ARMY ADMINISTRATION LEASE OF MONTE VISTA SCHOOL

TRAFFIC IMPACT STUDY

Prepared for:
The United States Army

Prepared by:
City of Monterey
Transportation Engineering Division

FEBRUARY 2005

Executive Summary

This traffic impact analysis was conducted to evaluate the potential impacts and mitigation measures for the proposed Army Administration lease of the existing Monte Vista Elementary School property at 251 Soledad Drive in the City of Monterey, California. The proposed project consists of Army administrative use throughout the existing 33,000 square foot campus. No new buildings are proposed with this project. The Monte Vista School site would serve as a satellite office location to Defense Language Institute civilian employees only. The site will not be used for activities or any public serving use. Military activities and uses serving the public are not included in this project. The project includes 170 employees using the site.

The results of this traffic impact analysis show that no significant traffic impacts were identified during the AM or PM peak periods under project and cumulative conditions. For this reason, no mitigation measures were proposed for the project.

Introduction

This traffic impact analysis was conducted to evaluate the potential impacts and mitigation measures for the proposed Army Administration lease of the existing Monte Vista Elementary School property at 251 Soledad Drive in the City of Monterey, California. The proposed project consists of Army administrative use throughout the existing 33,000 square foot campus. No new buildings are proposed with this project. The Monte Vista School site would serve as a satellite office location to Defense Language Institute civilian employees only. The site will not be used for activities or any public serving use. Military activities and uses serving the public are not included in this project. The project includes 170 employees using the site.

The proposed employee parking is located entirely on-site in the existing playground areas. The project does not propose the use of on-street parking to meet its parking demand for the 170 employees.

Scope of the Traffic Impact Study

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed project. The project traffic impacts were evaluated based on the City of Monterey standards. City Staff identified the key intersections to be studied based on the expected trip distribution and their knowledge of the area. Because this project displaces staff already working at the Presidio of Monterey, the study assumes that the employee trips currently exist on the adjacent state highway system. Therefore no analysis was performed to evaluate impacts to state highways. The intersections included in the study are listed below:

Study Intersections:
Soledad Drive and Pacific Street (signalized)
Soledad Drive and Munras Avenue (signalized)
Soledad Drive and Soledad / Mar Vista Drive (unsignalized)

Traffic conditions at these intersections were analyzed for weekday PM peak hour traffic, which occurred between 4:30 PM and 5:30 PM. The PM peak is the most congested portion of the day. The AM peak was not evaluated because the trip generation for the proposed project was shown to be less than the trip generation for the existing elementary school use. Based on the lower trip generation, the proposed project was not expected to create a traffic impact greater than the elementary school during the AM peak. Traffic conditions were analyzed under the following PM peak hour scenarios:

Existing Conditions – Existing conditions were evaluated based on actual turning movement traffic counts collected at each intersection on Tuesday,

January 18, 2005 and Wednesday, January 19, 2005. The traffic counts collected on Wednesday, January 19, 2005 were higher than those collected on Tuesday. The higher Wednesday traffic counts were considered more conservative and were used for the analysis. The turning movement count data is attached.

Background Conditions – Background traffic volumes were estimated by adding the projected traffic volumes from approved projects that had not yet been built to the existing traffic counts collected for each intersection. The Background Scenario is the baseline for adding the proposed project trips in order to determine the project traffic impacts

Background + Project Conditions – The Project trips generated in the PM peak were added to the Background trips to calculate the traffic volumes expected in the near-term at study intersections after the project is completed. The Background + Project traffic conditions were compared to the Background conditions to determine the potential project traffic impacts.

Cumulative No Project Conditions – The forecasted traffic volumes for the year 2023 from the AMBAG Regional Traffic Model were used to estimate the growth rate for the Cumulative No Project traffic conditions. The resulting growth rates were applied to the Existing conditions to represent the forecasted 2023 PM peak volumes without the project trips added.

Cumulative With Project Conditions – The Project trips were added to the Cumulative No Project conditions to yield the Cumulative conditions with the proposed project trips. The Cumulative With Project conditions were compared to the Cumulative No Project conditions to determine potential cumulative traffic impacts.

Methodology

The study methodology describes the data requirements, analysis, and standards for Levels of Service.

Data Requirements

Existing Traffic Volumes – Turning movement traffic counts were collected at each of the study intersections on Tuesday, January 18 and Wednesday, January 19, 2005. The higher volume turning movement counts on Wednesday, January 19, 2005 were used in the analysis to be conservative. Attachment 'A".

Lane Configurations – The existing lane configurations were used for all scenarios.

Signal Timing and Phasing – The current signal timing plans were used as the basis for the signal timing and phasing for the analysis.

Traffic Forecast Volumes – the results of the AMBAG regional model for the year 2023 were used as a basis for the cumulative growth rates and forecasted cumulative traffic volumes. Attachment 'B'.

Analysis

The existing Traffic counts, lane configurations, signal timing and phasing data were used as input values in Synchro software, version 6, which calculates the performance of each signalized study intersection based on the *2000 Highway Capacity Manual (HCM)*. This methodology evaluates the traffic signal operations and calculates the average delay for all vehicles at the intersection during the peak period. The software also calculates the volume-to-capacity (v/c) ratio for each movement and sums the v/c for the critical movements. Attachment 'C'.

Level of Service Standards

In the 2003 General Plan, the City of Monterey established a Level of Service standard of LOS = 'D' as the minimum acceptable Level of Service. The *2000 Highway Capacity Manual (HCM),* Exhibit 16-2, defines the Level of Service criteria and delay in the following table:

Table 1 – Level of Service Criteria for Signalized Intersections

Level of Service (LOS)	Average Control Delay per vehicle (sec.)
A	10.0 or less
B	10.1 to 20.0
C	20.1 to 35.0
D	**35.1 to 55.0**
E	55.1 to 80.0
F	Greater than 80.0

Existing Conditions

The proposed project planned for the existing Monte Vista Elementary School site is located in the Monterey Vista Neighborhood with access from Soledad Drive.

Soledad Drive – Soledad Drive is a 2-lane east-west collector street carrying traffic on the south side of the neighborhood to Pacific Street. Soledad Drive has adjacent residential uses and feeds neighborhood traffic to Pacific Street.

Soledad Drive also connects to Mar Vista Drive to the west, which leads to Holman Hwy 68 and the Monterey Peninsula cities of Pacific Grove, Pebble Beach and county areas. The functional classification of Soledad Drive east of Pacific Street changes to a 4-lane east-west minor arterial with commercial adjacent uses between Pacific Street and Munras Avenue. East of Munras Avenue to the Highway 1 freeway, Soledad Drive again changes functional classification to a 5-lane east-west major arterial.

Pacific Street - Pacific Street is a 2-lane north-south minor arterial connecting Soledad Drive to Downtown Monterey and Lighthouse Avenue. Pacific Street has some adjacent residential, open space / park and medical office uses.

Munras Avenue - Munras Avenue is a 5-lane north-south minor arterial street that connects Downtown Monterey and several neighborhoods to Highway 1 freeway. The adjacent uses on Munras Avenue include the Del Monte Shopping Center, hotel / motel, open space / park, and other retail / commercial.

Existing Intersection Levels of Service

Table 2 shows the results from the level of service analysis using existing traffic counts and signal timing for the study intersections. Both signalized intersections operate at acceptable levels of service under existing conditions. Soledad / Pacific operates at LOS = 'A', and Soledad / Munras operates at LOS = 'C'.

Table 2 – Existing Levels of Service

Signalized Intersections	Ave. Delay	LOS	Critical V/C	Count Date
Pacific St. and Soledad Dr.	9.6	A	0.63	1/19/2005
Soledad Dr. and Munras Ave.	28.8	C	0.97	1/19/2005

Soledad Drive and Soledad	Count Date: 02/01/2005	
	ICU	LOS
Existing	18.30%	A

The existing conditions and levels of service were observed in the field. The LOS calculations appear to accurately reflect the actual existing traffic conditions. Synchro LOS calculation sheets are included in the appendix.

Background Conditions

The Background conditions are the baseline for calculating potential traffic impacts. Under Background conditions, traffic generated by other developments that have been approved, but not built, were added to the existing traffic volumes. The intersection levels of service were then calculated and used to compare the with the project conditions. The approved projects and trip distributions that contribute traffic to the study intersections can be found on Attachment 'D'. It should be noted that the Del Monte Center Cinema project had been completed at the time of the traffic counts and of this study. The trips generated by the Del Monte Center Cinema were included in the existing traffic volumes, and therefore, were not included in this list of approved projects. The source of the trip generation estimates was the City of Monterey Public Service Center EIR, April 2004.

The trips generated by the approved projects were distributed to the study intersections based on existing travel patterns, the unique characteristics of the road network, and the locations of complementary land uses. The trip distribution percentages were applied to the approved project trips. The approved project trip distributions for each individual project are included in the appendix. The sums of all of the approved project trips by movement were added to the existing turning movement volumes to create the Background traffic volumes shown on Attachment 'D' in the appendix.

Table 3 shows the results from the level of service analysis using the Background traffic volumes. Both signalized intersections operated at acceptable levels of service under Background conditions. Soledad / Pacific continued to operate at LOS = 'A' with less than 1 second of average delay per vehicle, and Soledad / Munras operated at LOS = 'C' with 4.8 seconds of additional average delay per vehicle.

Table 3 – Background Levels of Service

	Existing			Background				
							Increase	
Signalized Intersections	Ave. Delay	LOS	Crit. V/C	Ave. Delay	LOS	Crit. V/C	Crit. Delay	Crit. V/C
Pacific St. and Soledad Dr.	9.6	A	0.63	9.8	A	0.65	0.2	0.02
Soledad Dr. and Munras Ave.	28.8	C	0.97	29	C	0.97	0.2	0

Soledad Drive and Soledad Count Date: 02/01/2005

	ICU	LOS
Existing	18.30%	A
Background	18.30%	A

Project Conditions and Impacts

The project traffic conditions, significant impacts, and mitigation measures are included in this section. The project conditions are estimated from the project trip generation, trip distribution and Level of Service analysis. The results are compared to the significance criteria and appropriate mitigation measures are discussed.

Significance Criteria

Under CEQA guidelines, the City of Monterey General Plan defines the significance criteria used to establish the threshold of a traffic impact caused by a project. A project will create a significant adverse impact on traffic conditions if the trips generated by a project exceed these thresholds:

1) A project's traffic impact is significant if trips generated by the project at a signalized intersection exceed Level of Service = 'D' during average, non-summer AM and PM peak conditions.

2) A project's traffic impact is significant if trips generated by the project at an unsignalized intersection exceed Level of Service = 'D' during average, non-summer AM and PM peak conditions.

Trip Generation

The trip generation for the proposed project was estimated from the proposed number of 170 employees at the site. The standard ITE Trip Generation Rates were not used because the rates for the government office category were much lower than the rate expected with this facility. For this reason a more conservative approach was used to estimate the project trips. On a typical day, ten percent of those employees were assumed to not drive to and from the project site during the peak periods due to vacation leave, sick leave, carpool, arriving late, leaving early, and flexible work schedules. To be conservative, the resulting 153 trips were all assumed to arrive in a half hour time frame during the AM peak hour and leave in a half hour time frame during the PM peak hour.

The Monte Vista Elementary School trips were estimated from the 2004 survey of students. During the AM peak hour, the trips generated from the elementary school were subtracted from the proposed project trips to determine the net increase in trips caused by the proposed project. The resulting trip generation estimates shown in Table 4 reveal that the proposed project generated fewer trips during the AM peak than the elementary school. Therefore, no significant traffic impact was identified during the AM peak period.

