinations and peak hour headways, is presented in ***Table 4–1***. The existing public transit routes in the proposed Project Site vicinity for weekday service are illustrated in ***Figure 4–2***. The public transit route in the proposed Project Site vicinity for Saturday service is illustrated in ***Figure 4–3*** per the Moorpark City Transit Evaluation.[1]

---

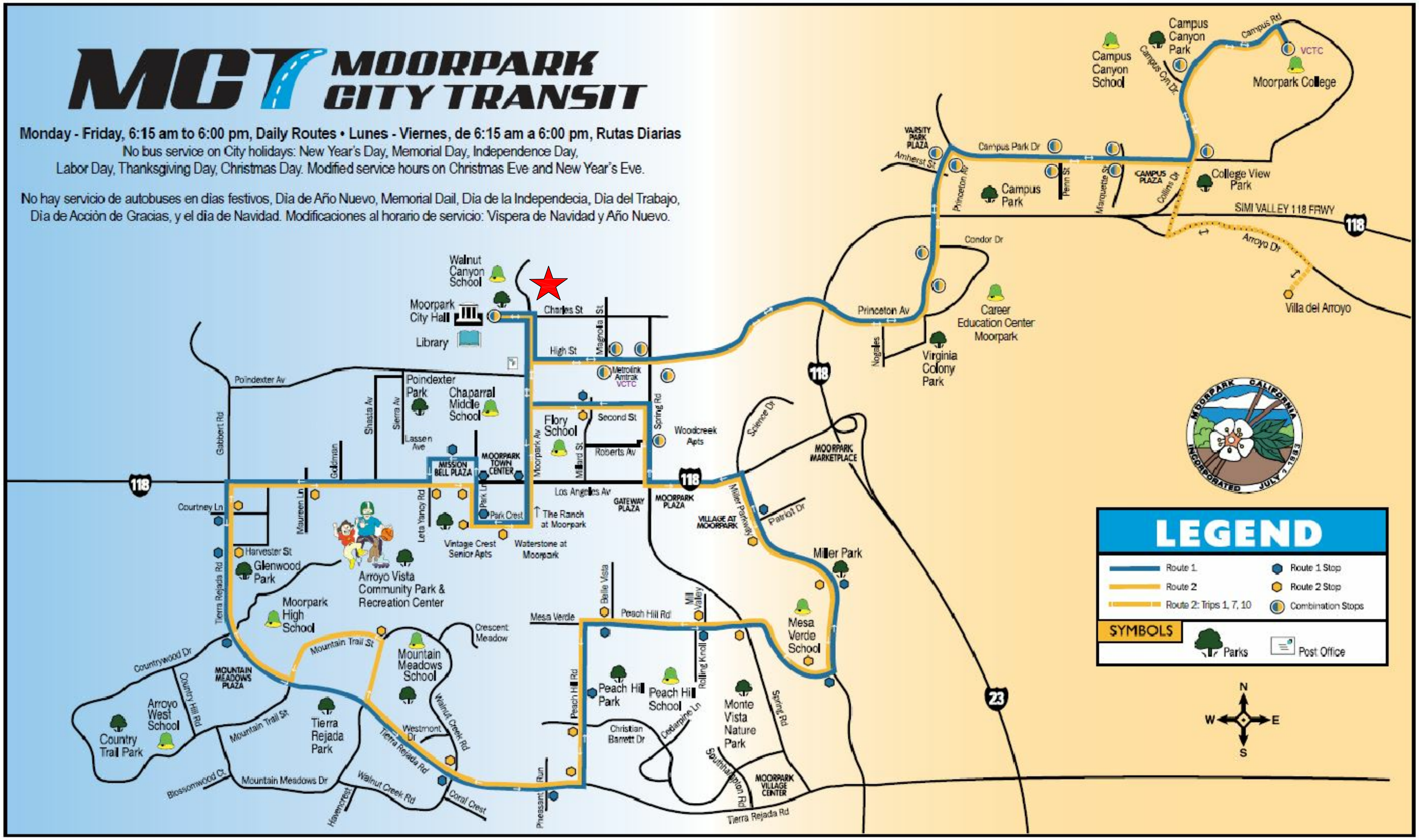
[1] *Moorpark City Transit Evaluation – Final Report*, Nelson\Nygaard Consulting Associates, Inc., May 2017.

Table 4-1
EXISTING PUBLIC TRANSIT ROUTES [1]

17-May-21

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Moorpark City Transit Route 1	Roundtrip from Moorpark College (via Campus Park Drive, Princeton Avenue, High Street, Moorpark Avenue, Tierra Rejada Road, and Spring Road)	High Street, Moorpark Avenue, and Spring Road	EB WB	1 1	1 1
Moorpark City Transit Route 2	Roundtrip from Moorpark College (via Campus Park Drive, Princeton Avenue, High Street, Spring Road, Tierra Rejada Road, and Moorpark Avenue)	High Street, Moorpark Avenue, and Spring Road	EB WB	1 1	1 1
VCTC Route 70	Simi Valley to Thousand Oaks (via SR-118 Freeway, Princeton Avenue, High Street, Moorpark Avenue, Los Angeles Avenue, and SR-23 Freeway)	High Street, Moorpark Avenue	NB SB	1 0	0 0
VCTC Route 77	Simi Valley to Ventura (via SR-118 Freeway, Princeton Avenue, High Street, Los Angeles Avenue, Somis Road and US-101 Freeway)	High Street, Moorpark Avenue	EB WB	0 0	0 1
			Total	**5**	**5**

[1] Sources: Moorpark City Transit website, 2021.
Ventura County Transportation Commission (VCTC) website, 2021.



NOT TO SCALE

MAP SOURCE: CITY OF MOORPARK

★ PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 4-2

EXISTING PUBLIC TRANSIT ROUTES

WEEKDAY SERVICE

EVERETT STREET TERRACES PROJECT

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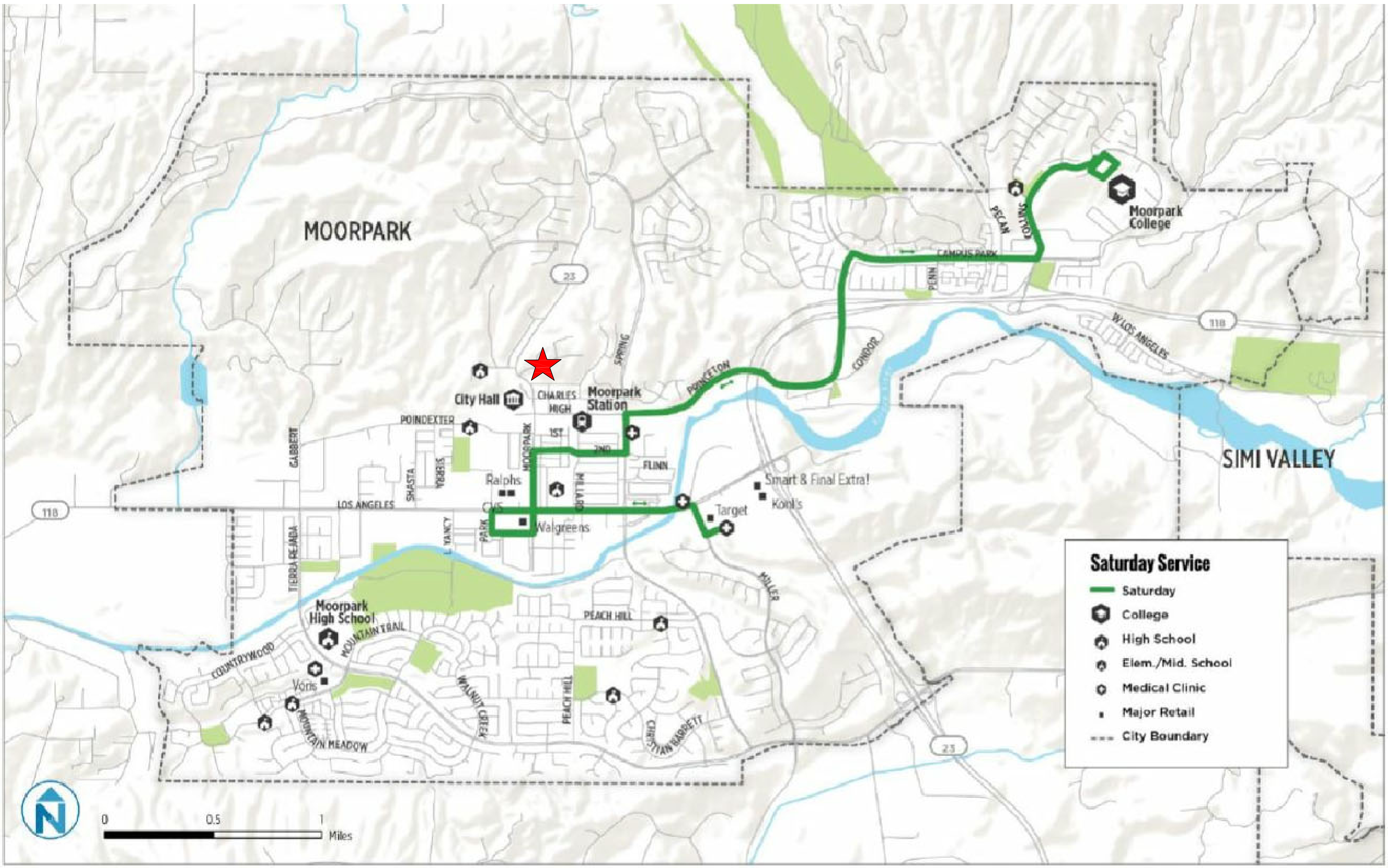

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MAP SOURCE: NELSON\NYGAARD CONSULTING ASSOCIATES, INC.

★ PROJECT SITE

FIGURE 4-3
PUBLIC TRANSIT ROUTES

SATURDAY SERVICE

EVERETT STREET TERRACES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

5.0 VEHICLE MILES TRAVELED ASSESSMENT

5.1 Introduction

VMT is defined as a measurement of miles traveled by vehicles within a specified region and for a specified time period. VMT is a measure of the use and efficiency of the transportation network. VMTs are calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (round-trip) travel and is often estimated for a typical weekday for the purposes of measuring transportation impacts.

In September 2013, the Governor's Office signed Senate Bill 743 (SB 743), starting a process that fundamentally changes the way transportation impact analysis is conducted under the California Environmental Quality Act. Within the State's CEQA Guidelines, these changes include the elimination of auto delay, LOS, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. SB 743 identifies VMT as the most appropriate CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions.

The City is in the process of developing new traffic study guidelines to identify VMT as the primary metric for determining transportation impacts of development projects. The new guidelines will include VMT guidelines and thresholds for measuring transportation impacts under CEQA. It is LLG's understanding that the VMT guidelines will be prepared based on the recommendations provided in the technical advisory issued by the Governor's Office of Planning and Research (OPR).[2]

5.2 Project VMT

The transportation model consultant Iteris was engaged to prepare a calculation of VMT for purposes of evaluating the Project's VMT effect. The memorandum prepared by Iteris providing details of its VMT analysis of the Project is provided in ***Appendix A***.

As indicated in the Iteris memorandum, the Ventura County Transportation Model (VCTM) was utilized to generate the VMT outputs. As the Project is a residential development, the appropriate VMT metric is calculated on a per capita basis, consistent with the OPR. As detailed in the Iteris memorandum, per capita VMT was determined at the Project Site, as well as on a Citywide basis. The comparison of the Project per capita VMT and the Citywide per capita VMT allows for an assessment of the relative VMT impacts of the Project.

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[2] *Technical Advisory on Evaluating Transportation Impacts in CEQA,* Governor's Office of Planning and Research, December 2018.

Based on the VCTM, the Project Site is located within Traffic Analysis Zone (TAZ) 60129101. As indicated in the Iteris memorandum, the TAZ-level daily VMT per capita for the Project was determined to be 19.58 miles per capita. It is noted that the calculation does not consider the VMT-reducing effects associated with the Project's location within a half-mile walking distance of the Moorpark Metrolink Station, which is considered to be a Major Transit Stop as defined by CEQA (Public Resources Code, §21064.3).

In addition to the Project per capita VMT, the Iteris memorandum provides the Citywide average daily VMT per capita, which was determined to be 20.54 miles.

Based on the findings in the Iteris memorandum and in consideration of the OPR technical advisory, the VMT impacts of the Project are determined to be less than significant based on:

- The Project's daily VMT per capita is calculated to be less than the Citywide average daily VMT per capita.
- The OPR technical advisory recommends that "lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT."

Based on the finding of a less than significant VMT impact for the Project, no mitigation measures are required or recommended.

6.0 TRAFFIC COUNTS

Due to the Covid-19 pandemic, traffic count data could not be collected at the study intersections. Therefore, historical data at the study intersections, with appropriate modifications, was utilized to represent current (pre-pandemic) traffic volume conditions. For this traffic analysis, the following techniques were used to estimate current year (2021) peak hour turning movement traffic volumes at the study intersections:

- Walnut Canyon Road – Moorpark Avenue / Casey Road, Moorpark Avenue / High Street, Moorpark Avenue / Poindexter Avenue – 1st Street, Spring Road / High Street – Princeton Avenue: Peak hour traffic volume data collected at these intersections in 2019 and referenced from a related development project[3] (the Hitch Ranch study) were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes. Further discussion of the annual traffic growth rate is provided in Section 8.0.

- Moorpark Avenue / Everett Street, Moorpark Avenue / Charles Street, Walnut Street / High Street, Spring Road / Charles Street: Peak hour traffic volume data at these intersections were referenced from a prior traffic study prepared for the Project in 2016.[4] The peak hour traffic volume data in the 2016 study was determined from peak hour traffic count data collected at these intersections in 2013. The traffic count data from 2013 was increased by a two (2.0%) annual traffic growth rate through the year 2016. The traffic volumes along Moorpark Avenue were then further adjusted to account for truck traffic during the AM and PM peak hours. It is estimated that trucks represent approximately 15 percent (15%) and 10 percent (10%) of the AM and PM peak hour traffic volumes, respectively, on Moorpark Avenue. The percentage of trucks, as well as a passenger car equivalent (PCE) factor of 3.0 was utilized to adjust the traffic volumes to reflect truck traffic along Moorpark Avenue and estimate the 2016 traffic volumes. The 2016 peak hour traffic volume data at these intersections were then increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.

The existing weekday AM and PM peak hour traffic volumes at the eight study intersections are summarized in ***Table 6–1***. The existing traffic volumes at the study intersections during the AM and PM peak hours are shown in ***Figures 6–1*** and ***6–2***, respectively. Summary data worksheets of the historical traffic counts at the study intersections are contained in ***Appendix B***.

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[3] *Traffic Impact Analysis for the Proposed Hitch Ranch Specific Plan,* Impact Sciences, August 2020.
[4] *Traffic Impact Study for the Everett Street Terraces Project,* Linscott, Law & Greenspan, Engineers, February 2016.

Table 6-1
EXISTING TRAFFIC VOLUMES [1]

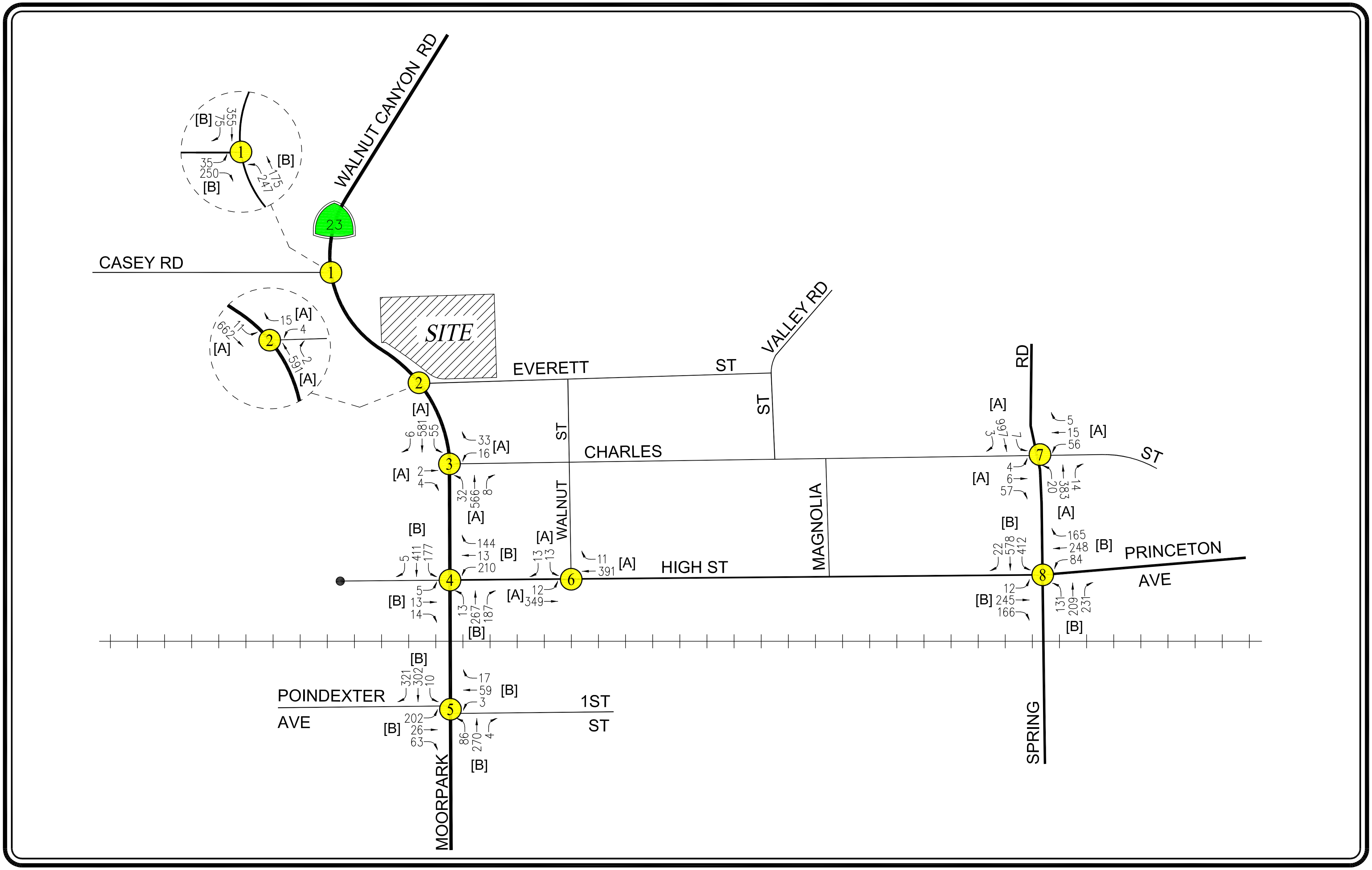
20-May-21

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME [2], [3]	BEGAN	VOLUME [2], [3]
1	Moorpark Avenue - Walnut Canyon Road / Casey Road	04/17/2019	NB	7:45	422	4:30	411
			SB		430		202
			EB		285		101
			WB		0		0
2	Moorpark Avenue / Everett Street	06/12/2013	NB	7:30	593	4:30	347
			SB		673		291
			EB		0		0
			WB		19		15
3	Moorpark Avenue / Charles Street	06/12/2013	NB	7:45	606	4:30	374
			SB		642		294
			EB		6		39
			WB		49		38
4	Moorpark Avenue / High Street	04/17/2019	NB	7:45	467	5:00	623
			SB		593		313
			EB		32		65
			WB		367		412
5	Moorpark Avenue / Poindexter Avenue - 1st Street	04/03/2019	NB	8:00	360	4:30	448
			SB		633		572
			EB		291		392
			WB		79		53
6	Walnut Street / High Street	06/12/2013	NB	7:30	0	4:30	0
			SB		26		47
			EB		361		499
			WB		402		416
7	Spring St / Charles St	06/12/2013	NB	7:15	417	4:30	994
			SB		1,007		569
			EB		67		62
			WB		76		32
8	Spring Street / Princeton Avenue	04/03/2019	NB	7:45	571	4:30	1,076
			SB		1,012		553
			EB		423		506
			WB		497		866

[1] National Data & Surveying Services

[2] Traffic count data from 2013 was increased by a 2.0% annual traffic growth rate through the year 2016. The 2016 volumes were then increased by a 1.0% annual growth rate through the year 2021.

[3] Traffic count data from 2019 was increased by a 1.0% annual traffic growth rate through the year 2021.



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▨ PROJECT SITE
Ⓧ STUDY INTERSECTION
[A] 2016 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2021
[B] 2019 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2021

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
EVERETT STREET TERRACES PROJECT

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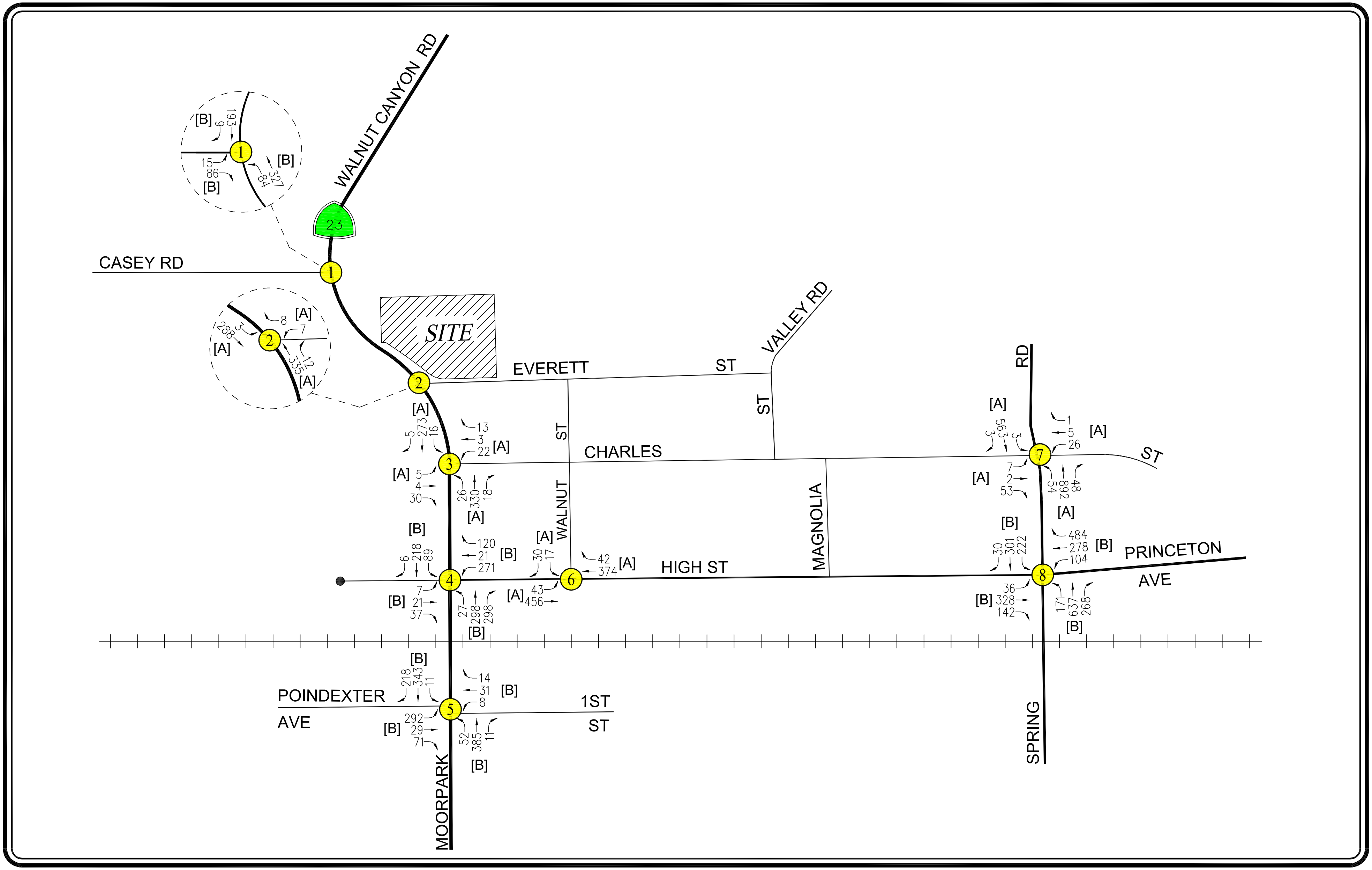

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ⓧ STUDY INTERSECTION

[A] 2016 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2021

[B] 2019 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2021

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-2

EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

EVERETT STREET TERRACES PROJECT

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7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic operational characteristics related to the proposed Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the traffic effects of the proposed Project are isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed Project during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 10th Edition, 2017. Traffic volumes expected to be generated by the proposed Project were based upon number of dwelling units. ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed Project.

The trip generation forecast for the proposed Project is summarized in ***Table 7–1***. As presented in *Table 7-1*, the proposed Project is expected to generate a net increase of 28 vehicle trips (6 inbound trips and 22 outbound trips) during the AM peak hour. During the PM peak hour, the proposed Project is expected to generate a net increase of 34 vehicle trips (21 inbound trips and 13 outbound trips). Over a 24-hour period, the proposed Project is forecast to generate a net increase of 439 daily trip ends during a typical weekday (approximately 220 inbound trips and 219 outbound trips).

Table 7-1
PROJECT TRIP GENERATION [1]

16-May-21

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Condominiums [3]	60 DU	439	6	22	28	21	13	34
NET PROJECT TRIPS		**439**	**6**	**22**	**28**	**21**	**13**	**34**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.

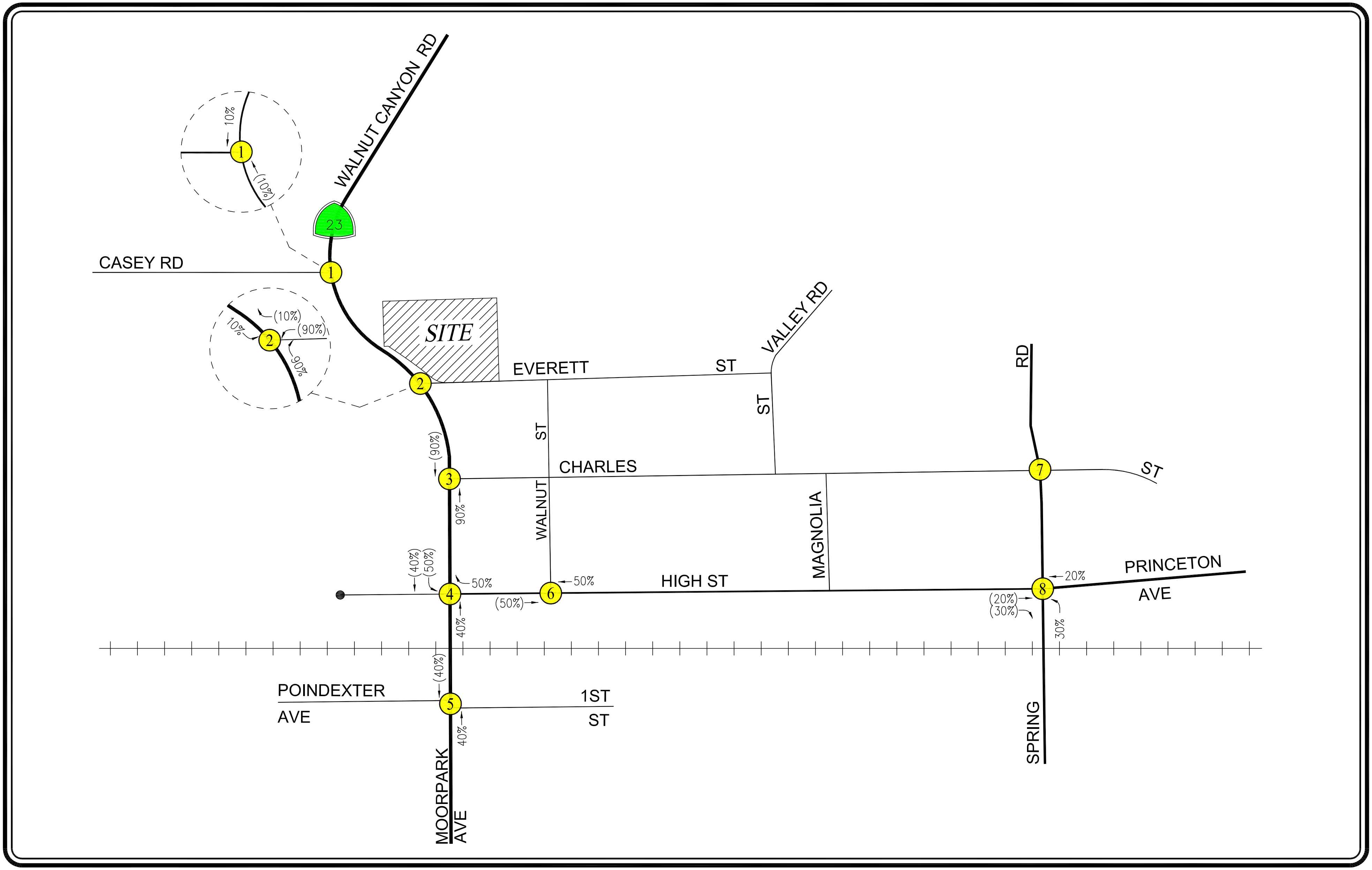
[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- Daily Trip Rate: 7.32 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

7.2 Project Traffic Distribution and Assignment

Project generated traffic was assigned to the local roadway system based on a traffic distribution pattern which accounted for the proposed Project land uses, the planned Project Site access schemes, existing traffic patterns, characteristics of the surrounding roadway system, and nearby population and employment centers.

The general, directional traffic distribution patterns for the proposed Project are presented in ***Figure 7–1***. The forecast net new weekday AM and PM peak hour traffic volumes at the study intersections associated with the proposed Project are presented in ***Figures 7–2*** and ***7–3***, respectively. The traffic volume assignments presented in *Figures 7–2* and 7*–3* reflect the traffic distribution characteristics shown in *Figure 7–1* and the Project traffic generation forecast presented in *Table 7–1*.



▨ PROJECT SITE
● STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

EVERETT STREET TERRACES PROJECT

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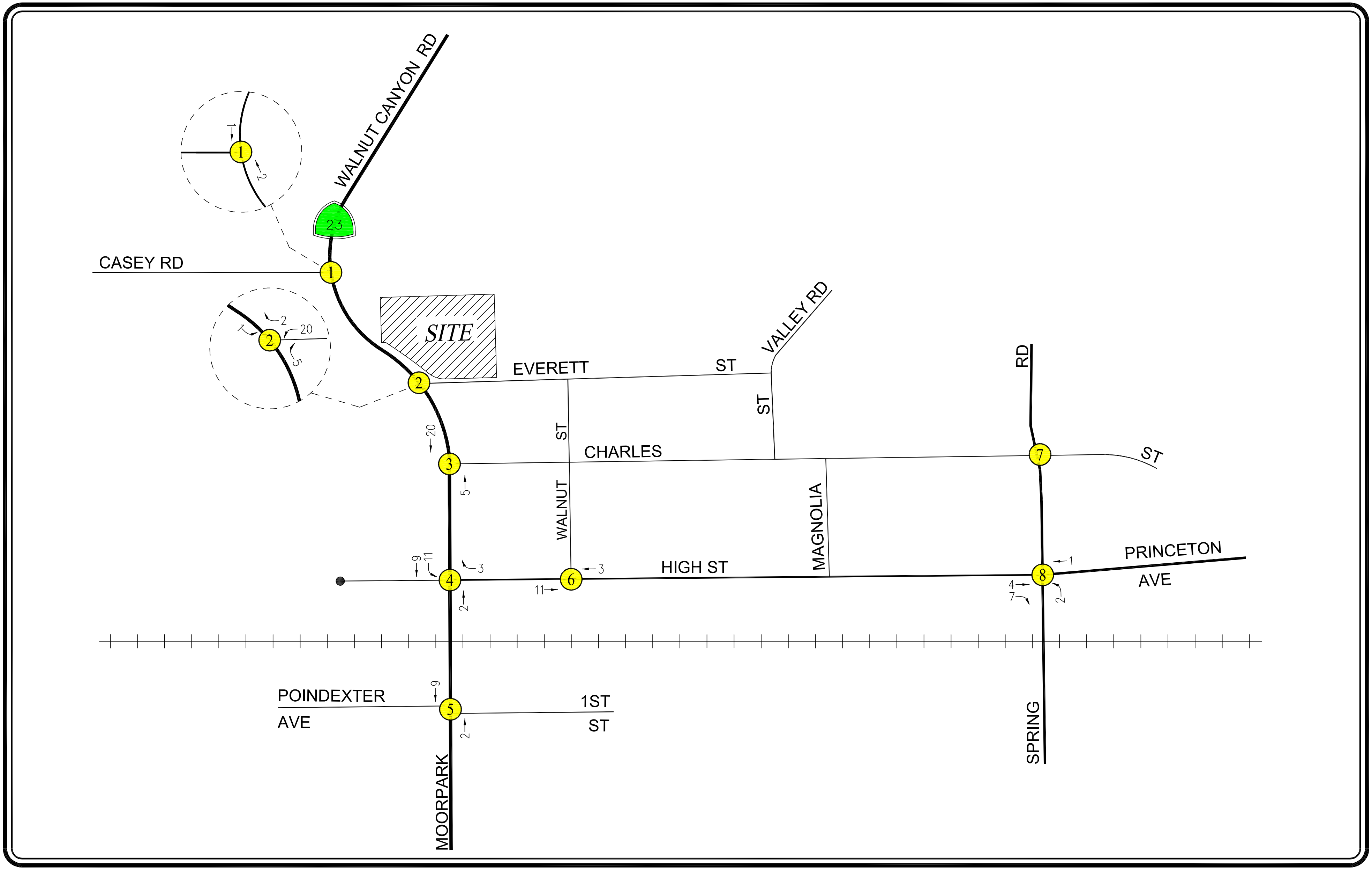

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▨ PROJECT SITE
Ⓧ STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-2
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
EVERETT STREET TERRACES PROJECT

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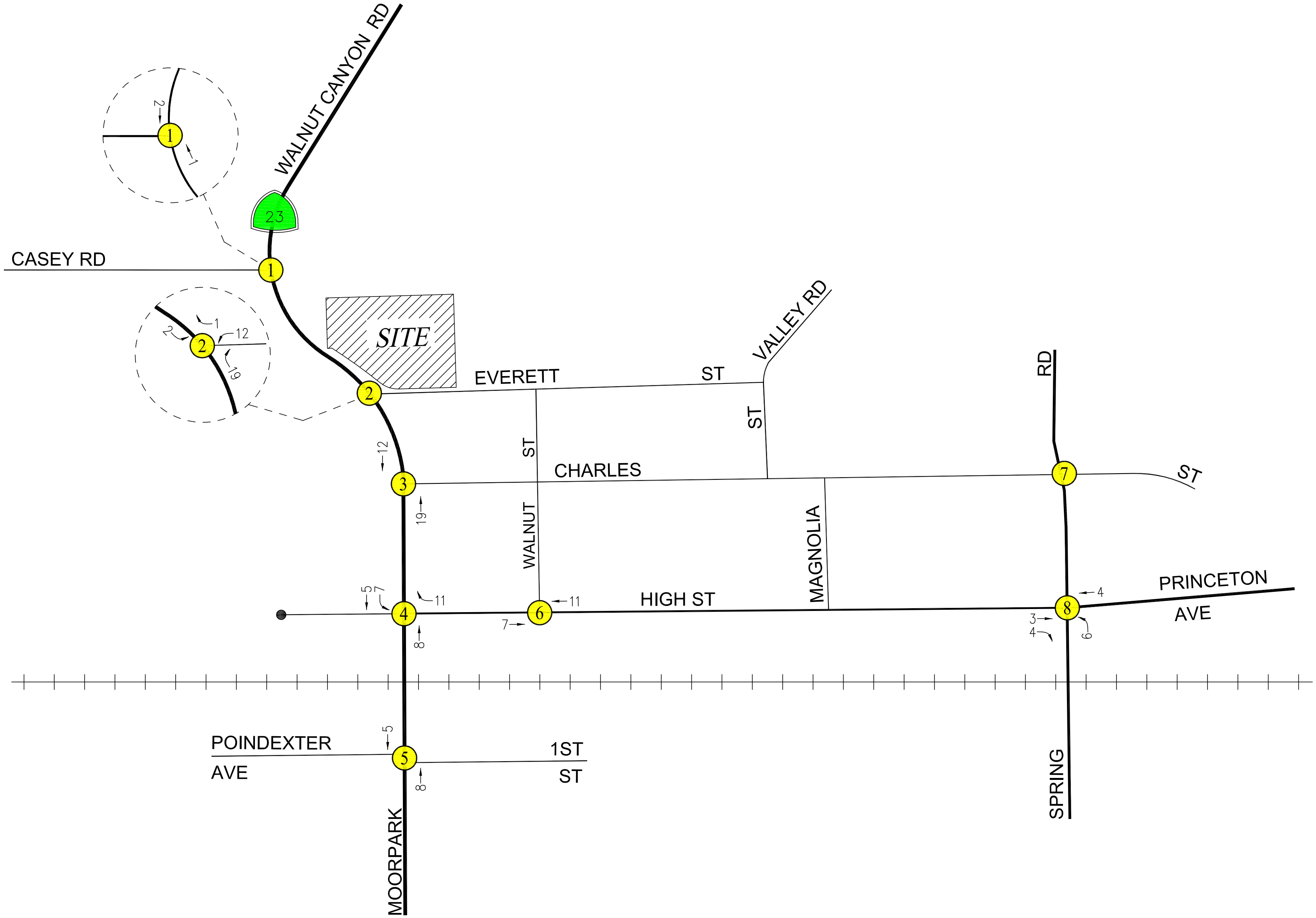

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▨ PROJECT SITE
Ⓧ STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-3
NET NEW PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
EVERETT STREET TERRACES PROJECT

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8.0 CUMULATIVE DEVELOPMENT PROJECTS

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Moorpark Community Development Department. The list of related projects in the Project Site area is presented in ***Table 8–1***. The location of the related projects is shown in ***Figure 8–1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 8–1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 8–2*** and ***8–3***, respectively.

8.1 Ambient Traffic Growth Factor

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to the year 2024 (i.e., the anticipated year of Project build-out). The ambient growth factor was determined in accordance with the ambient growth factor of 1.0% identified in the Hitch Ranch study.