However, the proposed project showed a significant amount of new trips during the PM peak hour. During the peak hour from 4:30 – 5:30 PM, the elementary school did not have a substantial contribution of trips. Therefore, no elementary school trips were subtracted during the PM peak hour. The project is estimated to contribute 153 trips during the PM peak hour. The trip generation estimates are shown in the table below:

Table 4 – Trip Generation Estimates (Year 2004)

Use	Size	AM Peak Hour				PM Peak Hour			
	Employees	Rate	In	Out	Total	Rate	In	Out	Total
Monte Vista School	170	0.9	153	0	153	0.9	0	153	153
Army Civilian Personnel									
Monte Vista School	225	1.5	179	159	338	0	0	0	0
K-6th grade									
NET PROJECT TRIPS			-26	-159	-185		0	153	153

Trip Distribution

The project trip distribution was developed using a current list of DLI employees' city of residence supplied by the Army. From this list, the number of employees from each City was applied to the expected travel patterns entering the project site instead of the Presidio. The percentage of employees along each travel pattern yielded the trip distribution percentages. Table 5 shows the percentage of DLI employees that were estimated to enter the site from each direction.

Table 5 - DLI Faculty Travel Patterns

DLI Faculty by City		NORTH Hwy 1	SOUTH Hwy 1	WEST Skyline	WEST Munras	WEST Pacific	WEST MVN
Carmel	34		34				
Carmel Valley	6		6				
Del Rey Oaks	10	10					
Marina	180	180					
Monterey	390	78		39	78	117	78
Pacific Grove	127			90		37	
Pebble Beach	16			16			
Prunedale	5	5					
Salinas	80	80					
San Jose	25	25					
Santa Cruz	9	9					
Seaside	54	54					
TOTALS	936	441	40	145	78	154	78
		47%	4%	15%	8%	16%	8%

The project trip distribution for the Monte Vista School site was derived from the above travel pattern percentages. The trip distribution map is shown on Attachment 'E'.

The trips generated by the project were then applied to the trip distribution by movement during the PM peak hour at each of the key study intersections. The number of trips at each key intersection was calculated by multiplying the PM peak hour trip generation by the trip distribution percentage for each movement. Attachment 'F' shows the resulting trips generated by the project and distributed to the key intersections.

Project Level of Service

The project trips from the trip generation table were added to the background traffic volumes at each intersection. The study intersections were analyzed under the background+project scenario. The level of service at Pacific and Soledad decreased from LOS=A to LOS=B and the average delay increased by 0.6 seconds per vehicle. The LOS at Soledad and Munras remained at LOS=C and the average delay increased by 4.8 seconds per vehicle. At the unsignalized intersection of Soledad Drive and Soledad the LOS remained at A and the intersection capacity utilization increased by 3.9%.

No significant impacts were found at any of the study intersections, and no mitigation measures are required to offset project traffic.

Table 6 – Background + Project Levels of Service

	Background			Project				
							Increase	
Signalized Intersections	Ave. Delay	LOS	Crit. V/C	Ave. Delay	LOS	Crit. V/C	Crit. Delay	Crit. V/C
Pacific St. and Soledad Dr.	9.8	A	0.65	10.4	B	0.66	0.6	0.01
Soledad Dr. and Munras Ave.	29	C	0.97	33.8	C	1.25	4.8	0.28

Soledad Drive and Soledad Count Date: 02/01/2005

	ICU	LOS
Background	18.30%	A
Project	22.20%	A

Cumulative Conditions

Traffic forecasts under cumulative no project conditions were estimated using the AMBAG Regional model. Model traffic forecasts for the years 2003 and 2023 were compared to develop growth factor for the study intersections. Cumulative No Project volumes were estimated by applying growth factors to existing volumes. The project trips were added to the cumulative no project conditions to estimate the cumulative with project scenario. The LOS for Pacific and Soledad remained at 'B' and the average delay increased by 0.3 seconds per vehicle. The LOS for Soledad and Munras remained at D and the average delay increased by 1.8 seconds per vehicle. The LOS for Soledad Drive remained at 'A' and the intersection capacity utilization increased by 4%.

Table 7 – Cumulative with and without Project

	Cumulative Without Project			Cumulative With Project				
							Increase	
Signalized Intersections	Ave. Delay	LOS	Crit. V/C	Ave. Delay	LOS	Crit. V/C	Crit. Delay	Crit. V/C
Pacific St. and Soledad Dr.	11.8	B	0.74	12.1	B	0.75	0.3	0.01
Soledad Dr. and Munras Ave.	38.1	D	1.25	39.9	D	1.25	1.8	0.1

Soledad Drive and Soledad Count Date: 02/01/2005

	ICU	LOS
Cumulative without Project	20.00%	A
Cumulative with Project	24.00%	A

Based on the intersection level of service analysis results presented, it is concluded that the project would not have a significant impact on the study intersections under cumulative conditions. No mitigation measures are required

ATTACHMENT 'A'

EXISTING TRAFFIC VOLUMES

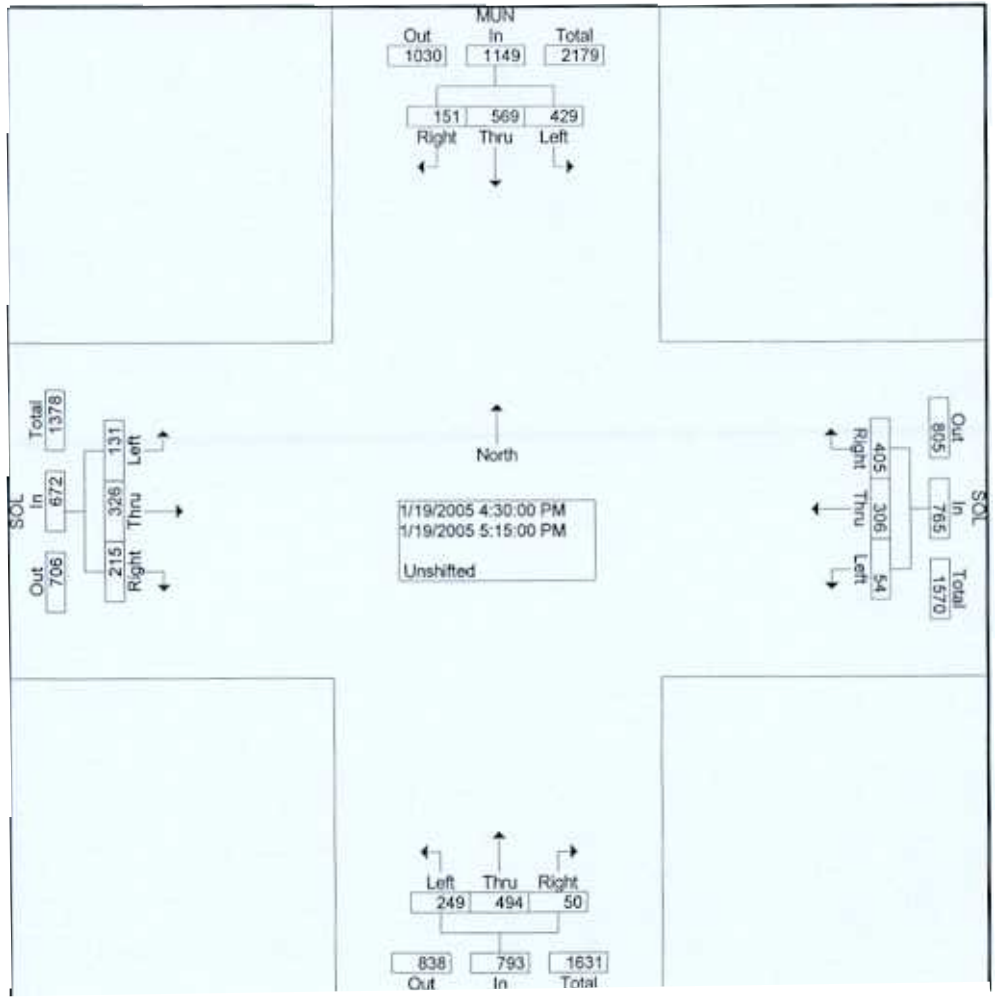
City of Monterey
Transportation Engineering Department

SOLEDAD & MUNRAS

File Name 2005 Soledad munras 2 count b
Site Code 00000000
Start Date 1/18/2005
Page No 1

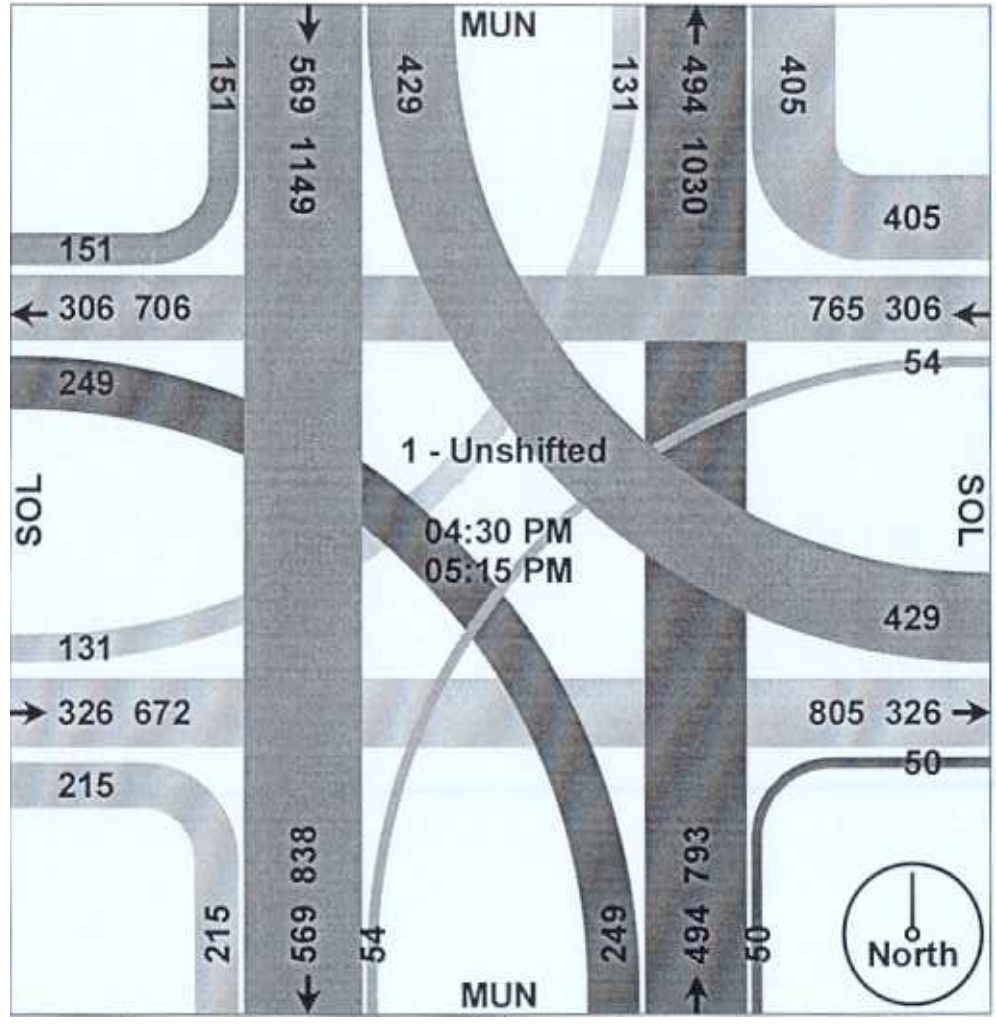
Groups Printed- Unshifted

		MUN From North				SOL From East				MUN From South				SOL From West			
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	nt. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:30 PM	28	141	107	276	101	86	16	203	10	109	45	164	56	88	25	169	812
04:45 PM	38	117	100	255	104	73	16	193	9	111	58	178	51	77	28	156	782
Total	66	258	207	531	205	159	32	396	19	220	103	342	107	165	53	325	1594
05:00 PM	38	153	123	314	111	91	7	209	6	112	65	183	59	83	40	182	888
05:15 PM	47	158	99	304	89	56	15	160	25	162	81	268	49	78	38	165	897
Grand Total	151	569	429	1149	405	306	54	765	50	494	249	793	215	326	131	672	3379
Apprch %	13.1	49.5	37.3		52.9	40.0	7.1		6.3	62.3	31.4		32.0	48.5	19.5		
Total %	4.5	16.8	12.7	34.0	12.0	9.1	1.6	22.6	1.5	14.6	7.4	23.5	6.4	9.6	3.9	19.9	