Table 8-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

19-Apr-21

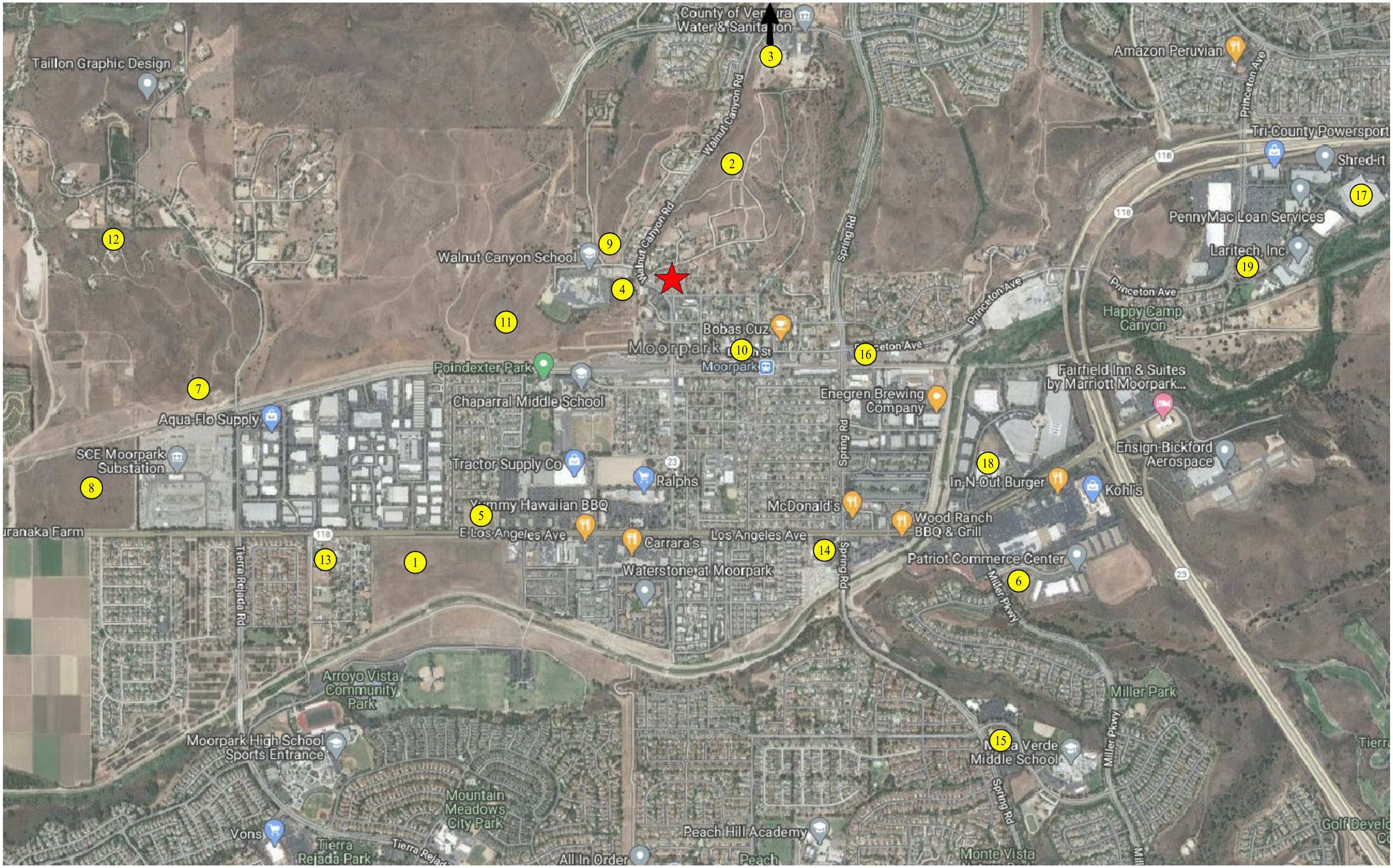
MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Pacific Arroyo	Approved	South of Los Angeles Avenue East of Maureen Lane	Single-Family Homes	284 DU	[3]	2,681	53	157	210	177	104	281
2	Vistas at Moorpark	Approved	East of Walnut Canyon Road North of Wicks Road	Single-Family Homes	110 DU	[3]	1,038	20	61	81	69	40	109
3	Canyon Crest	Approved	Marine View Drive East of Walnut Canyon Road at Championship Drive	Single-Family Homes	21 DU	[3]	198	4	12	16	13	8	21
4	Essex Moorpark Apartments	Approved	South of Casey Road West of Walnut Canyon Road	Apartments	200 DU	[4]	1,464	21	71	92	71	41	112
5	Green Island Villas	Approved	635 Los Angeles Avenue	Condominiums	69 DU	[4]	505	7	25	32	25	14	39
6	Patriot Commerce Center	Approved	West of SR-23 Freeway East of Miller Parkway South of Moorpark Marketplace	Industrial Building	94,001 GSF	[5]	466	58	8	66	8	51	59
7	TT 5906	Approved	North of Union Pacific Railroad Tracks West of Gabbert Road	Industrial Park	1,568,000 GSF	[6]	5,284	508	119	627	132	495	627
8	Moorpark West Studios	Approved	Los Angeles Avenue West of SCE Substation	Office Production Sound Stages Security Personnel Trips	112,850 GSF 9 Stages	[7] [7] [7]	1,242 1,836 30	153 nom. nom.	21 nom. nom.	174 nom. nom.	28 nom. nom.	140 nom. nom.	168 nom. nom.
9	Casey Road Senior Community	Approved	North of Casey Road West of Walnut Canyon Road	Senior Adult Housing	390 DU	[8]	1,443	27	51	78	56	45	101
10	High Street Station	Approved	226 High Street	Apartments Commercial	79 DU 13,656 GSF	[4] [9]	578 516	8 8	28 5	36 13	28 25	16 27	44 52
11	Hitch Ranch Specific Plan	Proposed	North of Union Pacific Railroad Tracks West of Terminus of Casey Road	Apartments Single-Family Homes Public Park	299 DU 456 DU 5 Acres	[10]	6,948	117	359	476	389	250	639
12	North Ranch	Proposed	5979 Gabbert Road	Single-Family Homes	139 DU	[3]	1,312	26	77	103	87	51	138
13	Beltramo Ranch	Proposed	South of Los Angeles Avenue East of Tierra Rejada Road West of Maureen Lane	Single-Family Homes	52 DU	[3]	491	10	28	38	32	19	51
14	4875 Spring Road Residential Project	Approved	4875 Spring Road	Condominiums	95 DU	[4]	695	10	34	44	33	20	53
15	Oakmont Senior Living	Under Construction	13960 Peach Hill Road	Senior Adult Housing	77 DU	[8]	285	5	10	15	11	9	20

Table 8-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
16	13816 Princeton Avenue Auto Repair Shop Project	Proposed	13816 Princeton Avenue	Auto Repair Shop	5,492 GSF	[11]	89	8	3	11	5	7	12
17	6000 Condor Drive Warehousing/Distribution Facility	Proposed	6000 Condor Drive	Warehousing Distribution Warehouse	189,364 GSF (189,364) GSF	[12] [12], [13]	342 (329)	23 (29)	5 (16)	28 (45)	41 (12)	20 (37)	61 (49)
18	400 Science Drive Industrial Project	Approved	400 Science Drive	Industrial Building	35,330 GSF	[5]	175	22	3	25	3	19	22
19	5850 Condor Drive Industrial Project	Approved	5850 Condor Drive	Industrial Building	48,211 GSF	[5]	239	30	4	34	4	26	30
TOTAL							27,528	1,089	1,065	2,154	1,225	1,365	2,590

nom. nominal

[1] Source: City of Moorpark Land Use and Development Projects Quarterly Status Report for August 2020.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
[4] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
[5] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
[6] ITE Land Use Code 130 (Industrial Park) trip generation average rates.
[7] Source: Moorpark West Studios Traffic Impact Analysis, prepared by RBF Consulting, February 2010.
[8] ITE Land Use Code 252 (Senior Adult Housing - Attached) trip generation average rates.
[9] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[10] Source: Traffic Impact Analysis for the Proposed Hitch Ranch Specific Plan, prepared by Impact Sciences, August 2020.
[11] ITE Land Use Code 943 (Automobile Parts and Service Center) trip generation average rates.
[12] Source: Traffic Impact Study for 6000 Condor Drive Warehousing/Distribution Facility, prepared by NV5 Engineers and Consultants, Inc., December 2020.
[13] ITE Land Use Code 150 (Warehousing) trip generation average rates.



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MAP SOURCE: GOOGLE MAPS

★ PROJECT SITE

Ⓧ RELATED PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 8-1

LOCATION OF RELATED PROJECTS

EVERETT STREET TERRACES PROJECT

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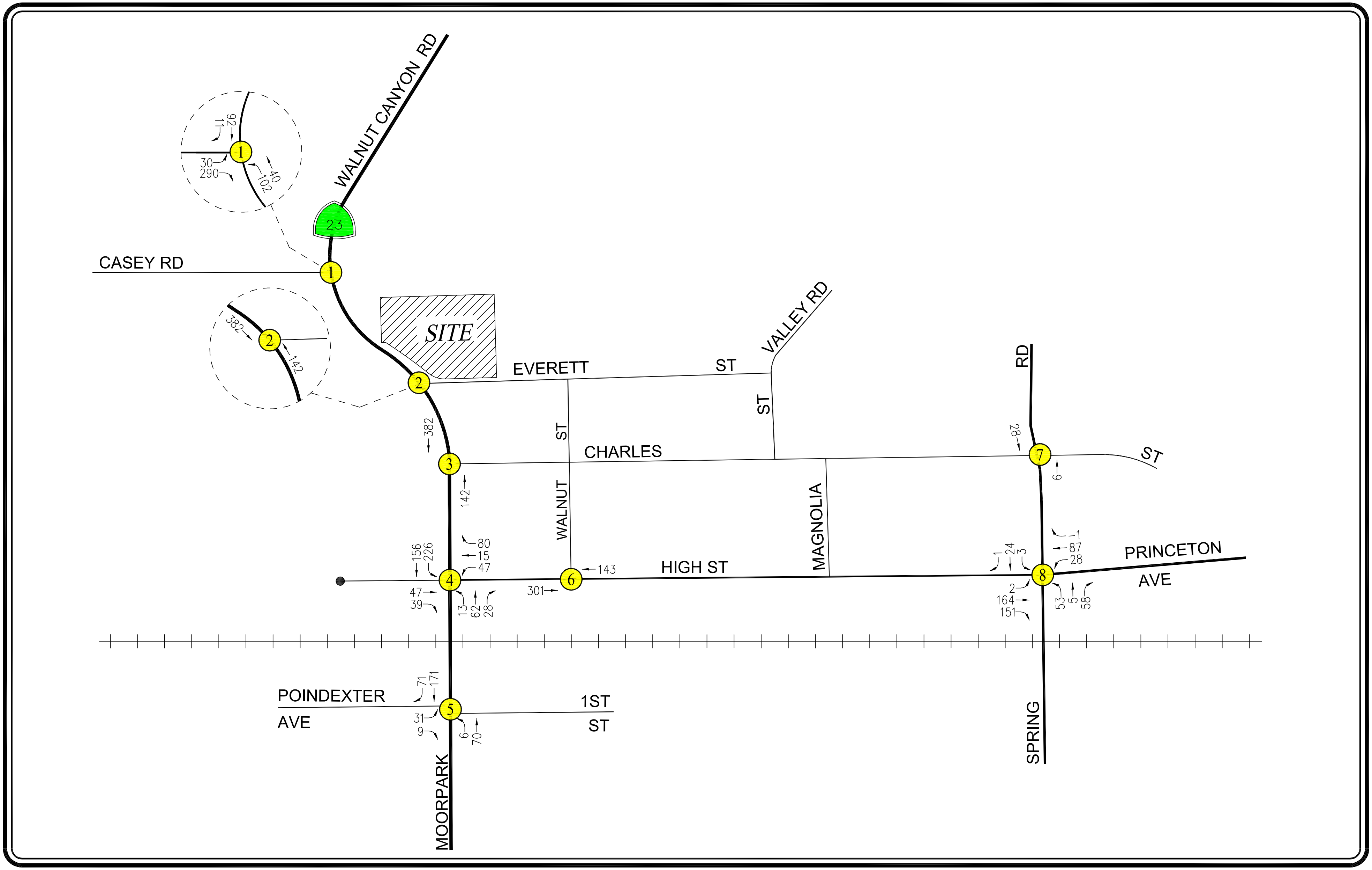
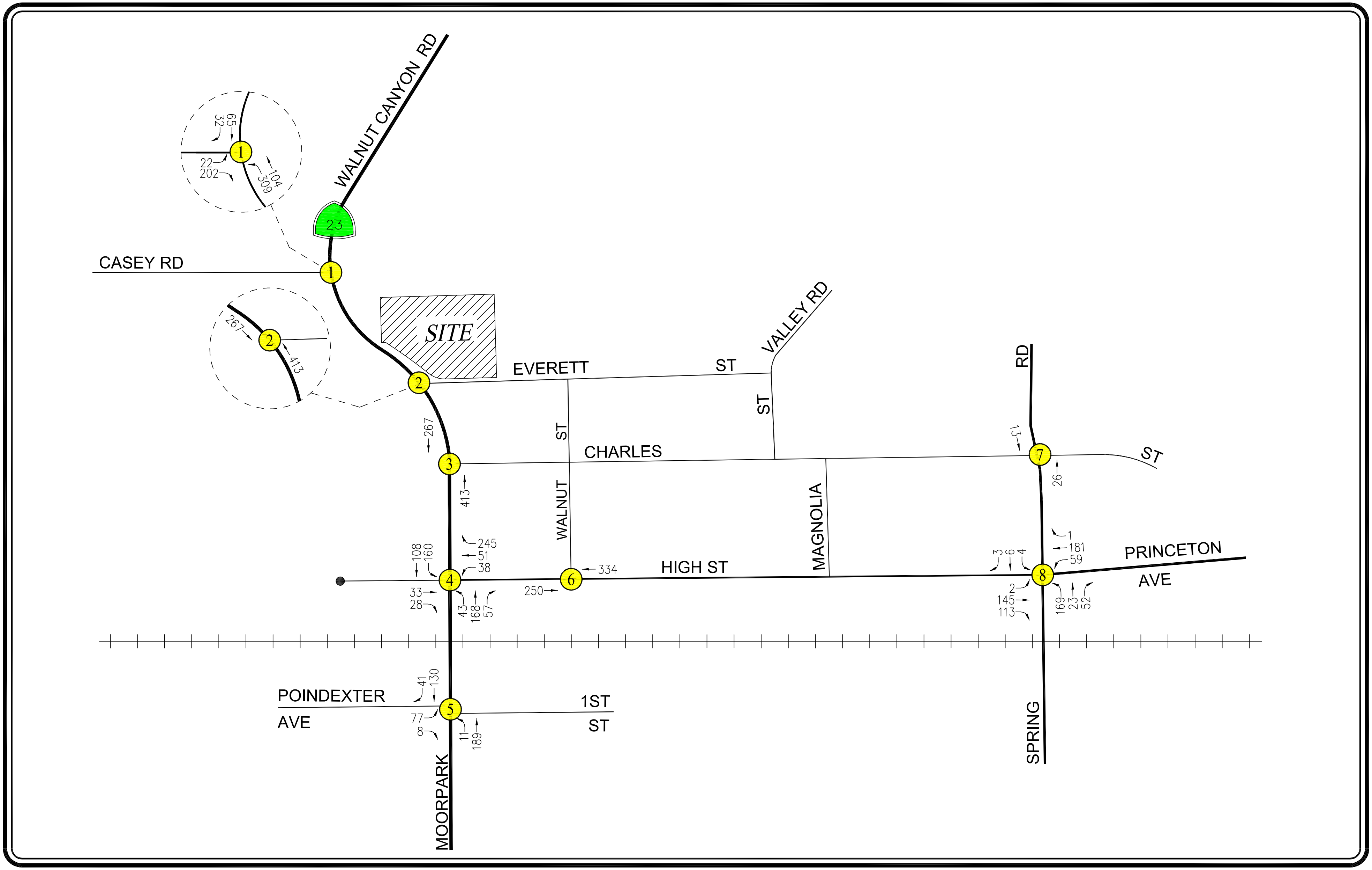


LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 8-2
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
EVERETT STREET TERRACES PROJECT



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▨ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 8-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
EVERETT STREET TERRACES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

9.0 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

The eight study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines Volume-to-Capacity (*v/c*) ratio on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The Levels of Service vary from LOS A (free flow) to LOS F (jammed condition). As a design constraint for the City of Moorpark, it is intended that a LOS of C or better be maintained. A description of the ICU method and corresponding Levels of Service is provided in ***Appendix C***.

9.1 Intersection Operations Criteria

The relative effects of the added Project traffic volumes expected to be generated by the proposed Project during the AM and PM peak hours were evaluated based on analysis of future operating conditions at the eight study intersections, without and with the proposed Project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

As the City is in the process of developing new traffic study guidelines, the potential effects of Project-generated traffic operations at each study intersection were identified using guidelines included in the City of Moorpark's *Guidelines for Preparing Traffic and Circulation Studies*, 1993. According to the City's guidelines, a LOS degradation of one level or greater attributable to the Project will be considered significant enough to require improvement measures. A LOS degradation of less than one level may be considered significant, depending on circumstances. As a design constraint, it is intended that a LOS of C or better be maintained.

Based on City of Moorpark criteria, lane capacities of 1,500 vehicles per hour (vph) for left-turn and right-turn lanes, 1,600 vph for through lanes, and 2,600 vph for dual left or right turn lanes were used in the ICU calculations. Additionally, a clearance interval of 0.10 is also included in the ICU calculations.

It is noted that the City's thresholds discussed above apply for the purpose of site circulation and conformance with the General Plan but are not intended for CEQA. The VMT assessment is presented in Section 5.0 herein for CEQA purposes.

9.2 Traffic Analysis Scenarios

LOS calculations have been prepared for the following scenarios for the eight study intersections located within the City of Moorpark:

(a) Existing (2021) conditions.

(b) Condition (a) with completion and occupancy of the proposed Project.

(c) Condition (b) with implementation of Project measures where necessary.

(d) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., future cumulative baseline).

(e) Condition (d) with completion and occupancy of the Project.

(f) Condition (e) with implementation of cumulative improvement measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the eight study intersections.

Summaries of the *v/c* ratios and LOS values for the study intersections during the AM and PM peak hours are shown in ***Table 9–1***. The ICU data worksheets for the analyzed intersections are contained in *Appendix C*.

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

15-May-21

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2021 EXISTING		[2] YEAR 2021 EXISTING W/ PROJECT		CHANGE IN DELAY OR V/C [(2)-(1)]	CRITERIA EXCEEDED [b]	[3] YEAR 2024 FUTURE PRE-PROJECT		[4] YEAR 2024 FUTURE W/ PROJECT		CHANGE IN DELAY OR V/C [(4)-(3)]	CRITERIA EXCEEDED [b]	[5] YEAR 2024 W/ PROJECT + CUMULATIVE IMPROVEMENTS		CHANGE IN DELAY OR V/C [(5)-(4)]	IMPROVED
			DELAY OR V/C	LOS [a]	DELAY OR V/C	LOS			DELAY OR V/C	LOS [a]	DELAY OR V/C	LOS			DELAY OR V/C	LOS [a]		
1	Walnut Canyon Road-Moorpark Avenue / Casey Road	AM	0.700	B	0.701	C	0.001	NO	1.044	F	1.044	F	0.000	NO	0.807	D	-0.237	YES
		PM	0.362	A	0.362	A	0.000	NO	0.748	C	0.749	C	0.001	NO	0.581	A	-0.168	YES
2	Moorpark Avenue / Everett Street	AM	0.524	A	0.530	A	0.006	NO	0.775	C	0.781	C	0.006	NO	0.781	C	0.000	N/A
		PM	0.324	A	0.345	A	0.021	NO	0.589	A	0.610	B	0.021	NO	0.610	B	0.000	N/A
3	Moorpark Avenue / Charles Street	AM	0.526	A	0.531	A	0.005	NO	0.771	C	0.783	C	0.012	NO	0.783	C	0.000	N/A
		PM	0.362	A	0.374	A	0.012	NO	0.628	B	0.640	B	0.012	NO	0.640	B	0.000	N/A
4	Moorpark Avenue / High Street	AM	0.686	B	0.693	B	0.007	NO	0.931	E	0.938	E	0.007	NO	0.766	C	-0.172	YES
		PM	0.653	B	0.661	B	0.008	NO	0.931	E	0.939	E	0.008	NO	0.793	C	-0.146	YES
5	Moorpark Avenue / Poindexter Avenue - 1st Street	AM	0.834	D	0.841	D	0.007	NO	1.072	F	1.079	F	0.007	NO	0.689	B	-0.390	YES
		PM	0.917	E	0.925	E	0.008	NO	1.218	F	1.226	F	0.008	NO	0.802	D	-0.424	YES
6	Walnut Street / High Street	AM	0.375	A	0.377	A	0.002	NO	0.538	A	0.544	A	0.006	NO	0.544	A	0.000	N/A
		PM	0.441	A	0.446	A	0.005	NO	0.634	B	0.641	B	0.007	NO	0.641	B	0.000	N/A
7	Spring Road / Charles Street	AM	0.503	A	0.503	A	0.000	NO	0.524	A	0.524	A	0.000	NO	0.524	A	0.000	N/A
		PM	0.451	A	0.451	A	0.000	NO	0.469	A	0.469	A	0.000	NO	0.469	A	0.000	N/A
8	Spring Road / High Street - Princeton Avenue	AM	0.738	C	0.740	C	0.002	NO	0.919	E	0.921	E	0.002	NO	0.893	D	-0.028	YES
		PM	0.794	C	0.794	C	0.000	NO	0.886	D	0.888	D	0.002	NO	0.833	D	-0.055	YES

[a] Signalized Intersection Levels of Service were based on the following criteria:

V/C Ratio	LOS
<= 0.60	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
> 1.00	F

[b] According to the City of Moorpark, intersection operations are evaluated based on the following criteria:

Level of Service	Project-Related Change in LOS
D/E/F	Degradation of one level or greater

10.0 CITY OF MOORPARK TRAFFIC ANALYSIS

The traffic analysis prepared for the eight study intersections located within the City of Moorpark using the ICU methodology and application of the City of Moorpark traffic operations criteria is summarized in *Table 9-1*. The ICU data worksheets for the analyzed intersections are contained in *Appendix C*.

10.1 Existing Conditions

10.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, seven of the eight study intersections located within the City of Moorpark are presently operating at LOS C or better during the AM and PM peak hours under existing conditions. The following intersection is presently operating at LOS D or worse during the peak hours shown below under existing conditions:

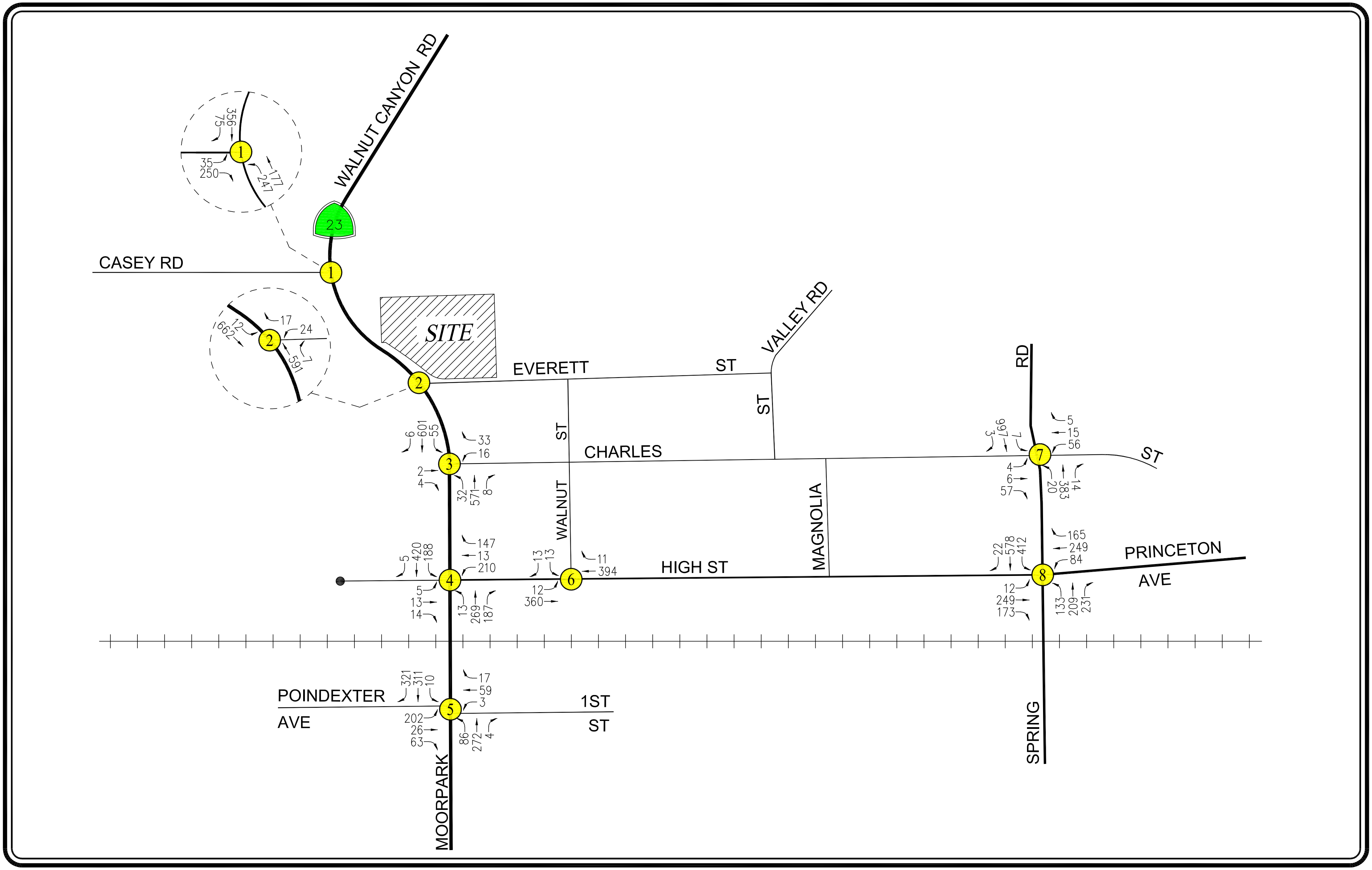
- Int. No. 5: Moorpark Avenue / Poindexter Avenue – 1st Street — AM Peak Hour: *v/c* = 0.834, LOS D; PM Peak Hour: *v/c* = 0.917, LOS E

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 6–1 and 6–2*, respectively.

10.1.2 *Existing with Project Conditions*

As shown in column [2] of *Table 9-1*, application of the City's operations criteria to the "Existing with Project" scenario indicates that Project-related traffic is not expected to exceed the traffic operations criteria at any of the eight study intersections. It is noted that the Walnut Canyon Road – Moorpark Avenue / Casey Road intersection degrades from LOS B to LOS C in the AM peak hour with the addition of Project-related traffic. However, since this intersection does not degrade to LOS D or worse, Project-related traffic is not expected to exceed the traffic operations criteria at this intersection. In addition, it is noted that while the Moorpark Avenue / Poindexter Avenue – 1st Street intersection remains at LOS D and LOS E in the AM and PM peak hours, respectively, Project-related traffic is not expected to exceed the traffic operations criteria since the LOS does not degrade by one level or greater from existing conditions.

Incremental, but not significant changes in the calculated *v/c* ratios are noted at the remaining six study intersections. Therefore, no measures are required or recommended with respect to these intersections under the "Existing with Project" conditions. The existing with project traffic volumes at the study intersections during the AM and PM peak hours are shown in ***Figures 10–1*** and ***10–2***, respectively.



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ⓧ STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 10-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
EVERETT STREET TERRACES PROJECT

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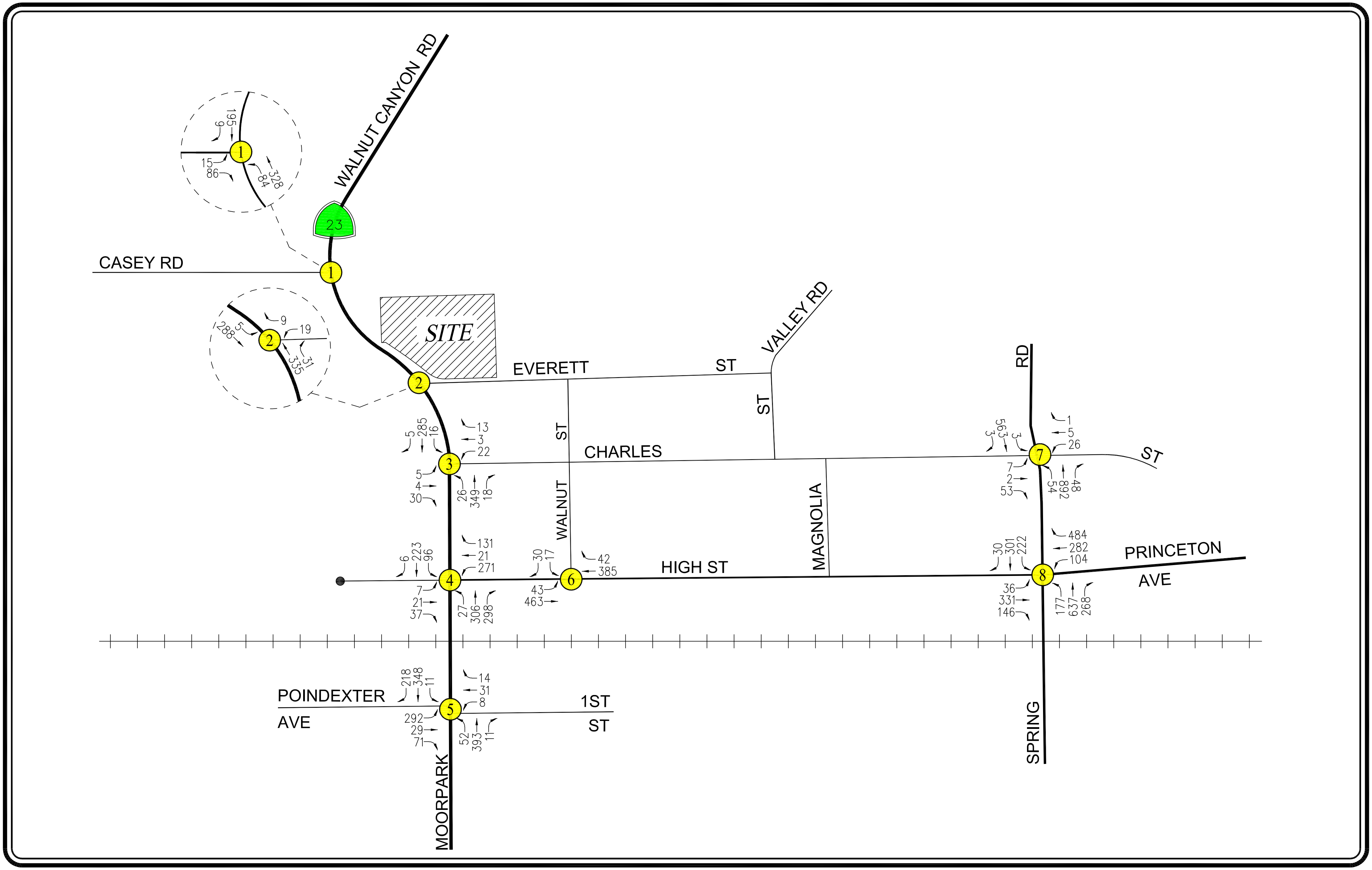

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FIGURE 10-2

EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

EVERETT STREET TERRACES PROJECT

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10.2 Future Conditions

10.2.1 *Future Cumulative Baseline Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 8-1*.

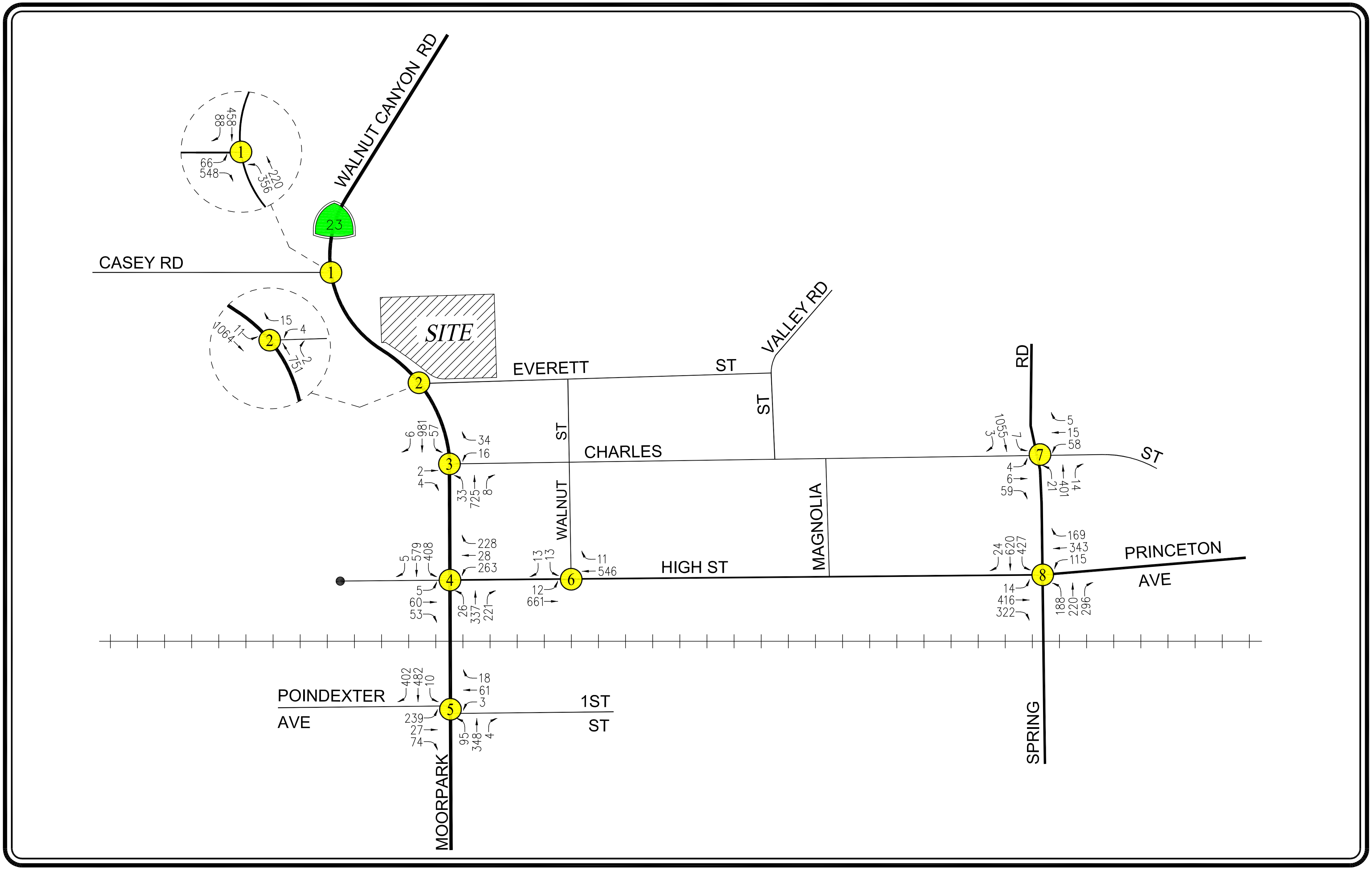
As presented in column [3] of *Table 9–1*, four of the eight study intersections located within the City of Moorpark are expected to operate at LOS C or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions. The following study intersections are expected to operate at LOS D or worse during the peak hours shown below under future cumulative baseline conditions:

• Int. No. 1: Walnut Canyon Road - Moorpark Avenue / Casey Road	AM Peak Hour: *v/c* = 1.044, LOS F
• Int. No. 4: Moorpark Avenue / High Street	AM Peak Hour: *v/c* = 0.931, LOS E PM Peak Hour: *v/c* = 0.931, LOS E
• Int. No. 5: Moorpark Avenue / Poindexter Avenue – 1st Street	AM Peak Hour: *v/c* = 1.072, LOS F PM Peak Hour: *v/c* = 1.218, LOS F
• Int. No. 8: Spring Road / High Street – Princeton Avenue	AM Peak Hour: *v/c* = 0.919, LOS E PM Peak Hour: *v/c* = 0.886, LOS D

The future cumulative baseline (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 10–3*** and ***10–4***, respectively.