City of Monterey
Transportation Engineering Department

File Name : 2005 Soledad munras 2 count b
Site Code : 00000000
Start Date : 1/18/2005
Page No : 2



City of Monterey
Transportation Engineering Department

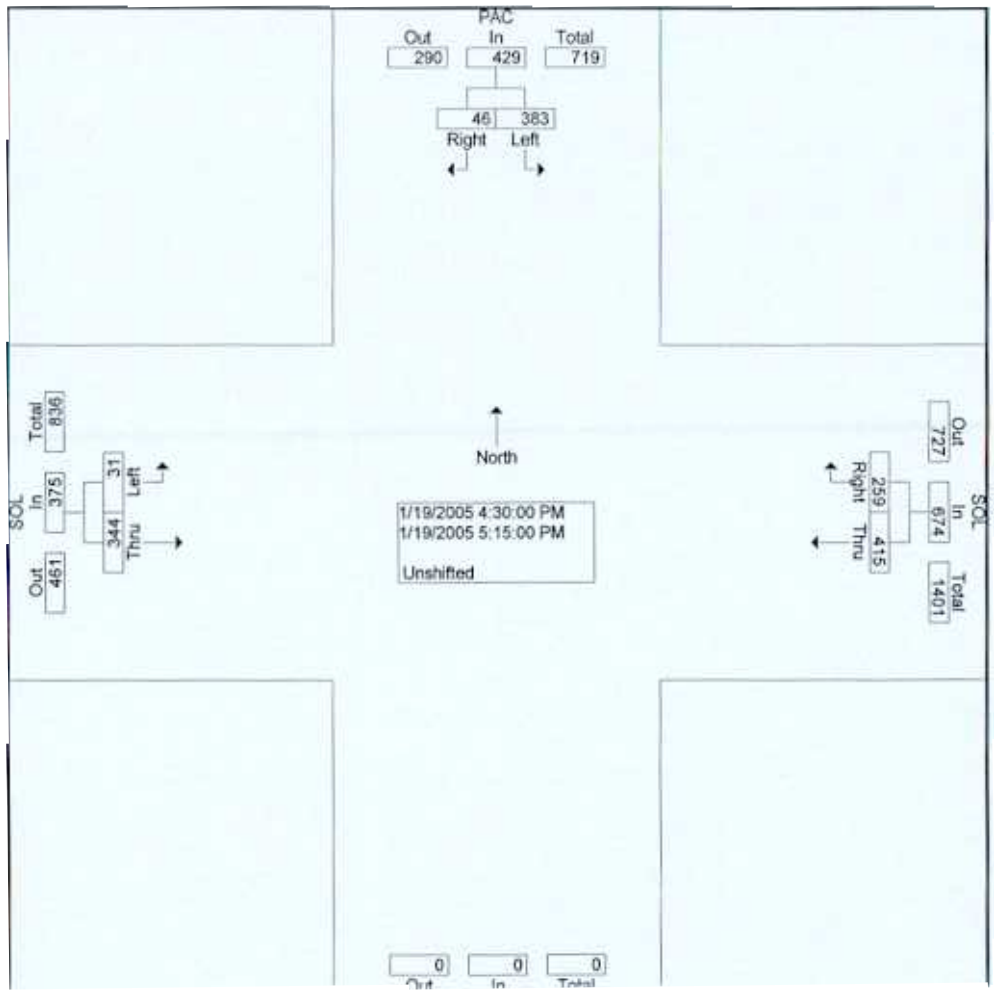
affic Counts

PACIFIC & SOLEDAD

File Name : 2005 soledad Pacific count B
Site Code : 00000000
Start Date : 1/18/2005
Page No : 1

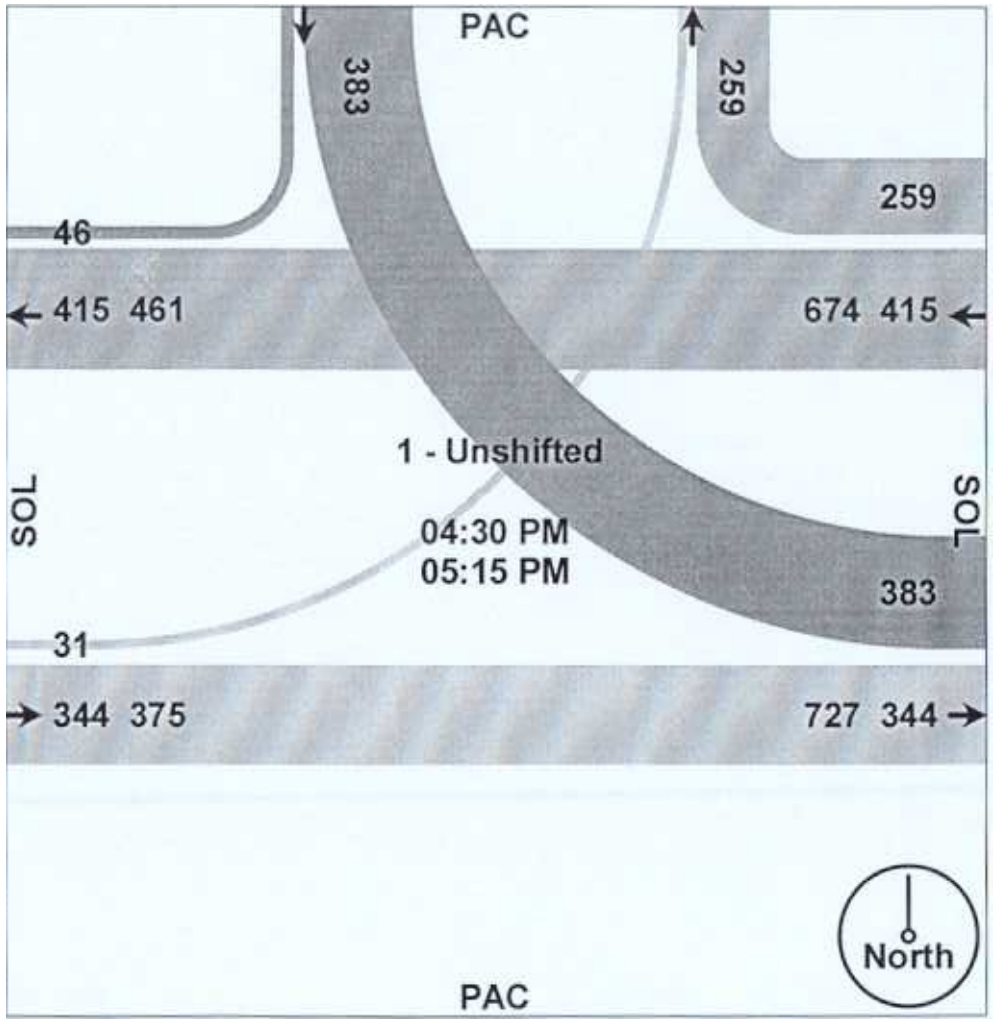
Groups Printed- Unshifted

	PAC From North			SOL From East			SOL From West			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:30 PM	11	87	98	52	105	157	93	8	101	356
04:45 PM	13	93	106	56	99	155	82	6	88	349
Total	24	180	204	108	204	312	175	14	189	705
05:00 PM	9	120	129	73	98	171	82	8	90	390
05:15 PM	13	83	96	78	113	191	87	9	96	383
Grand Total	46	383	429	259	415	674	344	31	375	1478
Apprch %	10.7	89.3		38.4	61.6		91.7	8.3		
Total %	3.1	25.9	29.0	17.5	28.1	45.6	23.3	2.1	25.4	



City of Monterey
Transportation Engineering Department

File Name : 2005 soledad Pacific count B
Site Code : 00000000
Start Date : 1/18/2005
Page No : 2



Soledad
17972 (2003)
20633 (2023)
15%
Pacific
10045 (2003)
12055 (2023)
20%
Munras
24511 (2003)
29823 (2023)
22%
Soledad

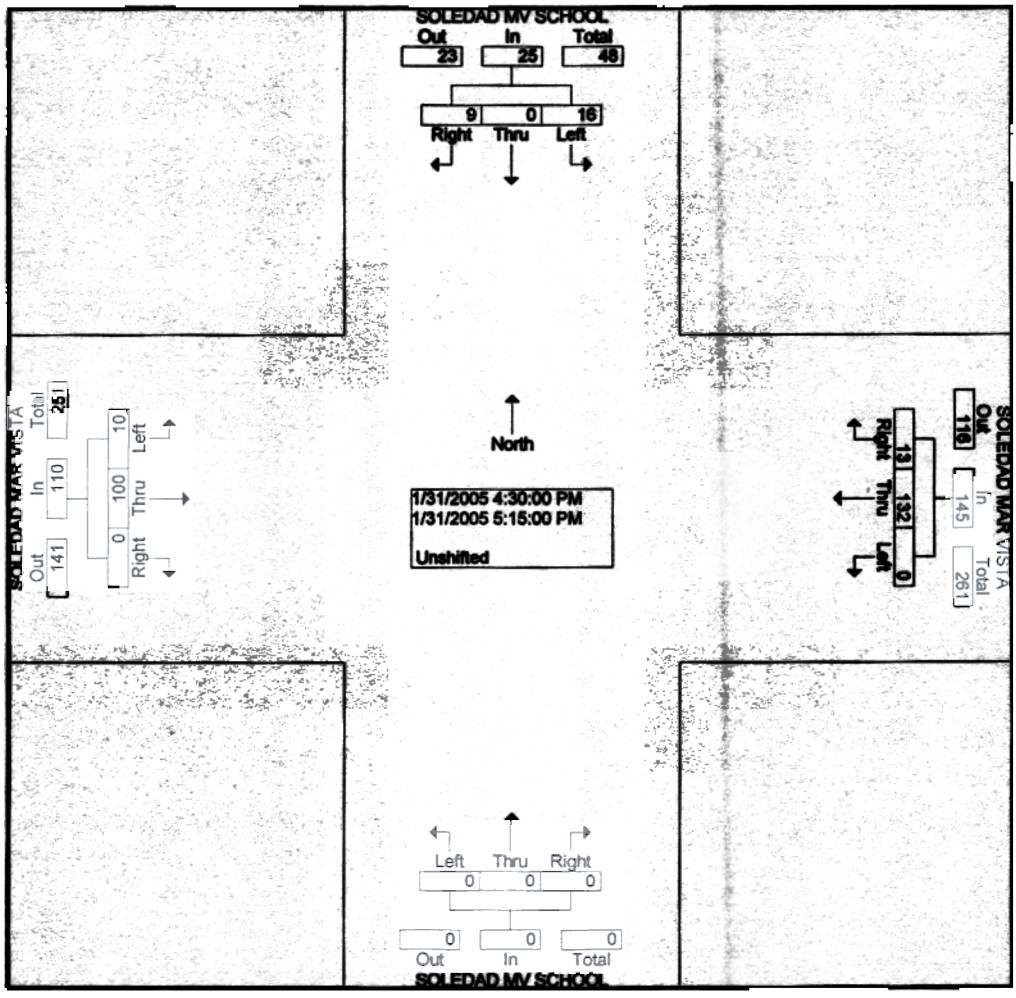
Transportation Engineering Department

SOLEDAD DRIVE & SOLEDAD

File Name : soledad soledad
Site Code : 00000000
Start Date : 1/31/2005
Page No : 1

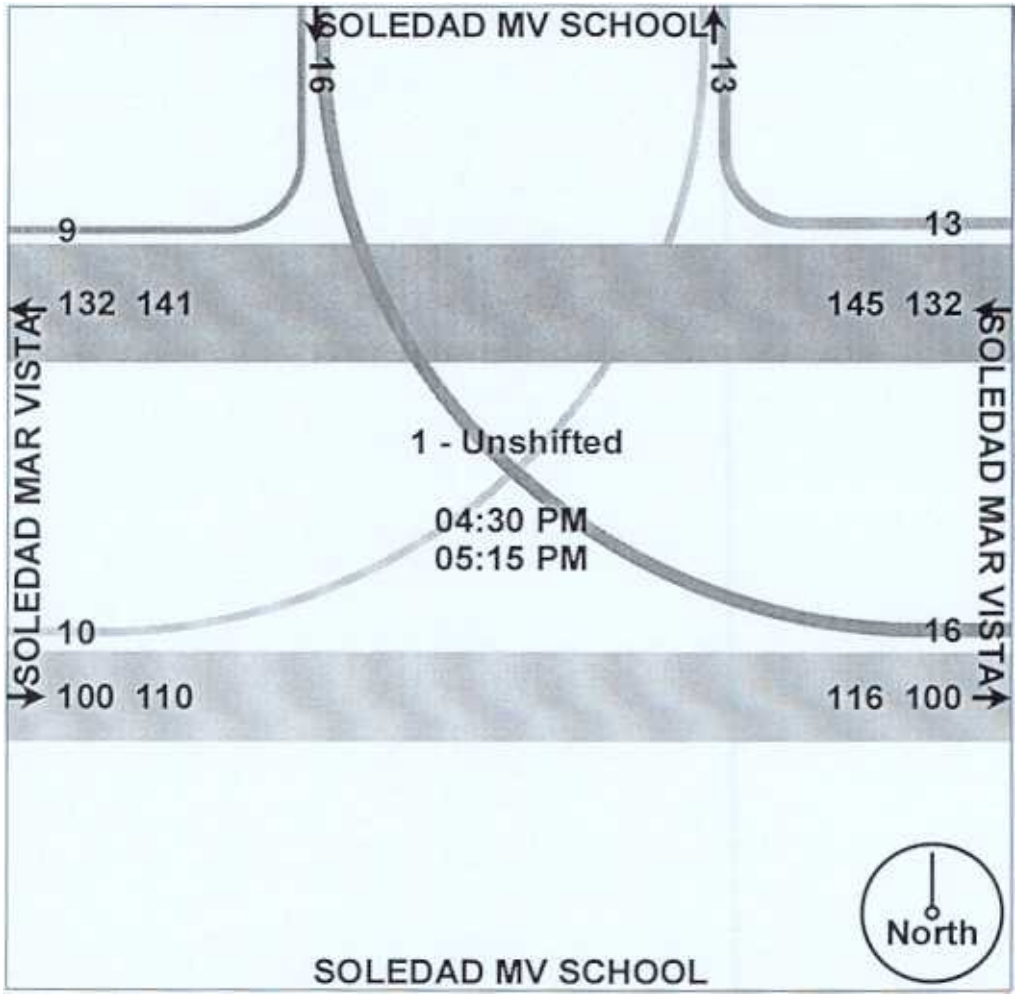
Groups Printed- Unshifted

	SOLEDAD MV SCHOOL From North				SOLEDAD MAR VISTA From East				SOLEDAD MV SCHOOL From South				SOLEDAD MAR VISTA From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left		Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:30 PM	2	0	5	7	2	28	0	30	0	0	0	0	0	24	0	24	61
04:45 PM	1	0	2	3	2	35	0	37	0	0	0	0	0	24	3	27	67
Total	3		7	10		63	0		0	0	0	0	0	48		51	128
	4	0	2	6		29	0	32	0	0	0	0		28	3	31	69
	2	0	7	9		40	0	46	0	0	0	0		24	4	28	83
	9	0	16	25		132	0	145	0	0	0	0		100	10	110	280
	36.0	0.0	64.0			91.0	0.0		0.0	0.0	0.0			90.9	9.1		
	3.2	0.0	5.7			47.1	0.0	[illegible]	0.0	0.0	0.0	0.0		35.7	3.6	39.3	



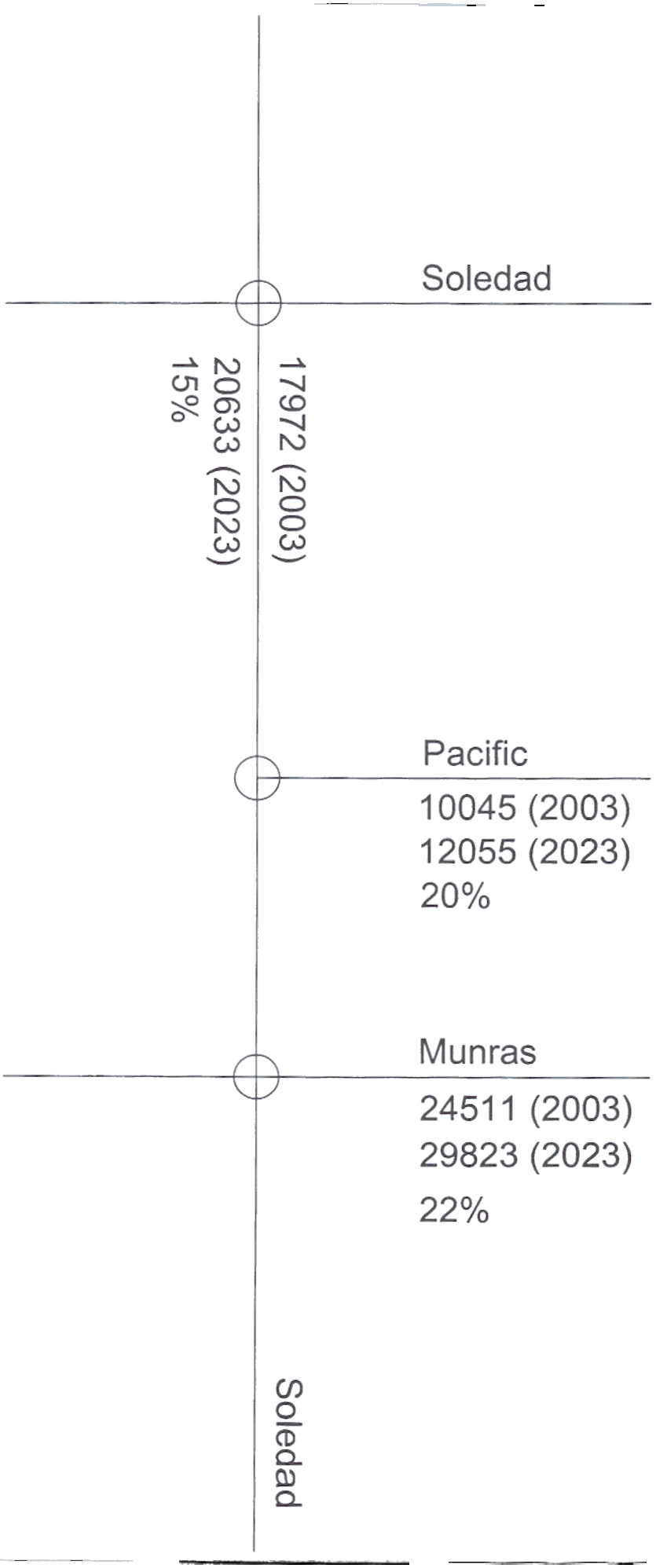
Transportation Engineering Department

File Name : soledad soledad
Site Code : 00000000
Start Date : 1/31/2005
Page No : 2



ATTACHMENT B

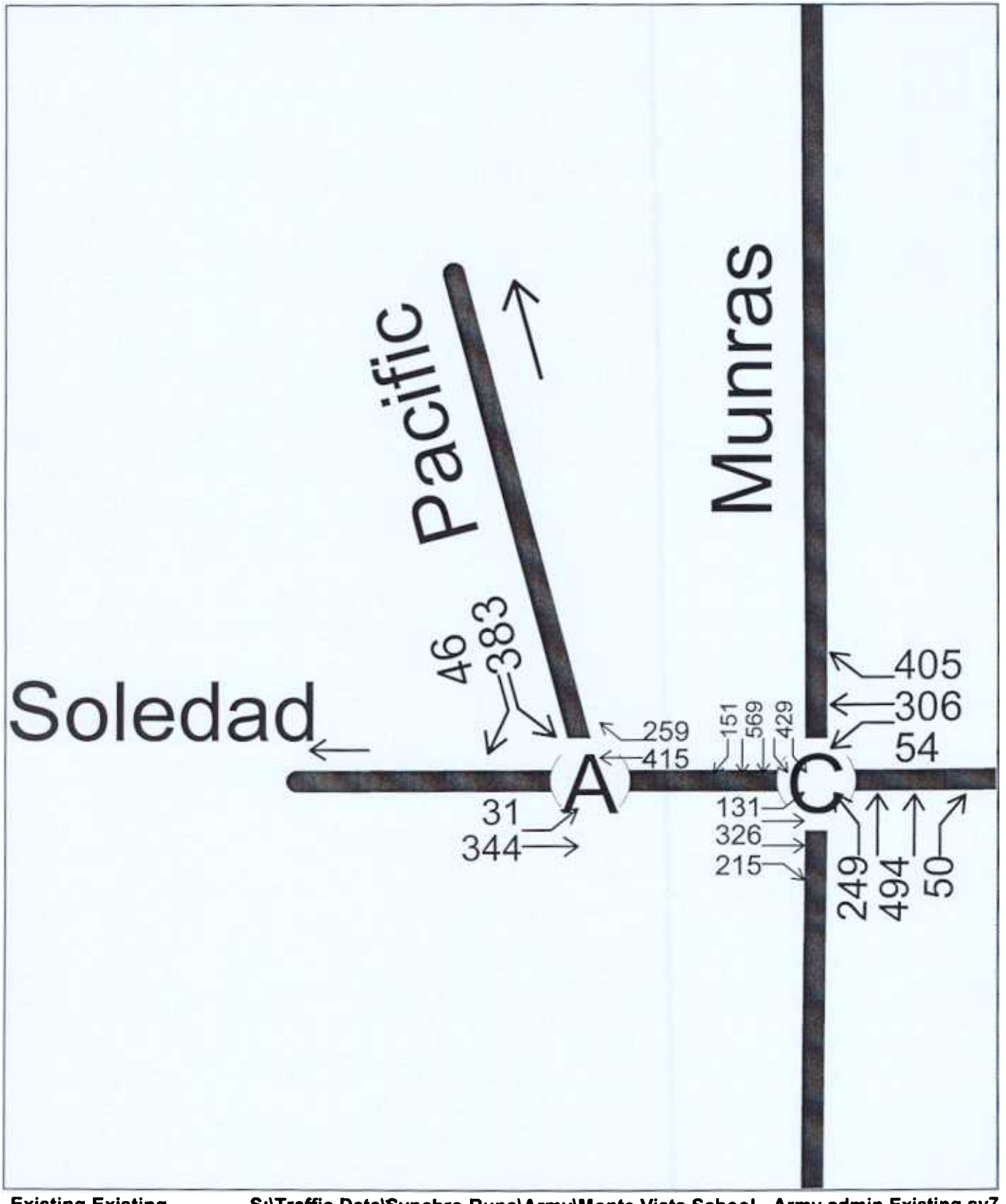
TRAFFIC FORECAST VOLUMES


Soledad
17972 (2003)
20633 (2023)
15%
Pacific
10045 (2003)
12055 (2023)
20%
Munras
24511 (2003)
29823 (2023)
22%
Soledad