10.2.2 *Future Cumulative with Project Conditions*

The “Future Cumulative with Project” conditions were forecast based on the addition of traffic generated by the Project plus the addition of ambient traffic and completion and occupancy of related projects. As shown in column [4] of *Table 9-1*, application of the City’s operations criteria to the “Future Cumulative with Project” scenario indicates that Project-related traffic is not expected to exceed the traffic operations criteria at any of the eight study intersections. It is noted that the Moorpark Avenue / Everett Street intersection degrades from LOS A to LOS B in the PM peak hour with the addition of Project-related traffic. However, since this intersection does not degrade to LOS D or worse, Project-related traffic is not expected to exceed the traffic operations criteria at this intersection. In addition, it is noted that while the four study intersections noted above remain at LOS D or worse, Project-related traffic is not expected to



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Ⓧ STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 10-3
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
EVERETT STREET TERRACES PROJECT

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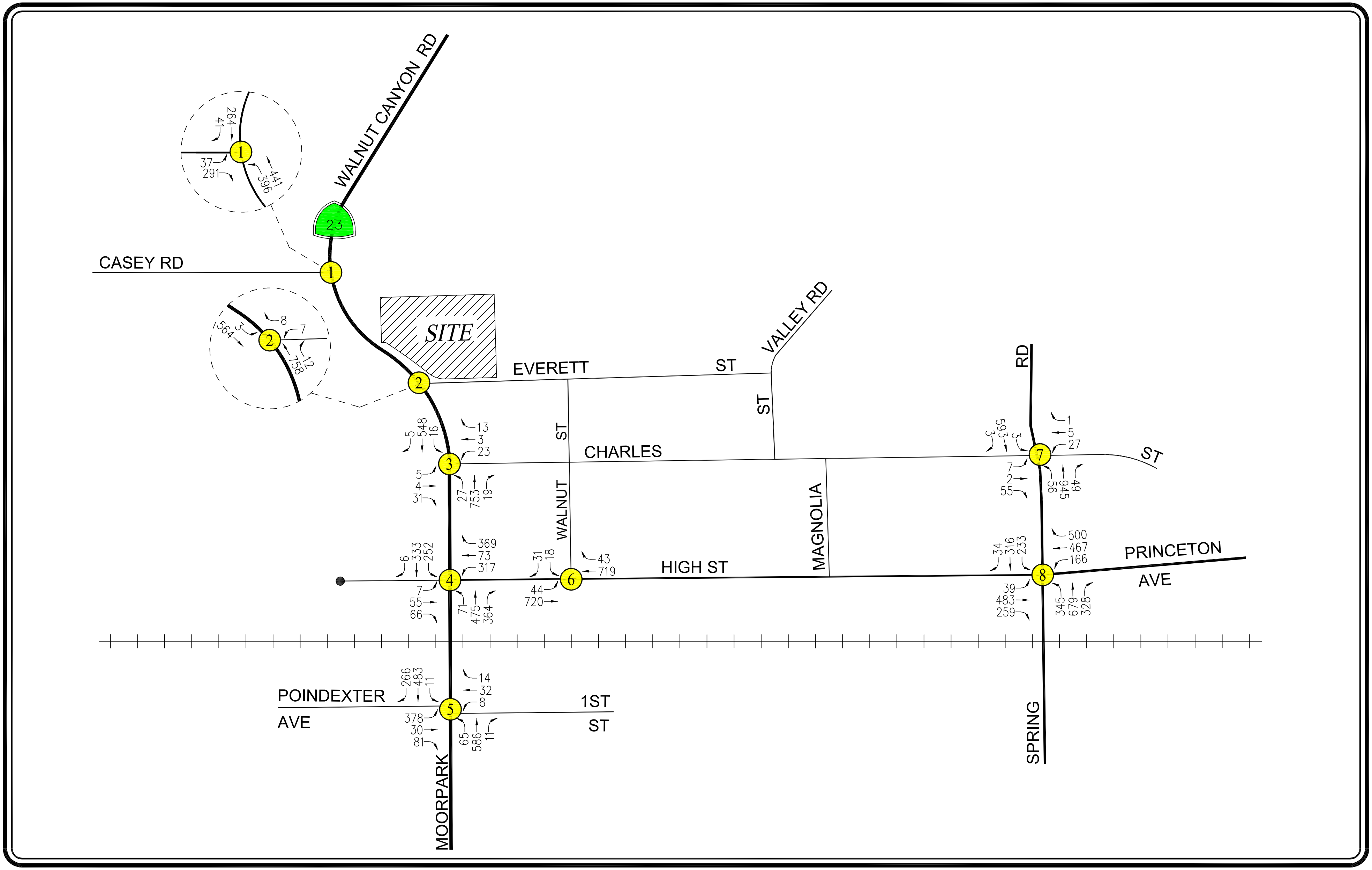

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● STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 10-4
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

EVERETT STREET TERRACES PROJECT

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exceed the traffic operations criteria at these intersections since the LOS does not degrade by one level or greater from future cumulative baseline conditions.

The future cumulative with project (existing, ambient growth, related projects and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 10–5*** and ***10–6***, respectively.

10.3 Future Cumulative Improvement Measures

As indicated in the previous section, four of the eight study intersections are anticipated to operate at LOS D or worse during the AM and/or PM peak hours under future cumulative baseline and "Future Cumulative with Project" conditions. While it has been concluded that Project-related traffic is not expected to exceed the traffic operations criteria at any of the eight study intersections, a review of potential improvement measures, which will improve the overall operating conditions at these locations, has been conducted. In general, off-site improvement measures identified for future cumulative conditions should not be the sole responsibility of an individual project, but rather the development may contribute towards the cost of implementation of such improvements based on the project's share or usage of the facilities being improved. It is recognized that as a design constraint for the City of Moorpark, it is intended that a LOS C or better be maintained to the extent possible. The cumulative improvement measures recommended at the study intersections are based on previous capital projects that have yet to be implemented and are described in the following paragraphs.

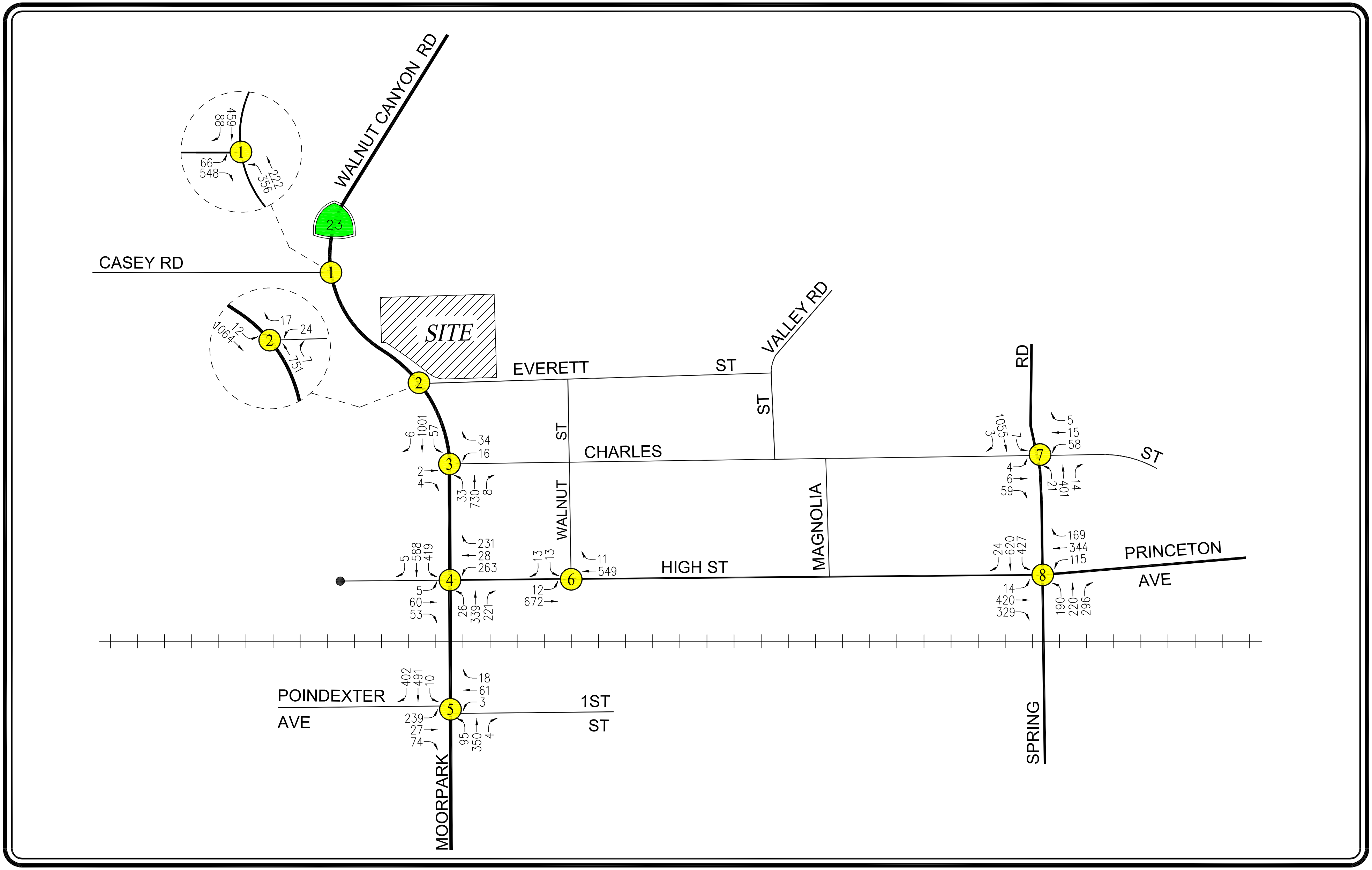
Intersection No. 1: Walnut Canyon Road – Moorpark Avenue / Casey Road

The cumulative improvement measure at this location consists of the implementation of a previous City of Moorpark Public Works Department Capital Project. The improvement measure at the Walnut Canyon Road-Moorpark Avenue / Casey Road intersection includes the traffic signal modification to provide an eastbound right-turn overlap phase to coincide with the northbound left-turn phase.

As shown in column [5] of *Table 9–1*, implementation of the recommended cumulative improvement measures is expected to improve the *v/c* ratio at this intersection to 0.807 (LOS D) from 1.044 (LOS F) during the AM peak hour under "Future Cumulative with Project" conditions.

Intersection No. 4: Moorpark Avenue / High Street

The cumulative improvement measure at this location consists of the implementation of a previous City of Moorpark Public Works Department Capital Project. The improvement measure involves the widening of Moorpark Avenue to provide additional lanes between Casey Road and Third Street. The improvement measure at the Moorpark Avenue / High Street intersection includes the installation of additional northbound and southbound lanes as well as a traffic signal modification to provide a westbound right-turn overlap phase to coincide with the southbound left-turn phase. The resulting lane configurations on Moorpark Avenue at the



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Ⓧ STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 10-5

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

EVERETT STREET TERRACES PROJECT

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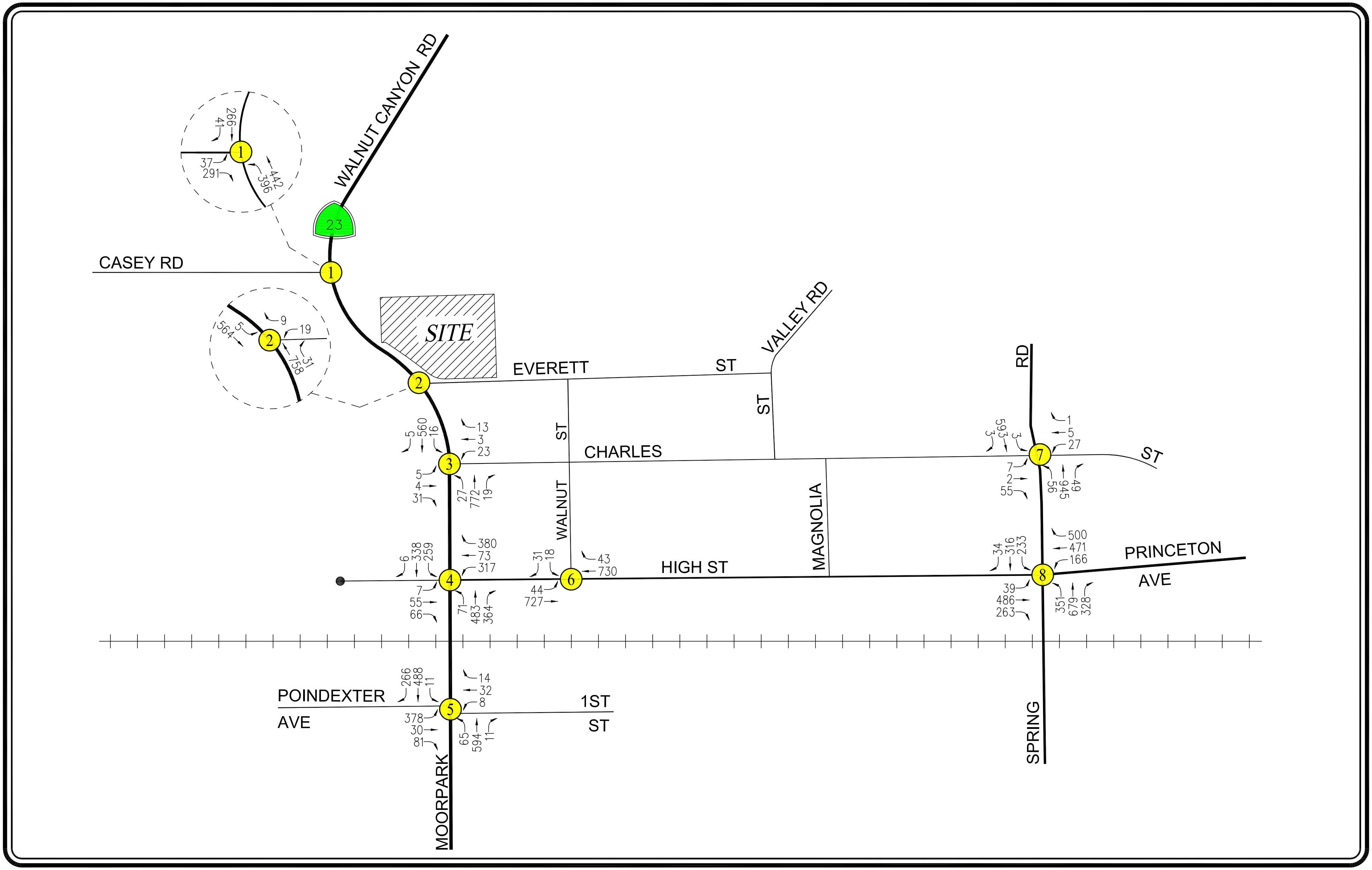

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● STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 10-6

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

EVERETT STREET TERRACES PROJECT

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intersection on the northbound approach would consist of one shared left/through lane, one through lane and one right-turn only lane and on the southbound approach would consist of one left-turn only lane, one through lane and one shared through/right-turn lane.

As shown in column [5] of *Table 9–1*, implementation of the recommended cumulative improvement measures is expected to improve the *v/c* ratio at this intersection to 0.766 (LOS C) from 0.938 (LOS E) during the AM peak hour and to 0.793 (LOS C) from 0.939 (LOS E) during the PM peak hour under "Future Cumulative with Project" conditions.

Intersection No. 5: Moorpark Avenue / Poindexter Avenue – 1st Street

The cumulative improvement measure at this location consists of the implementation of a previous City of Moorpark Public Works Department Capital Project. The improvement measure involves the widening of Moorpark Avenue to provide additional lanes between Casey Road and Third Street. The improvement measure at the Moorpark Avenue / Poindexter Avenue – 1st Street intersection includes the installation of additional southbound and northbound lanes. The resulting lane configuration on Moorpark Avenue for both the southbound and northbound approaches to the intersection would consist of one left-turn lane, one through lane and one shared through/right-turn lane. In addition, the cumulative measure at this location would consist of the conversion of the eastbound right-turn only lane to a shared left/through/right-turn lane. The resulting lane configuration on Moorpark Avenue on the eastbound approach to the intersection would consist of one left-turn lane and one shared left/through/right-turn lane.

As shown in column [5] of *Table 9–1*, implementation of the recommended cumulative improvement measures is expected to improve the *v/c* ratio at this intersection to 0.689 (LOS B) from 1.079 (LOS F) during the AM peak hour and to 0.802 (LOS D) from 1.226 (LOS F) during the PM peak hour under "Future Cumulative with Project" conditions.

Intersection No. 8: Spring Road / High Street – Princeton Avenue

The cumulative improvement measure at this location consists of restriping the eastbound approach. The improvement involves restriping the eastbound right-turn only lane into a shared through and right-turn lane. The resulting lane configuration on High Street on the eastbound approach of the intersection would consist of one left-turn only lane, one through lane, and one shared through and right-turn lane.

As shown in column [5] of *Table 9–1*, implementation of the recommended cumulative improvement measures is expected to improve the *v/c* ratio at this intersection to 0.893 (LOS D) from 0.921 (LOS E) during the AM peak hour and to 0.833 (LOS D) from 0.888 (LOS D) during the PM peak hour under "Future Cumulative with Project" conditions.

11.0 FAIR SHARE ANALYSIS

The methodology and the calculations of the Project's pro-rata percentage at the study intersections which require cumulative regional improvements are summarized in ***Table 11–1***. The method used for these calculations was based on the sum of the total weekday morning and afternoon (AM and PM) peak hours Project-generated traffic volumes on the approaches to each affected study intersection divided by the Project plus other development (related) projects traffic volumes on those same approaches for the same AM and PM peak hours. It should be noted that existing traffic volumes are not included in the calculations.

As shown in *Table 11–1*, the proposed Project's fair share contribution toward the cumulative regional improvements ranges from 0.5% at the Walnut Canyon Road – Moorpark Avenue / Casey Road intersection to 3.3% at the Moorpark Avenue / High Street intersection.

Table 11-1
PRO-RATA PERCENTAGE OF CUMULATIVE IMPROVEMENT MEASURES

20-May-21

Pro-Rata Percentage Methodology

A project's pro-rata percentage of cumulative mitigation costs at study intersections conditioned for the subject project should be calculated using AM and PM peak hour traffic volumes. The project's percentage share is derived by dividing project traffic by project plus other related projects traffic. It should be noted that existing traffic and ambient growth traffic volumes are not included in the calculations.

$$\frac{\text{Project Traffic}}{\text{Project + Other Related Projects Traffic}}$$

The following equation is provided to assist in calculating the project's pro-rata percentage to implement roadway mitigation improvement measures:

$$P = \frac{Vp}{Vp + Vc}$$

where: P = Project's pro-rate percentage for cumulative mitigation measure

Vp = AM & PM Peak Hour volume at the intersection generated by the project

Vc = Cumulative (other related projects) AM & PM Peak Hour traffic volume at the intersection

Study Intersection(s) Calculations

Intersection	AM & PM Traffic Volumes	Calculation		Percentage of Impact
1. Walnut Canyon Road - Moorpark Avenue / Casey Road	Vp = 6 Vc = 1,299	$P = \frac{6}{(\ 6\ ) + (\ 1,299\ )}$	=	**0.5 %**
4. Moorpark Avenue / High Street	Vp = 56 Vc = 1,644	$P = \frac{56}{(\ 56\ ) + (\ 1,644\ )}$	=	**3.3 %**
5. Moorpark Avenue / Poindexter Avenue - 1st Street	Vp = 24 Vc = 814	$P = \frac{24}{(\ 24\ ) + (\ 814\ )}$	=	**2.9 %**
8. Spring Road / High Street - Princeton Avenue	Vp = 31 Vc = 1,333	$P = \frac{31}{(\ 31\ ) + (\ 1,333\ )}$	=	**2.3 %**

12.0 CONCLUSIONS

This traffic analysis has been conducted to identify and evaluate the potential impacts of traffic generated by the proposed Everett Street Terraces Project. The City is in the process of developing new traffic study guidelines that will include VMT guidelines and thresholds for measuring transportation impacts under CEQA. A VMT assessment has therefore been prepared in accordance with the Governor's OPR technical advisory. Based on the guidance provided in the OPR advisory, VMT impacts of the Project are determined to be less than significant.

The City's current traffic study guidelines require that a Level of Service (LOS) analysis be performed for the purpose of identifying potential operational deficiencies at intersections in the vicinity of the Project Site. Accordingly, eight intersections were analyzed to determine changes in operations following occupancy and utilization of the proposed Project. It is concluded that the proposed Project is not anticipated to exceed operations criteria from the City of Moorpark at any of the study intersections under existing conditions.

The Project, along with the identified cumulative development projects, is anticipated to contribute to the degradation of intersection operations in the future cumulative traffic conditions. Potential cumulative improvement measures have been identified that are anticipated to improve the operating conditions. It is anticipated that the proposed Project would contribute funds on a fair-share basis towards the implementation of the cumulative measures.

APPENDIX A

ITERIS TECHNICAL MEMORANDUM

iteris®

213.488.0345
iteris.com

801 South Grand Avenue, Suite 750
Los Angeles, CA 90017

TECHNICAL MEMORANDUM

To: Linscott, Law, and Greenspan (LLG) Engineers

From: Iteris, Inc.