ATTACHMENT 'C'

TRAFFIC ANALYSIS (SYNCHRO)

Map - Existing
Levels of Service **1/28/2005**



Existing Existing **S:\Traffic Data\Synchro Runs\Army\Monte Vista School - Army admin Existing.sy7**
%user_name%

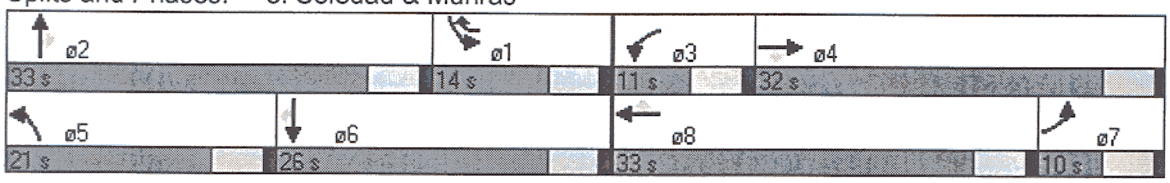
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-3%			3%	
Storage Length (ft)	80		80	180		0	380		210	420		90
Storage Lanes	1		1	1		1	1		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			**0.850**			**0.850**			**0.850**			**0.850**
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	1881	1583	1814	3592	1623	3382	3486	1575
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	1881	1583	1814	3592	1623	3382	3486	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234			110			54			123
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.02	1.02	1.02
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			596			1438			1894	
Travel Time (s)		9.1			13.5			32.7			43.0	
Volume (vph)	131	326	215	54	306	405	249	494	50	429	569	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	2%	1%	2%	1%	2%	2%	1%
Adj. Flow (vph)	142	354	234	59	333	440	271	537	54	466	618	164
Lane Group Flow (vph)	142	354	234	59	333	440	271	537	54	466	618	164
Turn Type	Prot		Perm	Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	1	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	32.0	32.0	9.0	33.0	9.0	9.0	32.0	32.0	9.0	21.0	21.0
Total Split (s)	10.0	32.0	32.0	11.0	33.0	14.0	21.0	33.0	33.0	14.0	26.0	26.0
Total Split (%)	11.1%	35.6%	35.6%	12.2%	36.7%	15.6%	23.3%	36.7%	36.7%	15.6%	28.9%	28.9%
Maximum Green (s)	5.0	27.0	27.0	6.0	28.0	9.0	16.0	28.0	28.0	9.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		4.0	4.0		4.0			4.0	4.0		4.0	4.0
Flash Dont Walk (s)		23.0	23.0		24.0			23.0	23.0		12.0	12.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	6.2	23.7	23.7	7.0	19.3	39.5	15.2	17.8	17.8	16.1	18.7	18.7
Actuated g/C Ratio	0.08	0.31	0.31	0.09	0.25	0.52	0.20	0.23	0.23	0.21	0.25	0.25
v/c Ratio	0.97	0.32	0.35	0.38	0.70	0.50	0.75	0.64	0.13	0.65	0.72	0.34
Control Delay	110.8	23.0	4.9	44.6	29.3	11.3	40.5	28.0	7.7	35.3	30.5	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	110.8	23.0	4.9	44.6	29.3	11.3	40.5	28.0	7.7	35.3	30.5	10.5
LOS	F	C	A	D	C	B	D	C	A	D	C	B
Approach Delay		34.3			20.9			30.7			29.7	
Approach LOS		C			C			C			C	
90th %ile Green (s)	5.0	26.6	26.6	6.0	27.6	12.3	16.0	24.7	24.7	12.3	21.0	21.0
90th %ile Term Code	Max	Hold	Hold	Max	Gap	Hold	Max	Gap	Gap	Hold	Max	Max
70th %ile Green (s)	5.0	21.7	21.7	6.0	22.7	16.6	16.0	20.4	20.4	16.6	21.0	21.0
70th %ile Term Code	Max	Hold	Hold	Max	Gap	Hold	Max	Gap	Gap	Hold	Max	Max
50th %ile Green (s)	5.0	18.3	18.3	6.0	19.3	18.8	16.0	17.2	17.2	18.8	20.0	20.0
50th %ile Term Code	Max	Hold	Hold	Max	Gap	Hold	Max	Gap	Gap	Hold	Gap	Gap
30th %ile Green (s)	5.0	25.0	25.0	0.0	15.0	16.6	14.1	14.0	14.0	16.6	16.5	16.5
30th %ile Term Code	Max	Hold	Hold	Skip	Gap	Hold	Gap	Gap	Gap	Hold	Gap	Gap
10th %ile Green (s)	5.0	19.4	19.4	0.0	9.4	10.2	9.1	9.7	9.7	10.2	10.8	10.8
10th %ile Term Code	Max	Hold	Hold	Skip	Gap	Hold	Gap	Gap	Gap	Hold	Gap	Gap
Queue Length 50th (ft)	~80	78	0	29	152	90	127	129	0	105	146	16
Queue Length 95th (ft)	#213	117	51	72	240	195	#270	184	27	#227	229	69
Internal Link Dist (ft)		320			516			1358			1814	
Turn Bay Length (ft)	80		80	180			380		210	420		90
Base Capacity (vph)	146	1269	718	158	645	876	404	1212	583	716	983	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.28	0.33	0.37	0.52	0.50	0.67	0.44	0.09	0.65	0.63	0.31

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 75.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 28.8 Intersection LOS: C
Intersection Capacity Utilization 66.2% ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 89.6
70th %ile Actuated Cycle: 84.7
50th %ile Actuated Cycle: 80.3
30th %ile Actuated Cycle: 70.6
10th %ile Actuated Cycle: 54.3
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Soledad & Munras



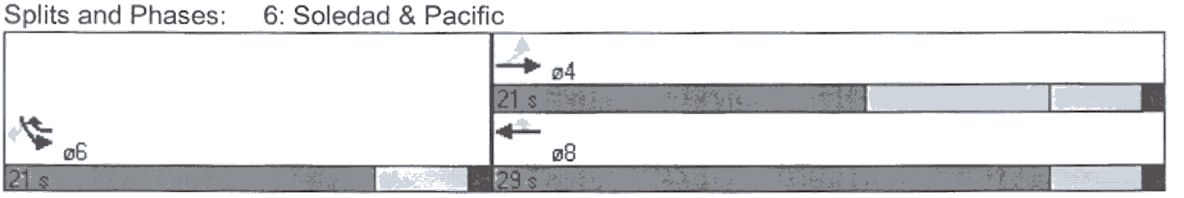
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		5%	
Storage Length (ft)	60			0	0	180
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			12	15	8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				**0.850**		**0.850**
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	1881	1881	1599	1742	1559
Flt Permitted	0.415				0.950	
Satd. Flow (perm)	781	1881	1881	1599	1742	1559
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						50
Headway Factor	1.00	1.00	1.00	1.00	1.03	1.03
Link Speed (mph)		30	30		30	
Link Distance (ft)		516	400		949	
Travel Time (s)		11.7	9.1		21.6	
Volume (vph)	31	344	415	259	383	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	34	374	451	282	416	50
Lane Group Flow (vph)	34	374	451	282	416	50
Turn Type	Perm			pm+ov		Perm
Protected Phases		4	8	6	6	
Permitted Phases	4			8		6
Detector Phases	4	4	8	6	6	6
Minimum Initial (s)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
Minimum Split (s)	21.0	21.0	29.0	21.0	21.0	21.0
Total Split (s)	**21.0**	**21.0**	**29.0**	**21.0**	**21.0**	**21.0**
Total Split (%)	42.0%	42.0%	58.0%	42.0%	42.0%	42.0%
Maximum Green (s)	**16.0**	**16.0**	**24.0**	**16.0**	**16.0**	**16.0**
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	**Min**	**Min**	**Min**	**None**	**None**	**None**
Walk Time (s)			4.0	4.0	4.0	4.0
Flash Dont Walk (s)			**20.0**	**12.0**	**12.0**	**12.0**
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	**15.2**	**15.2**	**15.2**	**37.9**	**14.3**	**14.3**
Actuated g/C Ratio	0.40	0.40	0.40	1.00	0.38	0.38
v/c Ratio	**0.11**	**0.49**	**0.60**	**0.18**	**0.63**	**0.08**
Control Delay	7.9	9.9	10.8	0.4	15.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay	7.9	9.9	10.8	0.4	15.1	4.3
LOS	A	A	B	A	B	A
Approach Delay		9.7	6.8		13.9	
Approach LOS		A	A		B	
90th %ile Green (s)	22.8	22.8	22.8	16.0	16.0	16.0
90th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
70th %ile Green (s)	17.3	17.3	17.3	16.0	16.0	16.0
70th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
50th %ile Green (s)	14.4	14.4	14.4	15.4	15.4	15.4
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	10.8	10.8	10.8	11.1	11.1	11.1
30th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	7.8	7.8	7.8	8.0	8.0	8.0
10th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	5	60	76	0	66	0
Queue Length 95th (ft)	16	111	140	0	#191	16
Internal Link Dist (ft)		436	320		869	
Turn Bay Length (ft)	60					180
Base Capacity (vph)	415	999	999	1345	741	692
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.37	0.45	0.21	0.56	0.07

Intersection Summary

Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 37.9
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 53.6% ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 48.8
70th %ile Actuated Cycle: 43.3
50th %ile Actuated Cycle: 39.8
30th %ile Actuated Cycle: 31.9
10th %ile Actuated Cycle: 25.8
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Soledad & Pacific

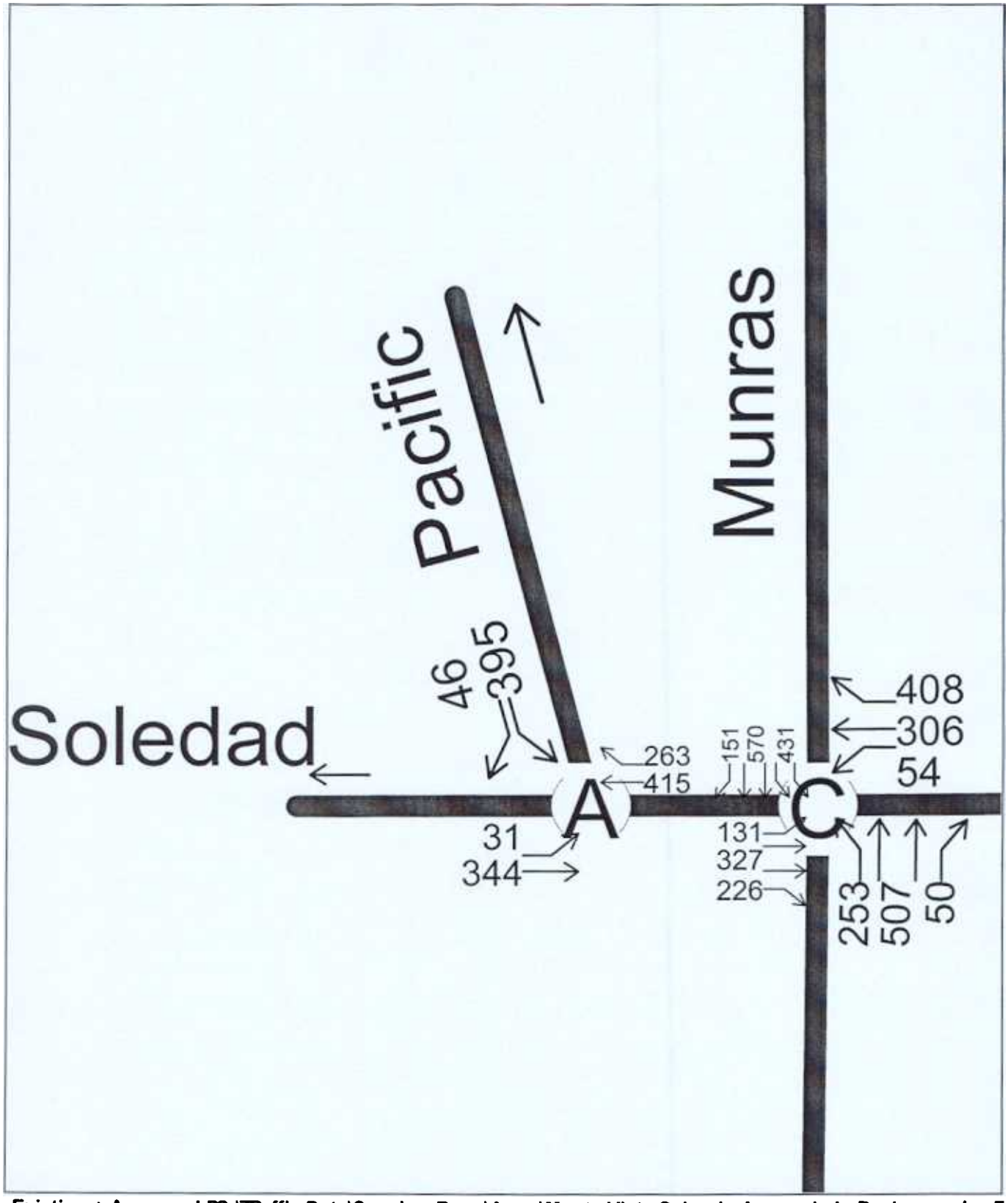


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-3%	3%		0%	
Storage Length (ft)	40			0	0	40
Storage Lanes	1			0	1	1
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1814	1909	1831	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1814	1909	1831	0	1787	1599
Headway Factor	0.98	0.98	1.02	1.02	1.00	1.00
Link Speed (mph)		30	30		25	
Link Distance (ft)		1020	980		1000	
Travel Time (s)		23.2	22.3		27.3	
Volume (vph)	10	105	137	13	16	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	11	114	149	14	17	10
Lane Group Flow (vph)	11	114	163	0	17	10
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 18.3% ICU Level of Service A
Analysis Period (min) 15

Map - Existing + Approved Proj = background
Levels of Service 1/28/2005

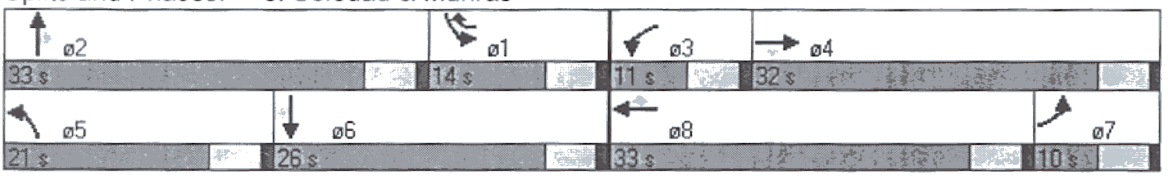


Existing + Approved Proj Traffic Data\Synchro Runs\Army\Monte Vista School - Army admin Background.sy7
%user_name%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-3%			3%	
Storage Length (ft)	80		80	180		0	380		210	420		90
Storage Lanes	1		1	1		1	1		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			**0.850**			**0.850**			**0.850**			**0.850**
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	**1787**	**3574**	**1599**	**1787**	**1881**	**1583**	**1814**	3592	1623	**3382**	3486	**1575**
Flt Permitted	**0.950**			**0.950**			**0.950**			**0.950**		
Satd. Flow (perm)	**1787**	**3574**	**1599**	**1787**	**1881**	**1583**	**1814**	**3592**	**1623**	**3382**	**3486**	**1575**
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			**246**			**105**			**54**			**123**
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.02	1.02	1.02
Link Speed (mph)		30			30			30			**30**	
Link Distance (ft)		400			596			1438			1894	
Travel Time (s)		**9.1**			**13.5**			**32.7**			**43.0**	
Volume (vph)	131	327	226	54	306	408	253	507	50	431	570	151
Peak Hour Factor	**0.92**	**0.92**	**0.92**	**0.92**	0.92	0.92	0.92	0.92	0.92	0.92	0.92	**0.92**
Heavy Vehicles (%)	1%	1%	1%	1%	1%	2%	1%	2%	1%	2%	2%	1%
Adj. Flow (vph)	142	355	246	59	333	443	275	551	**54**	**468**	**620**	**164**
Lane Group Flow (vph)	142	355	246	59	333	443	275	551	54	468	620	164
Turn Type	Prot		Perm	Prot		pm+ov	**Prot**		**Perm**	**Prot**		**Perm**
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			**4**			**8**			**2**			**6**
Detector Phases	7	4	4	3	8	1	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	32.0	32.0	9.0	33.0	9.0	9.0	32.0	32.0	9.0	21.0	21.0
Total Split (s)	10.0	32.0	32.0	11.0	33.0	14.0	21.0	33.0	33.0	14.0	26.0	26.0
Total Split (%)	11.1%	35.6%	35.6%	12.2%	36.7%	15.6%	23.3%	36.7%	36.7%	15.6%	28.9%	28.9%
Maximum Green (s)	5.0	27.0	27.0	6.0	28.0	9.0	16.0	28.0	28.0	9.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		4.0	4.0		4.0			4.0	4.0		4.0	4.0
Flash Dont Walk (s)		23.0	23.0		24.0			23.0	23.0		12.0	12.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	6.2	23.7	23.7	7.0	19.3	39.4	15.3	18.1	18.1	16.0	18.8	18.8
Actuated g/C Ratio	0.08	0.31	0.31	0.09	0.25	0.52	0.20	0.24	0.24	0.21	0.25	0.25
v/c Ratio	0.97	0.32	0.37	0.38	0.70	0.51	0.75	0.64	0.13	0.66	0.72	0.34
Control Delay	111.6	23.0	4.9	44.6	29.4	11.7	41.0	27.9	7.6	35.9	30.6	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	111.6	23.0	4.9	44.6	29.4	11.7	41.0	27.9	7.6	35.9	30.6	10.5
LOS	**F**	**C**	**A**	**D**	**C**	**B**	**D**	**C**	**A**	**D**	**C**	**B**

Splits and Phases: 3: Soledad & Munras



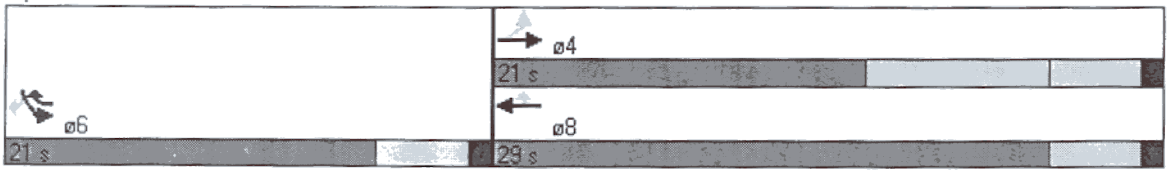
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		5%	
Storage Length (ft)	60			0	0	180
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			12	15	8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	1881	1881	1599	1742	1559
Flt Permitted	0.415				0.950	
Satd. Flow (perm)	781	1881	1881	1599	1742	1559
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						50
Headway Factor	1.00	1.00	1.00	1.00	1.03	1.03
Link Speed (mph)		30	30		30	
Link Distance (ft)		516	400		949	
Travel Time (s)		11.7	9.1		21.6	
Volume (vph)	31	344	415	263	395	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	34	374	451	286	429	50
Lane Group Flow (vph)	34	374	451	286	429	50
Turn Type	Perm			pm+ov		Perm
Protected Phases		4	8	6	6	
Permitted Phases	**4**			**8**		**6**
Detector Phases	4	4	8	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	29.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	29.0	21.0	21.0	21.0
Total Split (%)	42.0%	42.0%	58.0%	42.0%	42.0%	42.0%
Maximum Green (s)	16.0	16.0	24.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	None	None	None
Walk Time (s)			4.0	4.0	4.0	4.0
Flash Dont Walk (s)			20.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	15.3	15.3	15.3	38.2	14.5	14.5
Actuated g/C Ratio	0.40	0.40	0.40	1.00	0.38	0.38
v/c Ratio	0.11	0.50	0.60	0.18	0.65	0.08
Control Delay	8.0	10.0	11.0	0.4	15.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay	8.0	10.0	11.0	0.4	15.6	4.3
LOS	A	B	B	A	B	A
Approach Delay		9.9	6.8		14.4	
Approach LOS		A	A		B	
90th %ile Green (s)	22.8	22.8	22.8	16.0	16.0	16.0
90th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
70th %ile Green (s)	17.3	17.3	17.3	16.0	16.0	16.0
70th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
50th %ile Green (s)	14.4	14.4	14.4	15.9	15.9	15.9
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	10.9	10.9	10.9	11.5	11.5	11.5
30th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	7.8	7.8	7.8	8.3	8.3	8.3
10th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	5	61	78	0	69	0
Queue Length 95th (ft)	16	111	140	0	#216	16
Internal Link Dist (ft)		436	320		869	
Turn Bay Length (ft)	60					180
Base Capacity (vph)	413	994	994	1351	741	691
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.38	0.45	0.21	0.58	0.07

Intersection Summary

Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 38.2
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 9.8 Intersection LOS: A
Intersection Capacity Utilization 54.3% ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 48.8
70th %ile Actuated Cycle: 43.3
50th %ile Actuated Cycle: 40.3
30th %ile Actuated Cycle: 32.4
10th %ile Actuated Cycle: 26.1
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Soledad & Pacific