Date: April 27, 2021

RE: Everett Street Terraces Project – Vehicle Miles Traveled Outputs

INTRODUCTION

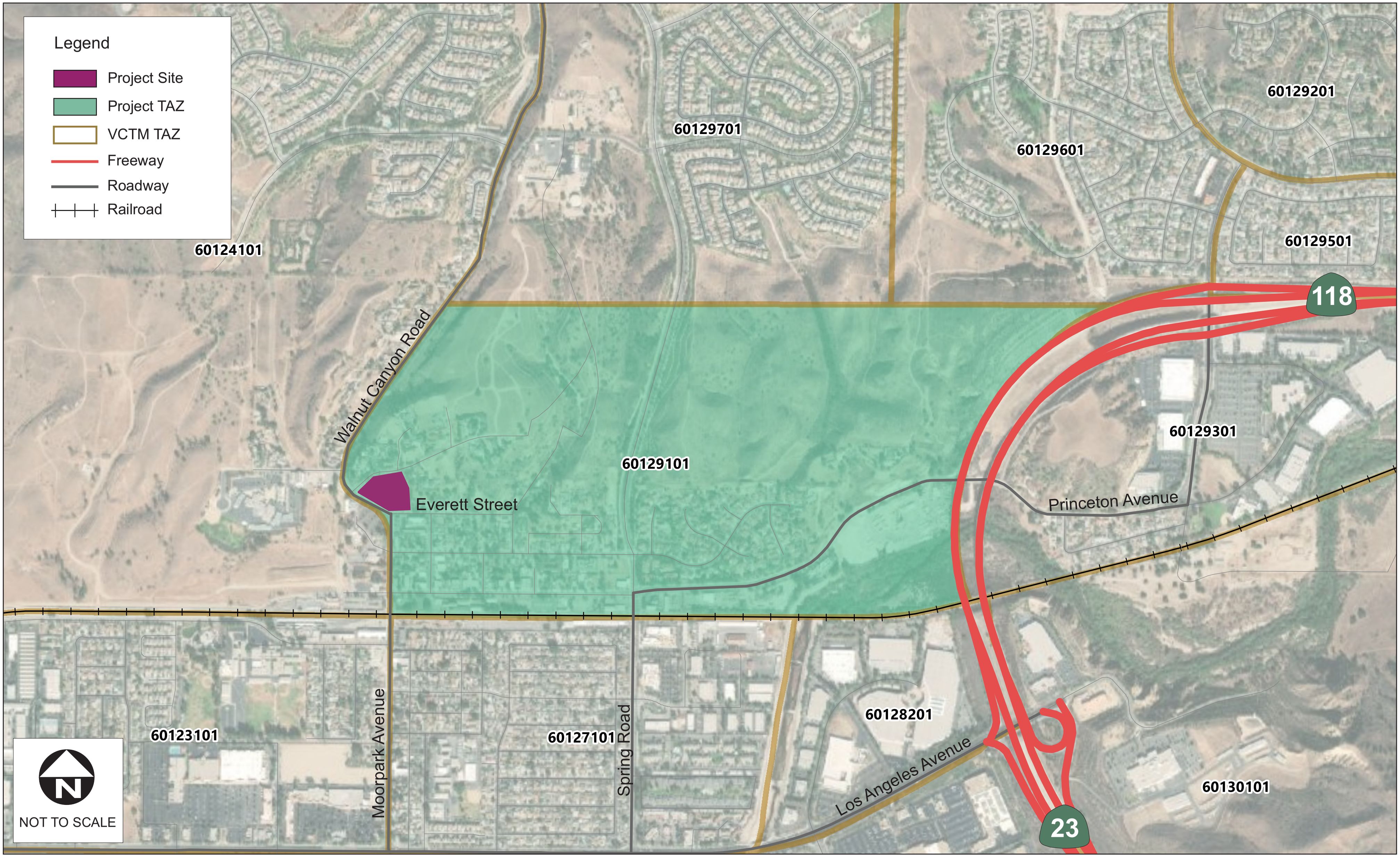
This memorandum presents Iteris' Vehicle Miles Traveled (VMT) analysis of the Everett Street Terraces project in the City of Moorpark. The Everett Street Terraces project consists of 60 residential condominium units. The project site is located at the northeast corner of the intersection of Moorpark Avenue and Everett Street.

CEQA analysis for determining potential significant transportation impacts from vehicles transitioned in 2020 from an automobile delay or capacity measure to a Vehicle Miles Traveled (VMT) metric as required by Senate Bill (SB) 743. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives and is also used as a metric to ultimately assess the transportation environmental impacts of a project. VMT is generally calculated using a travel demand model that captures the movement of all trips over a highway network. For this analysis, the time period was defined as a 24 hour period on a typical weekday.

METHODOLOGY

Iteris utilized the Ventura County Transportation Model (VCTM) to generate VMT statistics. This land-use based model, which is a subarea model of the Southern California Association of Government's (SCAG) travel demand model, is consistent with the 2016 SCAG RTP/SCS travel-demand model assumptions. The model consists of a 2016 base year scenario and 2040 future year scenario. For the purposes of this analysis, the 2016 base year scenario was utilized.

The VCTM consists of a detailed traffic analysis zone (TAZ) structure in the City of Moorpark. The model consists of 19 TAZ's within the City. **Figure 1** shows the location of the proposed project's TAZ (60129101).



iteris®

Everett Terraces Project
CEQA Transportation Analysis
City of Moorpark

Figure 1
Project Location and Transportation Analysis Zones (TAZ)

VMT ANALYSIS

The proposed project is residential, thus VMT will be reported as Residential VMT per Capita, calculated as such: Home-Based Production VMT / Residential Population. In order to determine the project's potential level of impact, a new VCTM scenario including the proposed project land use within TAZ 60129101 was prepared, utilizing the existing/baseline year of the model. From this new model scenario output, the following three metrics were calculated:

- Countywide average daily VMT per capita; and
- Citywide average daily VMT per capita; and
- Project TAZ-level daily VMT per capita.

The new VCTM scenario resulted in the following outputs:

- Countywide average daily VMT per capita, for use within this analysis only, is 15.62; and
- Citywide average daily VMT per capita, for use within this analysis only, is 20.54; and
- Project TAZ-level daily VMT per capita is 19.58.

APPENDIX B

HISTORICAL TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

Walnut Canyon Rd & Casey Rd

Peak Hour Turning Movement Count

ID: 19-05109-004
City: Moorpark

Day: Wednesday
Date: 04/17/2019

	PEAK HOURS	COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	04:30 PM - 07:30 PM

Walnut Canyon Rd

SOUTHBOUND

	↲	↓	↳	↶	⇧	
AM	74	348	0	0	205	AM
NOON	0	0	0	0	0	NOON
PM	9	189	0	0	336	PM
	0	1	0	0		

Casey Rd

EASTBOUND

	AM	NOON	PM	
⇦	316	0	90	
↶	0	0	0	0
↱	34	0	15	1
→	0	0	0	0
↴	245	0	84	1
	AM	NOON	PM	

Casey Rd

WESTBOUND

		PM	NOON	AM
0	↰	0	0	0
0	←	0	0	0
0	↲	0	0	0
0	↶	0	0	0
	⇨	0	0	0
		PM	NOON	AM

CONTROL

Signalized

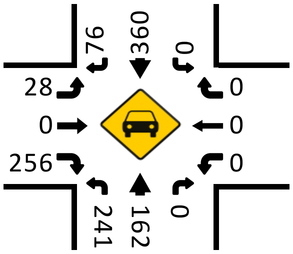
	AM	NOON	PM
TEV	###	0	698
PHF	0.81		0.82

NORTHBOUND

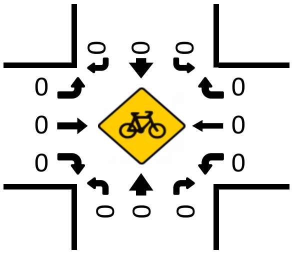
Walnut Canyon Rd

	⇩	↶	↰	↑	↱	
		0	1	1	0	
PM	272	0	82	321	0	PM
NOON	0	0	0	0	0	NOON
AM	592.5	0	242	172	0	AM

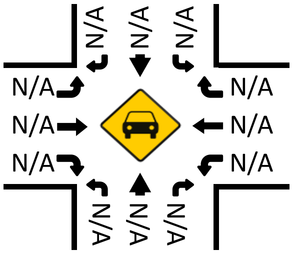
Total Vehicles (AM)



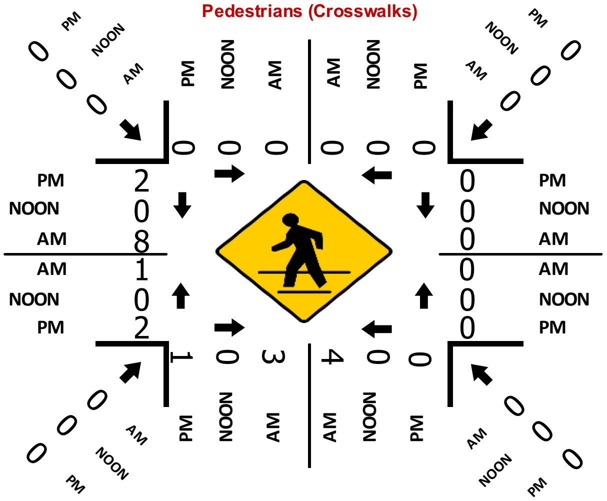
Bikes (AM)



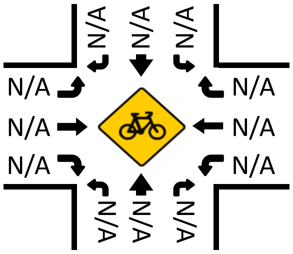
Total Vehicles (Noon)



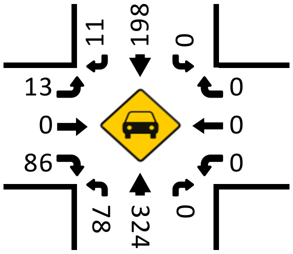
Pedestrians (Crosswalks)



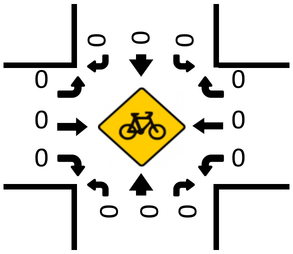
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_002 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

AM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Everett St			Everett St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	1	0	1	
7:00 AM		25	1	2	45					1		1	75
7:15 AM		26	1	0	56					1		1	85
7:30 AM		52	1	3	83					2		2	143
7:45 AM		128	0	1	100					1		3	233
8:00 AM		137	1	2	134					1		6	281
8:15 AM		91	0	3	140					0		2	236
8:30 AM		59	3	1	74					4		1	142
8:45 AM		44	0	0	39					3		0	86

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	562	7	12	671	0	0	0	0	13	0	16	1281
APPROACH %'s :	0.00%	98.77%	1.23%	1.76%	98.24%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	44.83%	0.00%	55.17%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	408	2	9	457	0	0	0	0	4	0	13	893
PEAK HR FACTOR :		0.743			0.815			0.000			0.607		0.794

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_002 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

PM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Everett St			Everett St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	1	0	1	
4:00 PM		51	2	0	46					3		0	102
4:15 PM		50	3	0	35					3		2	93
4:30 PM		56	2	1	56					2		1	118
4:45 PM		73	1	1	54					0		2	131
5:00 PM		60	2	1	56					2		3	124
5:15 PM		62	5	0	49					3		2	121
5:30 PM		53	2	0	43					3		2	103
5:45 PM		47	5	1	44					3		0	100

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	452	22	4	383	0	0	0	0	19	0	12	892
APPROACH %'s :	0.00%	95.36%	4.64%	1.03%	98.97%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	61.29%	0.00%	38.71%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	251	10	3	215	0	0	0	0	7	0	8	494
PEAK HR FACTOR :		0.882			0.956			0.000			0.750		0.943

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_003 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

AM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Charles St			Charles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0.5	0.5	1	0	1	0	
7:00 AM	2	24	2	3	42	0		0	1	9	0	1	84
7:15 AM	4	27	4	2	56	0		0	1	8	0	1	103
7:30 AM	10	49	0	2	82	0		1	0	10	1	5	160
7:45 AM	16	115	0	15	84	1		0	0	6	0	12	249
8:00 AM	3	129	3	10	124	2		0	2	2	0	9	284
8:15 AM	5	85	1	14	122	2		1	0	1	0	5	236
8:30 AM	4	62	4	10	71	1		1	2	5	0	3	163
8:45 AM	5	43	1	0	41	1		0	2	4	0	1	98

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	49	534	15	56	622	7	0	3	8	45	1	37	1377
APPROACH %'s :	8.19%	89.30%	2.51%	8.18%	90.80%	1.02%	0.00%	27.27%	72.73%	54.22%	1.20%	44.58%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	28	391	8	49	401	6	0	2	4	14	0	29	932
PEAK HR FACTOR :	0.791			0.826			0.500			0.597			0.820

CONTROL : 2-Way Stop (EB,WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_003

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

PM

NS/EW Streets:	Moorpark Ave			Moorpark Ave			Charles St			Charles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0.5	0.5	1	0	1	0	
4:00 PM	9	53	3	4	42	2	0	0	10	8	2	0	133
4:15 PM	5	51	3	3	36	2	1	2	11	5	0	1	120
4:30 PM	8	57	4	6	52	1	1	1	6	0	1	1	138
4:45 PM	8	66	6	6	45	2	2	1	11	10	1	6	164
5:00 PM	5	60	4	0	55	1	1	2	7	4	1	1	141
5:15 PM	3	64	2	2	52	1	1	0	3	6	0	3	137
5:30 PM	4	54	6	2	44	0	0	3	3	5	0	2	123
5:45 PM	4	49	5	3	43	1	1	3	17	5	0	3	134

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	46	454	33	26	369	10	7	12	68	43	5	17	1090
APPROACH %'s :	8.63%	85.18%	6.19%	6.42%	91.11%	2.47%	8.05%	13.79%	78.16%	66.15%	7.69%	26.15%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	24	247	16	14	204	5	5	4	27	20	3	11	580
PEAK HR FACTOR :	0.897			0.945			0.643			0.500			0.884

CONTROL : 2-Way Stop (EB,WB)

Prepared by National Data & Surveying Services

Moorpark Ave & High St

Peak Hour Turning Movement Count

ID: 19-05109-005
City: Moorpark

Day: Wednesday
Date: 04/17/2019

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	04:30 PM - 07:30 PM

Moorpark Ave

SOUTHBOUND

	↲	↓	↳	U		⇧
AM	5	403	174	0	AM	407.5
NOON	0	0	0	0	NOON	0
PM	6	214	87	0	PM	417
	0	1	1	0		

High St

EASTBOUND

	AM	NOON	PM	
⇦	30	0	53	
U	0	0	0	0
↰	5	0	7	0
→	13	0	21	1
↴	14	0	36	0

High St

WESTBOUND

		PM	NOON	AM
1	↰	118	0	141
0.5	←	21	0	13
0.5	↲	266	0	206
0	U	0	0	0
	⇨	399	0	370

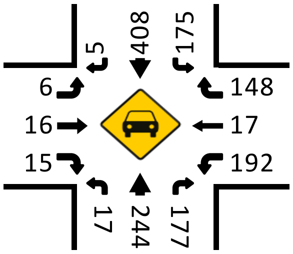
CONTROL			
Signalized			
TEV	###	0	###
	AM	NOON	PM
PHF	0.86		0.98

NORTHBOUND

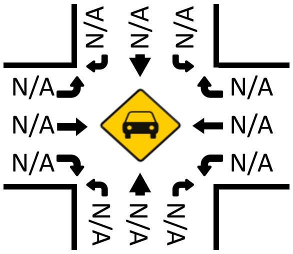
Moorpark Ave

		0	0.5	0.5	1	
	⇩	U	↰	↑	↱	
PM	515.5	0	26	292	292	PM
NOON	0	0	0	0	0	NOON
AM	622.5	0	13	262	183	AM

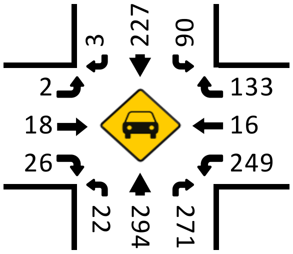
Total Vehicles (AM)



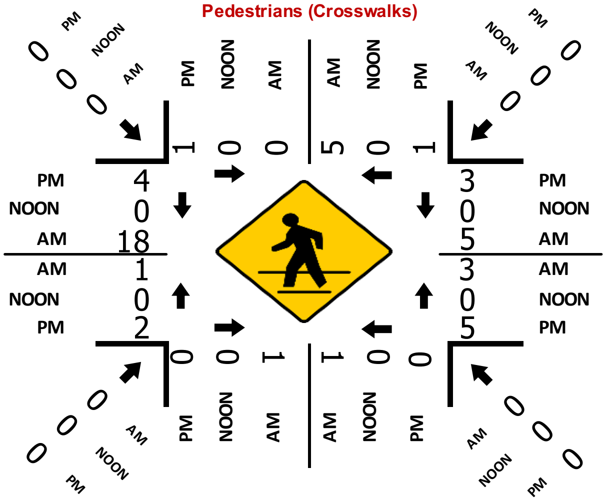
Total Vehicles (Noon)



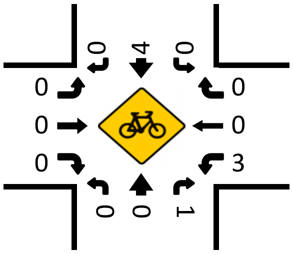
Total Vehicles (PM)



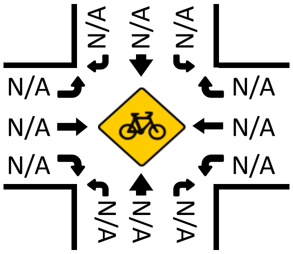
Pedestrians (Crosswalks)



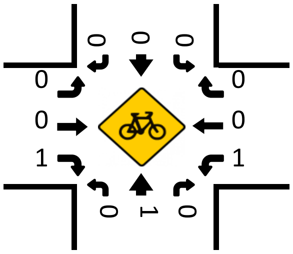
Bikes (AM)



Bikes (NOON)



Bikes (PM)



Prepared by National Data & Surveying Services

Moorpark Ave & Poindexter Ave/1st St

Peak Hour Turning Movement Count

ID: 19-05109-008
City: Moorpark

Day: Wednesday
Date: 04/03/2019

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	04:30 PM - 07:30 PM

Moorpark Ave
SOUTHBOUND

	↲	↓	↳	U	⇧	
AM	315	296	10	0	478.5	AM
NOON	0	0	0	0	0	NOON
PM	214	336	11	0	675.5	PM
	0	1	1	0		

Poindexter Ave/1st St
EASTBOUND

AM	NOON	PM		
457	0	295	⇦	
0	0	0	U	0
198	0	286	↰	1
25	0	28	→	0
62	0	70	↴	1
AM	NOON	PM		

CONTROL

Signalized

	AM	NOON	PM
TEV	###	0	###
PHF	0.94		0.93

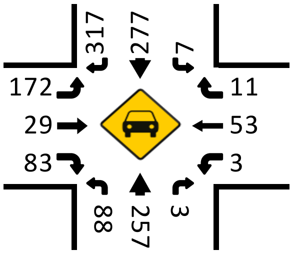
Poindexter Ave/1st St
WESTBOUND

		PM	NOON	AM
1	↰	14	0	17
0	←	30	0	58
1	↙	8	0	3
0	U	0	0	0
	⇨	50	0	39
		PM	NOON	AM

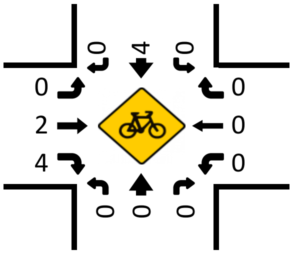
NORTHBOUND
Moorpark Ave

	⇩	U	↰	↑	↱	
		0	1	1	0	
PM	413.5	0	51	377	11	PM
NOON	0	0	0	0	0	NOON
AM	361	0	84	265	4	AM

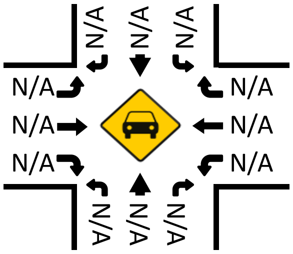
Total Vehicles (AM)



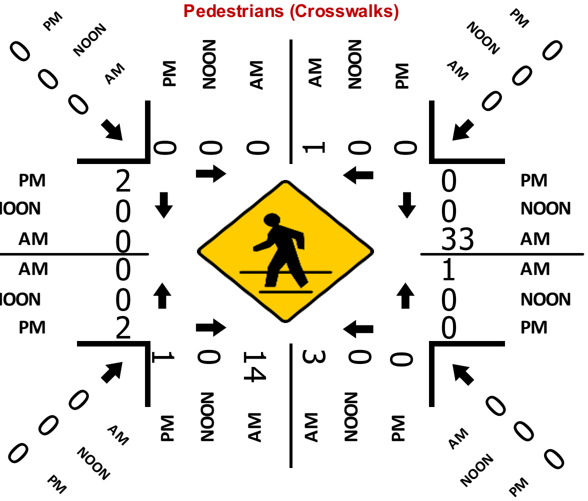
Bikes (AM)



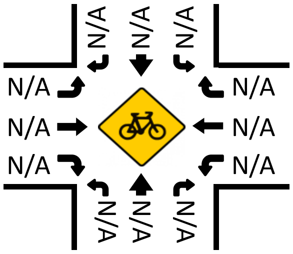
Total Vehicles (Noon)



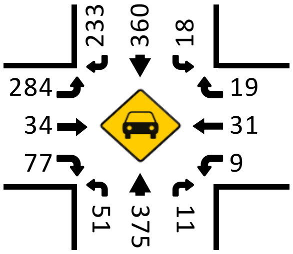
Pedestrians (Crosswalks)



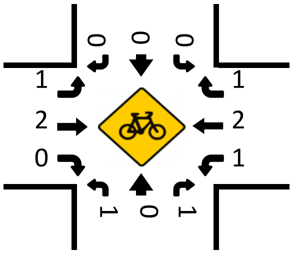
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_006 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

AM

NS/EW Streets:	Walnut St			Walnut St			High St			High St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0		0	1		4	1	33	0	0	62	0	101
7:15 AM	1		2	1		1	2	42	0	1	51	5	106
7:30 AM	0		0	1		3	2	76	0	0	104	3	189
7:45 AM	0		0	5		5	5	71	0	0	92	3	181
8:00 AM	0		0	2		1	2	93	0	0	90	2	190
8:15 AM	0		0	3		2	1	73	1	0	65	1	146
8:30 AM	0		0	4		3	0	67	0	0	75	3	152
8:45 AM	0		0	1		1	1	38	0	0	44	4	89

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	2	18	0	20	14	493	1	1	583	21	1154
APPROACH %'s :	33.33%	0.00%	66.67%	47.37%	0.00%	52.63%	2.76%	97.05%	0.20%	0.17%	96.36%	3.47%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	11	0	11	10	313	1	0	351	9	706
PEAK HR FACTOR :		0.000			0.550			0.853			0.841		0.929

CONTROL : 2-Way Stop (NB,SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_006 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

PM

NS/EW Streets:	Walnut St			Walnut St			High St			High St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	0			0		7	11	93	1	0	78	12	202
4:15 PM	0			1		6	5	92	0	0	83	4	191
4:30 PM	0			5		8	11	103	0	0	81	14	222
4:45 PM	0			6		6	10	103	0	0	95	9	229
5:00 PM	0			3		5	9	99	0	0	81	5	202
5:15 PM	1			1		8	9	104	1	0	78	10	212
5:30 PM	0			6		3	0	85	2	0	71	7	174
5:45 PM	0			1		4	3	94	0	2	59	6	169

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	0	23	0	47	58	773	4	2	626	67	1601
APPROACH %'s :	100.00%	0.00%	0.00%	32.86%	0.00%	67.14%	6.95%	92.57%	0.48%	0.29%	90.07%	9.64%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	1	0	0	15	0	27	39	409	1	0	335	38	865
PEAK HR FACTOR :	0.250			0.808			0.985			0.897			0.944

CONTROL : 2-Way Stop (NB,SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_007 **Day:** WEDNESDAY

City: City of Moorpark **Date:** 6/12/2013

AM

NS/EW Streets:	Spring Rd			Spring Rd			Charles St			Charles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	2	0	0.5	0.5	0	0.5	0.5	1	
7:00 AM	7	58	2	0	113	1	0	1	13	10	3	1	209
7:15 AM	3	67	3	3	156	2	2	2	14	15	1	2	270
7:30 AM	3	53	4	1	190	0	0	0	10	14	2	2	279
7:45 AM	5	65	0	1	180	1	2	1	11	11	8	1	286
8:00 AM	7	79	5	2	162	0	0	3	16	10	2	0	286
8:15 AM	4	60	3	1	156	0	0	1	21	18	3	1	268
8:30 AM	2	75	4	1	151	1	3	1	24	8	1	1	272
8:45 AM	8	55	2	1	115	1	0	0	7	7	2	0	198

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	39	512	23	10	1223	6	7	9	116	93	22	8	2068
APPROACH %'s :	6.79%	89.20%	4.01%	0.81%	98.71%	0.48%	5.30%	6.82%	87.88%	75.61%	17.89%	6.50%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	18	264	12	7	688	3	4	6	51	50	13	5	1121
PEAK HR FACTOR :		0.808			0.914			0.803			0.850		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5332_007

Day: WEDNESDAY

City: City of Moorpark

Date: 6/12/2013

PM

NS/EW Streets:	Spring Rd			Spring Rd			Charles St			Charles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	2	0	0.5	0.5	0	0.5	0.5	1	
4:00 PM	2	135	9	1	71	1	0	0	9	7	1	1	237
4:15 PM	8	153	12	0	64	0	0	0	7	3	1	0	248
4:30 PM	8	162	9	0	121	0	1	1	15	6	0	1	324
4:45 PM	11	183	9	2	90	1	2	1	10	4	1	0	314
5:00 PM	15	153	9	0	109	2	2	0	14	5	2	0	311
5:15 PM	14	169	16	1	101	0	2	0	8	9	2	0	322
5:30 PM	8	156	13	0	99	1	4	3	9	7	0	2	302
5:45 PM	11	181	16	0	78	0	1	0	7	8	0	1	303

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	77	1292	93	4	733	5	12	5	79	49	7	5	2361
APPROACH %'s :	5.27%	88.37%	6.36%	0.54%	98.79%	0.67%	12.50%	5.21%	82.29%	80.33%	11.48%	8.20%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	48	667	43	3	421	3	7	2	47	24	5	1	1271
PEAK HR FACTOR :		0.933			0.882			0.824			0.682		0.981

CONTROL : Signalized

Prepared by National Data & Surveying Services

Spring Rd & High St

Peak Hour Turning Movement Count

ID: 19-05109-006
City: Moorpark

Day: Wednesday
Date: 04/03/2019

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 10:00 AM
NONE	NONE
04:30 PM - 05:30 PM	04:30 PM - 07:30 PM

Spring Rd

SOUTHBOUND

AM	22	567	404	0	378	AM
NOON	0	0	0	0	0	NOON
PM	29	295	218	0	1132.5	PM
	0.5	1.5	1	0		

High St

EASTBOUND

AM	NOON	PM	
392	0	470	
0	0	0	0
12	0	35	1
240	0	322	1
163	0	139	1
AM	NOON	PM	

CONTROL

Signalized

	AM	NOON	PM
TEV	###	0	###
PHF	0.94		0.91

High St

WESTBOUND

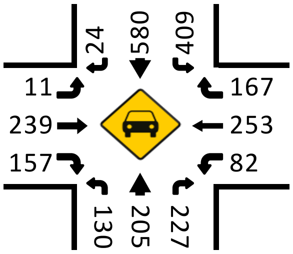
	PM	NOON	AM
1	474	0	162
1	273	0	243
1	102	0	81
0	0	0	1
	802	0	871
	PM	NOON	AM

NORTHBOUND

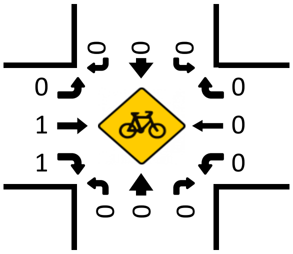
Spring Rd

		0	1	2	1	
PM	535	0	168	624	263	PM
NOON	0	0	0	0	0	NOON
AM	810.5	0	128	205	226	AM

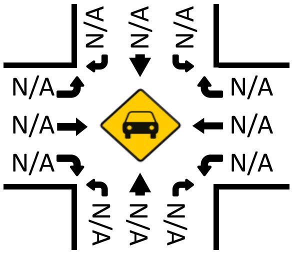
Total Vehicles (AM)



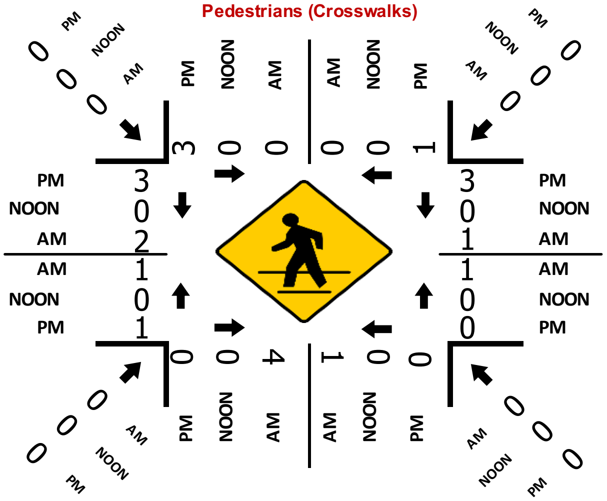
Bikes (AM)



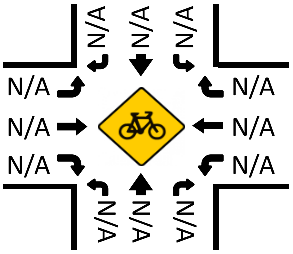
Total Vehicles (Noon)



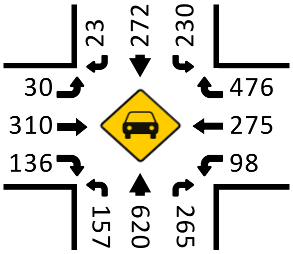
Pedestrians (Crosswalks)



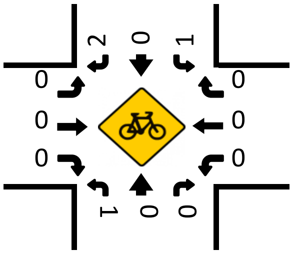
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



APPENDIX C

ICU AND LEVELS OF SERVICE EXPLANATION
ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

Walnut Canyon Road - Moorpaek Avenue @ Casey Road

N-S St:	Walnut Canyon Road - Moorpaek Avenue	Peak hr:	AM	Date:	05/04/2021
E-W St:	Casey Road	Annual Growth:	1.0%	Date of Count:	2021
Project:	5-13-0055-1 Everett Street Terraces Project			Projection Year:	2024
File:	ICU-1				

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT				2024 W/PROJECT + IMPROVEMENTS			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	247	1500	0.165 *	0	247	1500	0.165 *	102	356	1500	0.238 *	0	356	1500	0.238 *	0	356	1500	0.238 *
Nb Thru	175	1600	0.109	2	177	1600	0.111	40	220	1600	0.138	2	222	1600	0.139	0	222	1600	0.139
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	355	1600	0.269 *	1	356	1600	0.269 *	92	458	1600	0.341 *	1	459	1600	0.342 *	0	459	1600	0.342 *
Sb Right	75	0	-	0	75	0	-	11	88	0	-	0	88	0	-	0	88	0	-
Eb Left	35	1500	0.023	0	35	1500	0.023	30	66	1500	0.044	0	66	1500	0.044	0	66	1500	0.044
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right [3]	250	1500	0.167 *	0	250	1500	0.167 *	290	548	1500	0.365 *	0	548	1500	0.365 *	0	548	1500	0.127 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.700				0.701				1.044				1.044				0.807
LOS			B				C				F				F				D

03:21 PM

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by* NDS
2 *Capacity expressed in veh/hour of green*
3 *The improvement measure includes the traffic signal modification to provide an eastbound right-turn overlap phase to coincide with the northbound left-turn phase.*

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INTERSECTION CAPACITY UTILIZATION

Walnut Canyon Road - Moorpaek Avenue @ Casey Road

N-S St: Walnut Canyon Road - Moorpaek Avenue
E-W St: Casey Road
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-1

Peak hr: PM
Annual Growth: 1.0%

Date: 05/04/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT				2024 W/PROJECT + IMPROVEMENTS			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	84	1500	0.056	0	84	1500	0.056	309	396	1500	0.264 *	0	396	1500	0.264 *	0	396	1500	0.264 *
Nb Thru	327	1600	0.204 *	1	328	1600	0.205 *	104	441	1600	0.276	1	442	1600	0.276	0	442	1600	0.276
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	193	1600	0.126	2	195	1600	0.128	65	264	1600	0.191 *	2	266	1600	0.192 *	0	266	1600	0.192 *
Sb Right	9	0	-	0	9	0	-	32	41	0	-	0	41	0	-	0	41	0	-
Eb Left	15	1500	0.010	0	15	1500	0.010	22	37	1500	0.025	0	37	1500	0.025	0	37	1500	0.025
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right [3]	86	1500	0.057 *	0	86	1500	0.057 *	202	291	1500	0.194 *	0	291	1500	0.194 *	0	291	1500	0.000
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.362				0.362				0.748				0.749				0.581
LOS			A				A				C				C				A

03:21 PM

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by* NDS
2 *Capacity expressed in veh/hour of green*
3 *The improvement measure includes the traffic signal modification to provide an eastbound right-turn overlap phase to coincide with the northbound left-turn phase.*

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ Everett Street

N-S St:	Moorpark Avenue	Peak hr:	AM
E-W St:	Everett Street	Annual Growth:	1.0%
Project:	5-13-0055-1 Everett Street Terraces Project		
File:	ICU-2		

Date: 05/04/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	591	1600	0.371	0	591	1600	0.374	142	751	1600	0.470	0	751	1600	0.474
Nb Right	2	0	-	5	7	0	-	0	2	0	-	5	7	0	-
Sb Left	11	1500	0.007	1	12	1500	0.008	0	11	1500	0.008	1	12	1500	0.008
Sb Thru	662	1600	0.414 *	0	662	1600	0.414 *	382	1064	1600	0.665 *	0	1064	1600	0.665 *
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	4	1500	0.003	20	24	1500	0.016	0	4	1500	0.003	20	24	1500	0.016
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	15	1500	0.010 *	2	17	1500	0.011	0	15	1500	0.010 *	2	17	1500	0.012
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.524				0.530				0.775				0.781
LOS			A				A				C				C

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by.* NDS
2 *Capacity expressed in veh/hour of green*

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ Everett Street

N-S St: Moorpark Avenue
E-W St: Everett Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-2

Peak hr: PM
Annual Growth: 1.0%

Date: 05/04/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	335	1600	0.217 *	0	335	1600	0.229 *	413	758	1600	0.482 *	0	758	1600	0.493 *
Nb Right	12	0	-	19	31	0	-	0	12	0	-	19	31	0	-
Sb Left	3	1500	0.002 *	2	5	1500	0.003 *	0	3	1500	0.002 *	2	5	1500	0.003 *
Sb Thru	288	1600	0.180	0	288	1600	0.180	267	564	1600	0.352	0	564	1600	0.352
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	7	1500	0.005	12	19	1500	0.013	0	7	1500	0.005	12	19	1500	0.013
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	8	1500	0.005 *	1	9	1500	0.006	0	8	1500	0.005 *	1	9	1500	0.006
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.324				0.345				0.589				0.610
LOS			A				A				A				B

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ Charles Street

N-S St: Moorpark Avenue
E-W St: Charles Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-3

Peak hr: AM
Annual Growth: 1.0%

Date: 05/04/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			**2021 W/PROJECT SITE TRAFFIC**				**2024 WITHOUT PROJECT**				**2024 W/PROJECT**			
	1	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	32	1500	0.021	0	32	1500	0.021 *	0	33	1500	0.022 *	0	33	1500	0.022 *
Nb Thru	566	1600	0.359 *	5	571	1600	0.362	142	725	1600	0.458	5	730	1600	0.461
Nb Right	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-
Sb Left	55	1500	0.037 *	0	55	1500	0.037	0	57	1500	0.038	0	57	1500	0.038
Sb Thru	581	1600	0.367	20	601	1600	0.379 *	382	981	1600	0.617 *	20	1001	1600	0.629 *
Sb Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001
Eb Right	4	1500	0.003	0	4	1500	0.003	0	4	1500	0.003	0	4	1500	0.003
Wb Left	16	0	0.010	0	16	0	0.010	0	16	0	0.010	0	16	0	0.010
Wb Thru	0	1600	0.031 *	0	0	1600	0.031 *	0	0	1600	0.032 *	0	0	1600	0.032 *
Wb Right	33	0	-	0	33	0	-	0	34	0	-	0	34	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.526				0.531				0.771				0.783
LOS			A				A				C				C

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by.* NDS
2 *Capacity expressed in veh/hour of green*

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ Charles Street

N-S St: Moorpark Avenue
E-W St: Charles Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-3

Peak hr: PM
Annual Growth: 1.0%

Date: 05/04/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			**2021 W/PROJECT SITE TRAFFIC**				**2024 WITHOUT PROJECT**				**2024 W/PROJECT**			
	1	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	26	1500	0.017	0	26	1500	0.017	0	27	1500	0.018	0	27	1500	0.018
Nb Thru	330	1600	0.218 *	19	349	1600	0.229 *	413	753	1600	0.482 *	19	772	1600	0.494 *
Nb Right	18	0	-	0	18	0	-	0	19	0	-	0	19	0	-
Sb Left	16	1500	0.011 *	0	16	1500	0.011 *	0	16	1500	0.011 *	0	16	1500	0.011 *
Sb Thru	273	1600	0.174	12	285	1600	0.181	267	548	1600	0.346	12	560	1600	0.353
Sb Right	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Eb Left	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
Eb Thru	4	1600	0.006	0	4	1600	0.006	0	4	1600	0.006	0	4	1600	0.006
Eb Right	30	1500	0.020 *	0	30	1500	0.020 *	0	31	1500	0.021 *	0	31	1500	0.021 *
Wb Left	22	0	0.014 *	0	22	0	0.014 *	0	23	0	0.014 *	0	23	0	0.014 *
Wb Thru	3	1600	0.024	0	3	1600	0.024	0	3	1600	0.024	0	3	1600	0.024
Wb Right	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.362				0.374				0.628				0.640
LOS			A				A				B				B