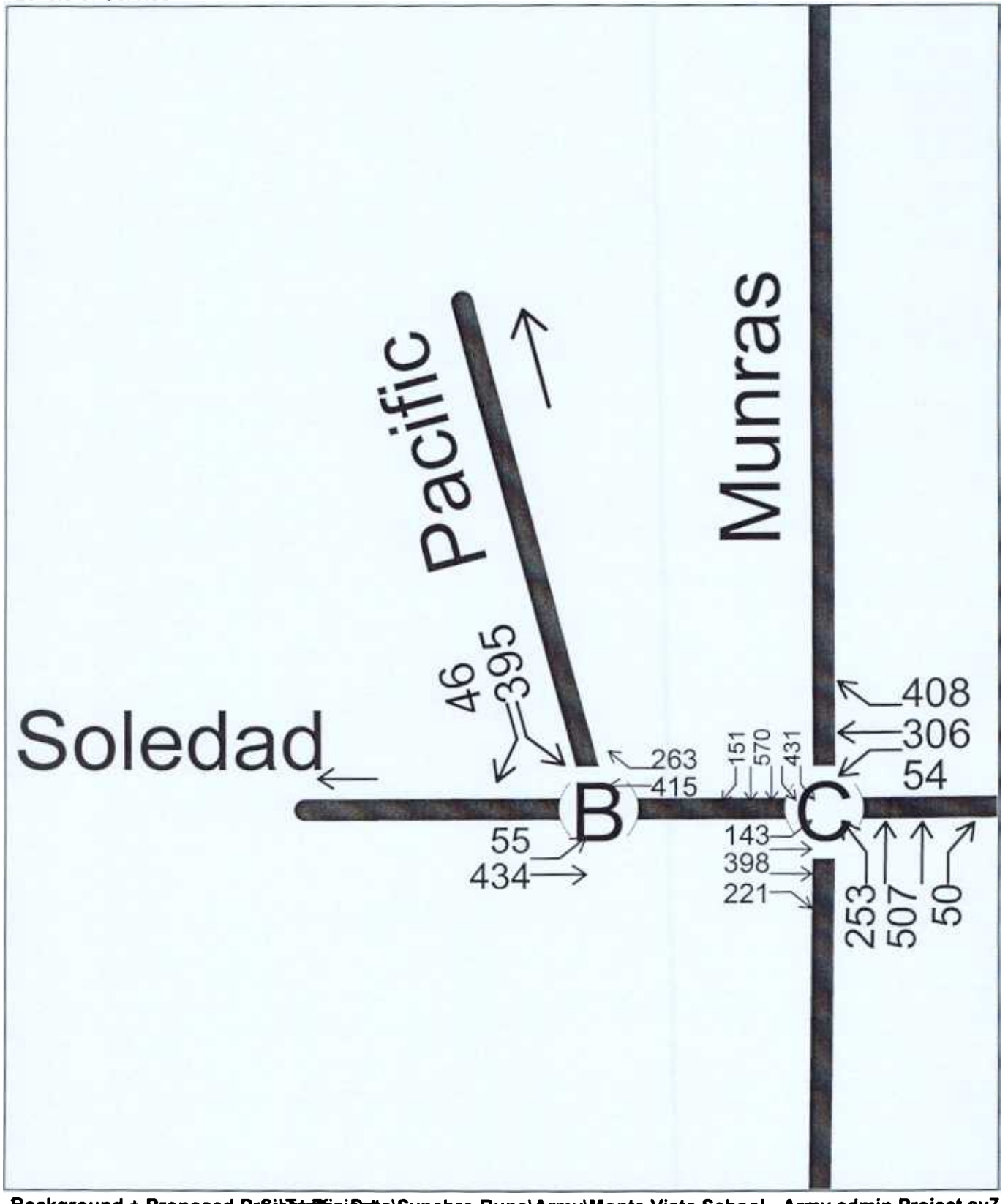


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-3%	3%		0%	
Storage Length (ft)	40			0	0	40
Storage Lanes	1			0	1	1
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1814	1909	1831	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1814	1909	1831	0	1787	1599
Headway Factor	0.98	0.98	1.02	1.02	1.00	1.00
Link Speed (mph)		30	30		25	
Link Distance (ft)		1020	980		1000	
Travel Time (s)		23.2	22.8		27.3	
Volume (vph)	10	105	137	13	16	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	11	114	149	14	17	10
Lane Group Flow (vph)	11	114	163	0	17	10
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 18.3% ICU Level of Service A
Analysis Period (min) 15

Map - Background + Proposed Project
Levels of Service **1/28/2005**



Background + Proposed Project **G:\Traffic Data\Synchro Runs\Army\Monte Vista School - Army admin Project.sy7**
%user_name%

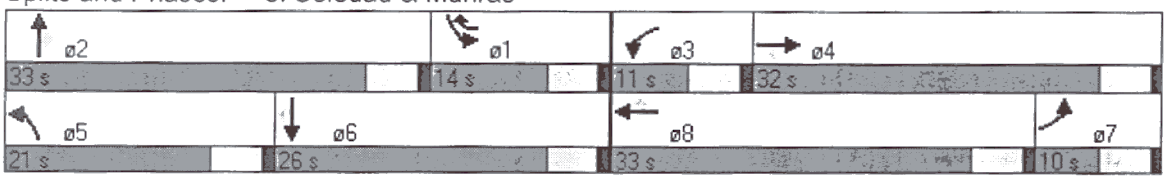
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-3%			3%	
Storage Length (ft)	80		80	180		0	380		210	420		90
Storage Lanes	1		1	1		1	1		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			**0.850**			**0.850**			**0.850**			**0.850**
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	1881	1583	1814	3592	1623	3382	3486	1575
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	1881	1583	1814	3592	1623	3382	3486	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			243			98			54			123
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.02	1.02	1.02
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			596			1438			1894	
Travel Time (s)		**9.1**			**13.5**			**32.7**			**43.0**	
Volume (vph)	**143**	**398**	**221**	**54**	**306**	**408**	**253**	**507**	**50**	**431**	**570**	**151**
Peak Hour Factor	**0.78**	**0.84**	**0.89**	**0.92**	**0.92**	**0.92**	**0.92**	**0.92**	**0.92**	**0.92**	**0.92**	**0.92**
Heavy Vehicles (%)	1%	1%	1%	1%	1%	2%	1%	2%	1%	2%	2%	1%
Adj. Flow (vph)	**183**	**474**	**248**	**59**	**333**	**443**	**275**	**551**	**54**	**468**	**620**	**164**
Lane Group Flow (vph)	**183**	**474**	**248**	**59**	**333**	**443**	**275**	**551**	**54**	**468**	**620**	**164**
Turn Type	**Prot**		**Perm**	**Prot**		pm+ov	**Prot**		**Perm**	**Prot**		**Perm**
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			**4**			**8**			**2**			**6**
Detector Phases	7	4	4	3	8	1	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	32.0	32.0	9.0	33.0	9.0	9.0	32.0	32.0	9.0	21.0	21.0
Total Split (s)	10.0	32.0	32.0	11.0	33.0	14.0	21.0	33.0	33.0	14.0	26.0	26.0
Total Split (%)	11.1%	35.6%	35.6%	12.2%	36.7%	15.6%	23.3%	36.7%	36.7%	15.6%	28.9%	28.9%
Maximum Green (s)	5.0	27.0	27.0	6.0	28.0	9.0	16.0	28.0	28.0	9.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Vehicle Extension (s)	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**
Recall Mode	**None**	**None**	**None**	**None**	**None**	**None**	**None**	**Min**	**Min**	**None**	**Min**	**Min**
Walk Time (s)		4.0	4.0		4.0			4.0	4.0		4.0	4.0
Flash Dont Walk (s)		23.0	23.0		24.0			23.0	23.0		12.0	12.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	**6.2**	**23.7**	**23.7**	**7.0**	19.3	**39.4**	15.3	**18.1**	18.1	**16.0**	**18.8**	**18.8**
Actuated g/C Ratio	**0.08**	**0.31**	**0.31**	**0.09**	**0.25**	**0.52**	**0.20**	**0.24**	**0.24**	**0.21**	**0.25**	**0.25**
v/c Ratio	**1.25**	**0.43**	**0.37**	**0.38**	**0.70**	**0.51**	**0.75**	**0.64**	**0.13**	**0.66**	**0.72**	**0.34**
Control Delay	195.3	24.0	5.2	44.6	29.4	12.0	41.0	27.9	7.6	35.9	30.6	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	195.3	24.0	5.2	44.6	29.4	12.0	41.0	27.9	7.6	35.9	30.6	10.5
LOS	**F**	**C**	**A**	**D**	**C**	**B**	**D**	**C**	**A**	**D**	**C**	**B**
Approach Delay		53.5			21.3			30.8			30.0	
Approach LOS		**D**			**C**			**C**			**C**	
90th %ile Green (s)	5.0	26.6	26.6	6.0	27.6	11.9	16.0	25.1	25.1	11.9	21.0	21.0
90th %ile Term Code	**Max**	**Hold**	**Hold**	**Max**	Gap	Hold	Max	Gap	Gap	**Hold**	**Max**	**Max**
70th %ile Green (s)	5.0	21.7	21.7	6.0	22.7	16.3	16.0	20.7	20.7	16.3	21.0	21.0
70th %ile Term Code	**Max**	**Hold**	**Hold**	**Max**	Gap	Hold	Max	Gap	Gap	**Hold**	**Max**	**Max**
50th %ile Green (s)	5.0	18.3	18.3	6.0	19.3	18.5	16.0	17.5	17.5	18.5	20.0	20.0
50th %ile Term Code	**Max**	**Hold**	**Hold**	**Max**	Gap	Hold	Max	Gap	Gap	Hold	Gap	Gap
30th %ile Green (s)	5.0	25.1	25.1	0.0	15.1	16.8	14.4	14.3	14.3	16.8	16.7	16.7
30th %ile Term Code	**Max**	**Hold**	**Hold**	Skip	Gap	Hold	Gap	Gap	Gap	Hold	Gap	Gap
10th %ile Green (s)	5.0	19.4	19.4	0.0	9.4	10.3	9.3	9.9	9.9	10.3	10.9	10.9
10th %ile Term Code	**Max**	**Hold**	**Hold**	Skip	Gap	Hold	Gap	Gap	Gap	Hold	Gap	**Gap**
Queue Length 50th (ft)	~123	110	2	29	152	96	129	132	0	106	146	16
Queue Length 95th (ft)	**#230**	**144**	**52**	**72**	**240**	**205**	**#275**	**187**	**27**	**#234**	**231**	**69**
Internal Link Dist (ft)		320			516			1358			1814	
Turn Bay Length (ft)	**80**		**80**	**180**			**380**		**210**	**420**		**90**
Base Capacity (vph)	146	1265	723	157	644	866	404	1213	584	709	981	532
Starvation Cap Reductn	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Reduced v/c Ratio	1.25	0.37	0.34	0.38	0.52	0.51	0.68	0.45	0.09	0.66	0.63	0.31

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.1
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 89.6
70th %ile Actuated Cycle: 84.7
50th %ile Actuated Cycle: 80.3
30th %ile Actuated Cycle: 71.2
10th %ile Actuated Cycle: 54.6
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Soledad & Munras