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by.* NDS
2 *Capacity expressed in veh/hour of green*

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ High Street

N-S St: Moorpark Avenue
E-W St: High Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-4

Peak hr: AM
Annual Growth: 1.0%

Date: 05/05/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT				2024 W/PROJECT + IMPROVEMENTS			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	13	0	0.008	0	13	0	0.008	13	26	0	0.016	0	26	0	0.016	0	26	0	0.008
Nb Thru	267	1600	0.175 *	2	269	1600	0.176 *	62	337	1600	0.227 *	2	339	1600	0.228 *	0	339	3200	0.114
Nb Right	187	1500	0.125	0	187	1500	0.125	28	221	1500	0.147	0	221	1500	0.147	0	221	1500	0.147 *
Sb Left	177	1500	0.118 *	11	188	1500	0.125 *	226	408	1500	0.272 *	11	419	1500	0.280 *	0	419	1500	0.280 *
Sb Thru	411	1600	0.260	9	420	1600	0.266	156	579	1600	0.365	9	588	1600	0.371	0	588	3200	0.185
Sb Right	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Eb Left	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
Eb Thru [3]	13	1600	0.020 *	0	13	1600	0.020 *	47	60	1600	0.074 *	0	60	1600	0.074 *	0	60	1600	0.074 *
Eb Right	14	0	-	0	14	0	-	39	53	0	-	0	53	0	-	0	53	0	-
Wb Left	210	0	0.131	0	210	0	0.131	47	263	0	0.165	0	263	0	0.165	0	263	0	0.165
Wb Thru [3]	13	1600	0.139 *	0	13	1600	0.139 *	15	28	1600	0.182 *	0	28	1600	0.182 *	0	28	1600	0.182 *
Wb Right [4]	144	1500	0.096	3	147	1500	0.098	80	228	1500	0.152	3	231	1500	0.154	0	231	1500	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.686				0.693				0.931				0.938				0.766
LOS			B				B				E				E				C

02:24 PM

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by NDS*
2 *Capacity expressed in veh/hour of green*
3 *Eastbound and westbound operate with split phasing.*
4 *The improvement measure includes the traffic signal modification to provide a westbound right-turn overlap phase to coincide with the southbound left-turn phase.*

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ High Street

N-S St:	Moorpark Avenue	Peak hr:	PM	Date:	05/05/2021
E-W St:	High Street	Annual Growth:	1.0%	Date of Count:	2021
Project:	5-13-0055-1 Everett Street Terraces Project			Projection Year:	2024
File:	ICU-4				

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT				2024 W/PROJECT + IMPROVEMENTS			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	27	0	0.017	0	27	0	0.017	43	71	0	0.044	0	71	0	0.044	0	71	0	0.022
Nb Thru	298	1600	0.203 *	8	306	1600	0.208 *	168	475	1600	0.341 *	8	483	1600	0.346 *	0	483	3200	0.173
Nb Right	298	1500	0.199	0	298	1500	0.199	57	364	1500	0.243	0	364	1500	0.243	0	364	1500	0.243 *
Sb Left	89	1500	0.059 *	7	96	1500	0.064 *	160	252	1500	0.168 *	7	259	1500	0.172 *	0	259	1500	0.172 *
Sb Thru	218	1600	0.140	5	223	1600	0.143	108	333	1600	0.212	5	338	1600	0.215	0	338	3200	0.107
Sb Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Eb Left	7	0	0.004	0	7	0	0.004	0	7	0	0.005	0	7	0	0.005	0	7	0	0.005
Eb Thru [3]	21	1600	0.041 *	0	21	1600	0.041 *	33	55	1600	0.080 *	0	55	1600	0.080 *	0	55	1600	0.080 *
Eb Right	37	0	-	0	37	0	-	28	66	0	-	0	66	0	-	0	66	0	-
Wb Left	271	0	0.169	0	271	0	0.169	38	317	0	0.198	0	317	0	0.198	0	317	0	0.198 *
Wb Thru [3]	21	1600	0.183 *	0	21	1600	0.183 *	51	73	1600	0.244	0	73	1600	0.244	0	73	1600	0.244
Wb Right [4]	120	1500	0.080	11	131	1500	0.087	245	369	1500	0.246 *	11	380	1500	0.253 *	0	380	1500	0.081
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.653				0.661				0.931				0.939				0.793
LOS			B				B				E				E				C

02:24 PM

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by* NDS
2 *Capacity expressed in veh/hour of green*
3 *Eastbound and westbound operate with split phasing.*
4 *The improvement measure includes the traffic signal modification to provide a westbound right-turn overlap phase to coincide with the southbound left-turn phase.*

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ Poindexter Avenue - First Street

N-S St: Moorpark Avenue
E-W St: Poindexter Avenue - First Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-5

Peak hr: AM
Annual Growth: 1.0%

Date: 05/05/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT				2024 W/PROJECT + IMPROVEMENTS			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	86	1500	0.057 *	0	86	1500	0.057 *	6	95	1500	0.063 *	0	95	1500	0.063 *	0	95	1500	0.063 *
Nb Thru	270	1600	0.171	2	272	1600	0.173	70	348	1600	0.220	2	350	1600	0.221	0	350	3200	0.111
Nb Right	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Sb Left	10	1500	0.007	0	10	1500	0.007	0	10	1500	0.007	0	10	1500	0.007	0	10	1500	0.007
Sb Thru	302	1600	0.389 *	9	311	1600	0.395 *	171	482	1600	0.552 *	9	491	1600	0.558 *	0	491	3200	0.279 *
Sb Right	321	0	-	0	321	0	-	71	402	0	-	0	402	0	-	0	402	0	-
Eb Left	202	1500	0.135 *	0	202	1500	0.135 *	31	239	1500	0.159 *	0	239	1500	0.159 *	0	239	1500	0.159 *
Eb Thru [3]	26	0	0.000	0	26	0	0.000	0	27	0	0.000	0	27	0	0.000	0	27	1600	0.063
Eb Right	63	1500	0.042	0	63	1500	0.042	9	74	1500	0.049	0	74	1500	0.049	0	74	0	-
Wb Left	3	0	0.002	0	3	0	0.002	0	3	0	0.002	0	3	0	0.002	0	3	0	0.002
Wb Thru [3]	59	1600	0.039 *	0	59	1600	0.039 *	0	61	1600	0.040 *	0	61	1600	0.040 *	0	61	1600	0.040 *
Wb Right	17	1500	0.011	0	17	1500	0.011	0	18	1500	0.012	0	18	1500	0.012	0	18	1500	0.012
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.834				0.841				1.072				1.079				0.689
LOS			D				D				F				F				B

03:01 PM

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by NDS*
2 *Capacity expressed in veh/hour of green*
3 *Eastbound and westbound operate with split phasing.*

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INTERSECTION CAPACITY UTILIZATION

Moorpark Avenue @ Poindexter Avenue - First Street

N-S St: Moorpark Avenue
E-W St: Poindexter Avenue - First Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-5

Peak hr: PM
Annual Growth: 1.0%

Date: 05/05/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT				2024 W/PROJECT + IMPROVEMENTS			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	52	1500	0.035 *	0	52	1500	0.035 *	11	65	1500	0.043 *	0	65	1500	0.043 *	0	65	1500	0.043 *
Nb Thru	385	1600	0.248	8	393	1600	0.253	189	586	1600	0.373	8	594	1600	0.378	0	594	3200	0.189
Nb Right	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Sb Left	11	1500	0.007	0	11	1500	0.007	0	11	1500	0.008	0	11	1500	0.008	0	11	1500	0.008
Sb Thru	343	1600	0.351 *	5	348	1600	0.354 *	130	483	1600	0.468 *	5	488	1600	0.471 *	0	488	3200	0.236 *
Sb Right	218	0	-	0	218	0	-	41	266	0	-	0	266	0	-	0	266	0	-
Eb Left	292	1500	0.195 *	0	292	1500	0.195 *	77	378	1500	0.252 *	0	378	1500	0.252 *	0	378	1500	0.252 *
Eb Thru [3]	29	0	0.000	0	29	0	0.000	0	30	0	0.000	0	30	0	0.000	0	30	1600	0.069
Eb Right	71	1500	0.047	0	71	1500	0.047	8	81	1500	0.054	0	81	1500	0.054	0	81	0	-
Wb Left	8	0	0.005	0	8	0	0.005	0	8	0	0.005	0	8	0	0.005	0	8	0	0.005
Wb Thru [3]	31	1600	0.024 *	0	31	1600	0.024 *	0	32	1600	0.025 *	0	32	1600	0.025 *	0	32	1600	0.025 *
Wb Right	14	1500	0.009	0	14	1500	0.009	0	14	1500	0.010	0	14	1500	0.010	0	14	1500	0.010
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.917				0.925				1.218				1.226				0.802
LOS			E				E				F				F				D

03:01 PM

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by* NDS
2 *Capacity expressed in veh/hour of green*
3 *Eastbound and westbound operate with split phasing.*

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INTERSECTION CAPACITY UTILIZATION

Walnut Street @ High Street

N-S St: Walnut Street
E-W St: High Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-6

Peak hr: AM
Annual Growth: 1.0%

Date: 05/05/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			**2021 W/PROJECT SITE TRAFFIC**				**2024 WITHOUT PROJECT**				**2024 W/PROJECT**			
	1	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	13	0	0.008	0	13	0	0.008	0	13	0	0.008	0	13	0	0.008
Sb Thru	0	1600	0.016 *	0	0	1600	0.016 *	0	0	1600	0.017 *	0	0	1600	0.017 *
Sb Right	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-
Eb Left	12	0	0.008 *	0	12	0	0.008 *	0	12	0	0.008	0	12	0	0.008
Eb Thru	349	1600	0.226	11	360	1600	0.233	301	661	1600	0.421 *	11	672	1600	0.428 *
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	391	1600	0.251 *	3	394	1600	0.253 *	143	546	1600	0.348	3	549	1600	0.350
Wb Right	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.375				0.377				0.538				0.544
LOS			A				A				A				A

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by* NDS
2 *Capacity expressed in veh/hour of green*

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INTERSECTION CAPACITY UTILIZATION

Walnut Street @ High Street

N-S St: Walnut Street
E-W St: High Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-6

Peak hr: PM
Annual Growth: 1.0%

Date: 05/05/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			**2021 W/PROJECT SITE TRAFFIC**				**2024 WITHOUT PROJECT**				**2024 W/PROJECT**			
	1	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**	**Added**	**Total**	**2**	**V/C**
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	17	0	0.011	0	17	0	0.011	0	18	0	0.011	0	18	0	0.011
Sb Thru	0	1600	0.029 *	0	0	1600	0.029 *	0	0	1600	0.030 *	0	0	1600	0.030 *
Sb Right	30	0	-	0	30	0	-	0	31	0	-	0	31	0	-
Eb Left	43	0	0.027	0	43	0	0.027	0	44	0	0.028 *	0	44	0	0.028 *
Eb Thru	456	1600	0.312 *	7	463	1600	0.316 *	250	720	1600	0.477	7	727	1600	0.482
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000
Wb Thru	374	1600	0.260	11	385	1600	0.267	334	719	1600	0.477 *	11	730	1600	0.483 *
Wb Right	42	0	-	0	42	0	-	0	43	0	-	0	43	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.441				0.446				0.634				0.641
LOS			A				A				B				B

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by* NDS
2 *Capacity expressed in veh/hour of green*

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INTERSECTION CAPACITY UTILIZATION

Spring Road @ Charles Street
Peak hr: AM
Annual Growth: 1.0%

N-S St: Spring Road
E-W St: Charles Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-7

Date: 05/05/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	20	1500	0.013 *	0	20	1500	0.013 *	0	21	1500	0.014 *	0	21	1500	0.014 *
Nb Thru	383	3200	0.124	0	383	3200	0.124	6	401	3200	0.130	0	401	3200	0.130
Nb Right	14	0	-	0	14	0	-	0	14	0	-	0	14	0	-
Sb Left	7	1500	0.005	0	7	1500	0.005	0	7	1500	0.005	0	7	1500	0.005
Sb Thru	997	3200	0.313 *	0	997	3200	0.313 *	28	1055	3200	0.331 *	0	1055	3200	0.331 *
Sb Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Eb Left	4	0	0.003	0	4	0	0.003	0	4	0	0.003	0	4	0	0.003
Eb Thru	6	1600	0.042 *	0	6	1600	0.042 *	0	6	1600	0.043 *	0	6	1600	0.043 *
Eb Right	57	0	-	0	57	0	-	0	59	0	-	0	59	0	-
Wb Left	56	0	0.035 *	0	56	0	0.035 *	0	58	0	0.036 *	0	58	0	0.036 *
Wb Thru	15	1600	0.044	0	15	1600	0.044	0	15	1600	0.046	0	15	1600	0.046
Wb Right	5	1500	0.003	0	5	1500	0.003	0	5	1500	0.003	0	5	1500	0.003
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.503				0.503				0.524				0.524
LOS			A				A				A				A

* *Key conflicting movement as a part of ICU*
1 *Counts conducted by* NDS
2 *Capacity expressed in veh/hour of green*

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INTERSECTION CAPACITY UTILIZATION

Spring Road @ Charles Street
Peak hr: PM
Annual Growth: 1.0%

N-S St: Spring Road
E-W St: Charles Street
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-7

Date: 05/05/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	54	1500	0.036	0	54	1500	0.036	0	56	1500	0.037	0	56	1500	0.037
Nb Thru	892	3200	0.294 *	0	892	3200	0.294 *	26	945	3200	0.311 *	0	945	3200	0.311 *
Nb Right	48	0	-	0	48	0	-	0	49	0	-	0	49	0	-
Sb Left	3	1500	0.002 *	0	3	1500	0.002 *	0	3	1500	0.002 *	0	3	1500	0.002 *
Sb Thru	563	3200	0.177	0	563	3200	0.177	13	593	3200	0.186	0	593	3200	0.186
Sb Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Eb Left	7	0	0.004	0	7	0	0.004	0	7	0	0.005	0	7	0	0.005
Eb Thru	2	1600	0.039 *	0	2	1600	0.039 *	0	2	1600	0.040 *	0	2	1600	0.040 *
Eb Right	53	0	-	0	53	0	-	0	55	0	-	0	55	0	-
Wb Left	26	0	0.016 *	0	26	0	0.016 *	0	27	0	0.017 *	0	27	0	0.017 *
Wb Thru	5	1600	0.019	0	5	1600	0.019	0	5	1600	0.020	0	5	1600	0.020
Wb Right	1	1500	0.001	0	1	1500	0.001	0	1	1500	0.001	0	1	1500	0.001
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.451				0.451				0.469				0.469
LOS			A				A				A				A

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INTERSECTION CAPACITY UTILIZATION

Spring Road @ High Street - Princeton Avenue

N-S St:	Spring Road	Peak hr:	AM	Date:	05/05/2021
E-W St:	High Street - Princeton Avenue	Annual Growth:	1.0%	Date of Count:	2021
Project:	5-13-0055-1 Everett Street Terraces Project			Projection Year:	2024
File:	ICU-8				

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT				2024 W/PROJECT + IMPROVEMENTS			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	131	1500	0.087	2	133	1500	0.089	53	188	1500	0.125	2	190	1500	0.127	0	190	1500	0.127
Nb Thru	209	3200	0.065	0	209	3200	0.065	5	220	3200	0.069	0	220	3200	0.069	0	220	3200	0.069
Nb Right	231	1500	0.154 *	0	231	1500	0.154 *	58	296	1500	0.197 *	0	296	1500	0.197 *	0	296	1500	0.197 *
Sb Left	412	1500	0.275 *	0	412	1500	0.275 *	3	427	1500	0.285 *	0	427	1500	0.285 *	0	427	1500	0.285 *
Sb Thru	578	3200	0.188	0	578	3200	0.188	24	620	3200	0.201	0	620	3200	0.201	0	620	3200	0.201
Sb Right	22	0	-	0	22	0	-	1	24	0	-	0	24	0	-	0	24	0	-
Eb Left	12	1500	0.008	0	12	1500	0.008	2	14	1500	0.010	0	14	1500	0.010	0	14	1500	0.010
Eb Thru	245	1600	0.153 *	4	249	1600	0.156 *	164	416	1600	0.260 *	4	420	1600	0.263 *	0	420	3200	0.234 *
Eb Right	166	1500	0.111	7	173	1500	0.115	151	322	1500	0.215	7	329	1500	0.219	0	329	0	-
Wb Left	84	1500	0.056 *	0	84	1500	0.056 *	28	115	1500	0.076 *	0	115	1500	0.076 *	0	115	1500	0.076 *
Wb Thru	248	1600	0.155	1	249	1600	0.156	87	343	1600	0.214	1	344	1600	0.215	0	344	1600	0.215
Wb Right	165	1500	0.110	0	165	1500	0.110	-1	169	1500	0.113	0	169	1500	0.113	0	169	1500	0.113
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.738				0.740				0.919				0.921				0.893
LOS		C				C				E				E				D	

03:28 PM

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INTERSECTION CAPACITY UTILIZATION

Spring Road @ High Street - Princeton Avenue

N-S St: Spring Road
E-W St: High Street - Princeton Avenue
Project: 5-13-0055-1 Everett Street Terraces Project
File: ICU-8

Peak hr: PM
Annual Growth: 1.0%

Date: 05/05/2021
Date of Count: 2021
Projection Year: 2024

	2021 EXIST. TRAFFIC			2021 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT				2024 W/PROJECT + IMPROVEMENTS			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	171	1500	0.114	6	177	1500	0.118	169	345	1500	0.230	6	351	1500	0.234	0	351	1500	0.234
Nb Thru	637	3200	0.199 *	0	637	3200	0.199 *	23	679	3200	0.212	0	679	3200	0.212	0	679	3200	0.212
Nb Right	268	1500	0.179	0	268	1500	0.179	52	328	1500	0.219 *	0	328	1500	0.219 *	0	328	1500	0.219 *
Sb Left	222	1500	0.148 *	0	222	1500	0.148 *	4	233	1500	0.155 *	0	233	1500	0.155 *	0	233	1500	0.155 *
Sb Thru	301	3200	0.103	0	301	3200	0.103	6	316	3200	0.109	0	316	3200	0.109	0	316	3200	0.109
Sb Right	30	0	-	0	30	0	-	3	34	0	-	0	34	0	-	0	34	0	-
Eb Left	36	1500	0.024 *	0	36	1500	0.024 *	2	39	1500	0.026	0	39	1500	0.026	0	39	1500	0.026 *
Eb Thru	328	1600	0.205	3	331	1600	0.207	145	483	1600	0.302 *	3	486	1600	0.304 *	0	486	3200	0.234
Eb Right	142	1500	0.095	4	146	1500	0.097	113	259	1500	0.173	4	263	1500	0.176	0	263	0	-
Wb Left	104	1500	0.069	0	104	1500	0.069	59	166	1500	0.111 *	0	166	1500	0.111 *	0	166	1500	0.111
Wb Thru	278	1600	0.174	4	282	1600	0.176	181	467	1600	0.292	4	471	1600	0.295	0	471	1600	0.295
Wb Right	484	1500	0.323 *	0	484	1500	0.323 *	1	500	1500	0.333	0	500	1500	0.333	0	500	1500	0.333 *
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.794				0.794				0.886				0.888				0.833
LOS			C				C				D				D				D

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