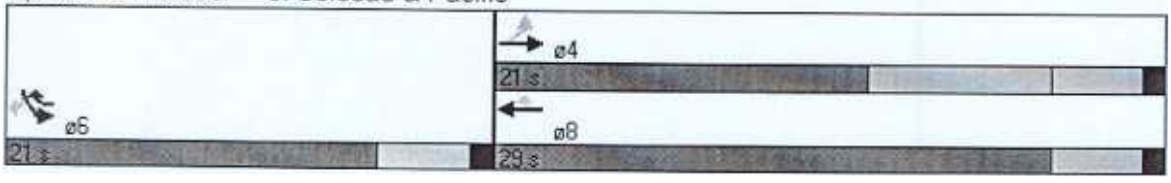
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		5%	
Storage Length (ft)	60			0	0	180
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			12	15	8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				**0.850**		**0.850**
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	1881	1881	1599	1742	1559
Flt Permitted	0.415				0.950	
Satd. Flow (perm)	781	1881	1881	1599	1742	1559
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						50
Headway Factor	1.00	1.00	1.00	1.00	1.03	1.03
Link Speed (mph)		30	30		30	
Link Distance (ft)		516	400		949	
Travel Time (s)		11.7	9.1		21.6	
Volume (vph)	55	434	415	263	395	46
Peak Hour Factor	0.69	0.85	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	80	511	451	286	429	50
Lane Group Flow (vph)	80	511	451	286	429	50
Turn Type	Perm			pm+ov		Perm
Protected Phases		4	8	6	6	
Permitted Phases	4			8		6
Detector Phases	4	4	8	6	6	6
Minimum Initial (s)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
Minimum Split (s)	21.0	21.0	29.0	21.0	21.0	21.0
Total Split (s)	**21.0**	**21.0**	**29.0**	**21.0**	**21.0**	**21.0**
Total Split (%)	42.0%	42.0%	58.0%	42.0%	42.0%	42.0%
Maximum Green (s)	**16.0**	**16.0**	**24.0**	**16.0**	**16.0**	**16.0**
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	**Min**	**Min**	**Min**	**None**	**None**	**None**
Walk Time (s)			4.0	4.0	4.0	4.0
Flash Dont Walk (s)			**20.0**	**12.0**	**12.0**	**12.0**
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	**16.0**	**16.0**	**16.0**	**38.9**	**14.6**	**14.6**
Actuated g/C Ratio	0.41	0.41	0.41	1.00	0.38	0.38
v/c Ratio	**0.25**	**0.66**	**0.58**	**0.18**	**0.66**	**0.08**
Control Delay	9.3	11.7	10.9	0.3	16.1	4.3
Queue Delay	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay	9.3	11.7	10.9	0.3	16.1	4.3
LOS	A	B	B	A	B	A
Approach Delay		11.4	6.8		14.9	
Approach LOS		B	A		B	
90th %ile Green (s)	22.8	22.8	22.8	16.0	16.0	16.0
90th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
70th %ile Green (s)	17.3	17.3	17.3	16.0	16.0	16.0
70th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
50th %ile Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
50th %ile Term Code	Max	Max	Hold	Max	Max	Max
30th %ile Green (s)	12.0	12.0	12.0	11.7	11.7	11.7
30th %ile Term Code	Gap	Gap	Hold	Gap	Gap	Gap
10th %ile Green (s)	8.5	8.5	8.5	8.4	8.4	8.4
10th %ile Term Code	Gap	Gap	Hold	Gap	Gap	Gap
Queue Length 50th (ft)	12	93	78	0	75	0
Queue Length 95th (ft)	23	149	140	0	#216	16
Internal Link Dist (ft)		436	320		869	
Turn Bay Length (ft)	60					180
Base Capacity (vph)	412	992	992	1422	727	680
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.52	0.45	0.20	0.59	0.07

Intersection Summary

Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 38.9
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 57.1% ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 48.8
70th %ile Actuated Cycle: 43.3
50th %ile Actuated Cycle: 42
30th %ile Actuated Cycle: 33.7
10th %ile Actuated Cycle: 26.9
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Soledad & Pacific



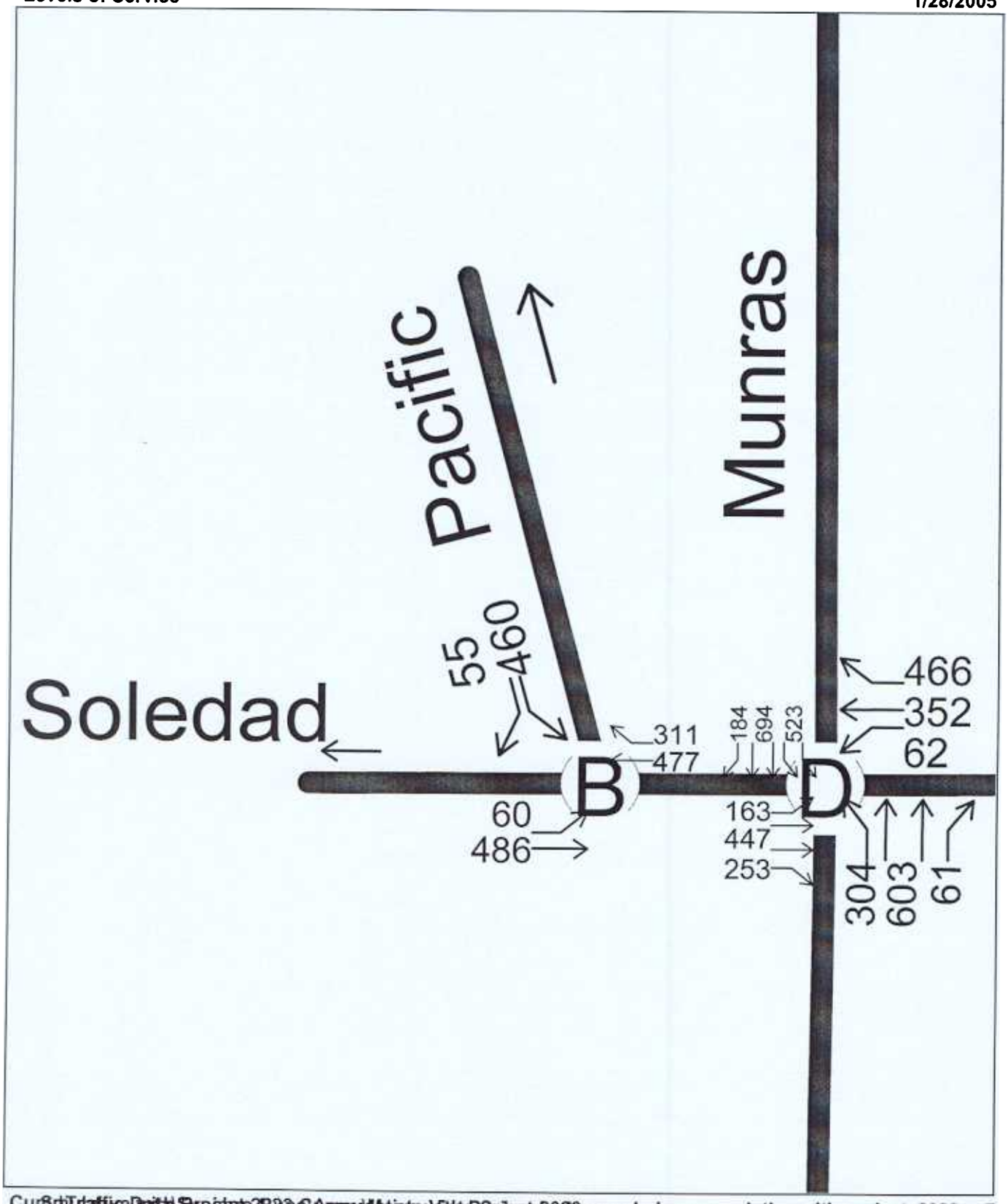
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-3%	3%		0%	
Storage Length (ft)	40			0	0	40
Storage Lanes	1			0	1	1
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1814	1909	1831	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1814	1909	1831	0	1787	1599
Headway Factor	0.98	0.98	1.02	1.02	1.00	1.00
Link Speed (mph)		30	30		25	
Link Distance (ft)		1020	980		1000	
Travel Time (s)		23.2	22.3		27.3	
Volume (vph)	10	105	137	13	131	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	11	114	149	14	142	35
Lane Group Flow (vph)	11	114	163	0	142	35
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 22.2% ICU Level of Service A
Analysis Period (min) 15

Map - Cummulative with Project 2023
Levels of Service

1/28/2005



Curb Traffic Data Project 2023 Cummulative Vista Sajeob 2023my admin cummulative with project 2023.sy7
%user_name%

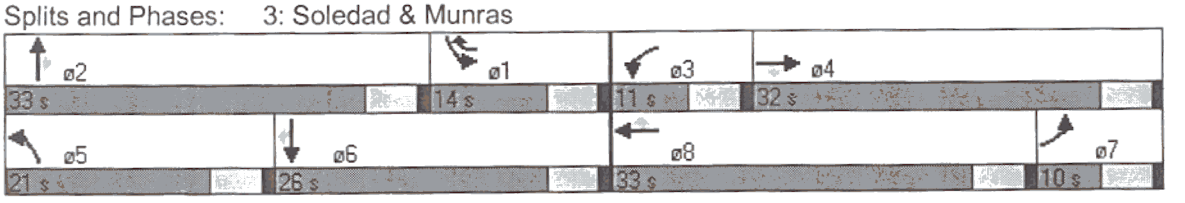
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-3%			3%	
Storage Length (ft)	80		80	180		0	380		210	420		90
Storage Lanes	1		1	1		1	1		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	1881	1583	1814	3592	1623	3382	3486	1575
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	1881	1583	1814	3592	1623	3382	3486	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			262			65			66			123
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.02	1.02	1.02
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			596			1438			1894	
Travel Time (s)		9.1			13.5			32.7			43.0	
Volume (vph)	163	447	253	62	352	466	304	603	61	523	694	184
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	2%	1%	2%	1%	2%	2%	1%
Adj. Flow (vph)	177	486	275	67	383	507	330	655	66	568	754	200
Lane Group Flow (vph)	177	486	275	67	383	507	330	655	66	568	754	200
Turn Type	Prot		Perm	Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	1	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	32.0	32.0	9.0	33.0	9.0	9.0	32.0	32.0	9.0	21.0	21.0
Total Split (s)	10.0	32.0	32.0	11.0	33.0	14.0	21.0	33.0	33.0	14.0	26.0	26.0
Total Split (%)	11.1%	35.6%	35.6%	12.2%	36.7%	15.6%	23.3%	36.7%	36.7%	15.6%	28.9%	28.9%
Maximum Green (s)	5.0	27.0	27.0	6.0	28.0	9.0	16.0	28.0	28.0	9.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		4.0	4.0		4.0			4.0	4.0		4.0	4.0
Flash Dont Walk (s)		23.0	23.0		24.0			23.0	23.0		12.0	12.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	6.0	23.6	23.6	6.9	22.0	42.6	17.1	21.6	21.6	16.6	21.1	21.1
Actuated g/C Ratio	0.07	0.29	0.29	0.08	0.27	0.52	0.21	0.26	0.26	0.20	0.26	0.26
v/c Ratio	1.35	0.47	0.43	0.46	0.76	0.60	0.88	0.69	0.14	0.84	0.85	0.40
Control Delay	234.2	26.3	5.7	48.6	32.7	16.4	58.8	29.3	6.6	48.2	38.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	234.2	26.3	5.7	48.6	32.7	16.4	58.8	29.3	6.6	48.2	38.6	14.0
LOS	F	C	A	D	C	B	E	C	A	D	D	B
Approach Delay		59.5			25.2			37.2			39.0	
Approach LOS		E			C			D			D	
90th %ile Green (s)	5.0	27.0	27.0	6.0	28.0	9.1	16.0	27.9	27.9	9.1	21.0	21.0
90th %ile Term Code	Max	Hold	Hold	Max	Max	Hold	Max	Gap	Gap	Hold	Max	Max
70th %ile Green (s)	5.0	24.7	24.7	6.0	25.7	12.4	16.0	24.6	24.6	12.4	21.0	21.0
70th %ile Term Code	Max	Hold	Hold	Max	Gap	Hold	Max	Gap	Gap	Hold	Max	Max
50th %ile Green (s)	5.0	20.9	20.9	6.0	21.9	15.9	16.0	21.1	21.1	15.9	21.0	21.0
50th %ile Term Code	Max	Hold	Hold	Max	Gap	Hold	Max	Gap	Gap	Hold	Max	Max
30th %ile Green (s)	5.0	17.4	17.4	6.0	18.4	19.5	16.0	17.5	17.5	19.5	21.0	21.0
30th %ile Term Code	Max	Hold	Hold	Max	Gap	Hold	Max	Gap	Gap	Hold	Max	Max
10th %ile Green (s)	5.0	22.8	22.8	0.0	12.8	18.9	16.0	13.4	13.4	18.9	16.3	16.3
10th %ile Term Code	Max	Hold	Hold	Skip	Gap	Hold	Max	Gap	Gap	Hold	Gap	Gap
Queue Length 50th (ft)	~126	115	5	34	184	150	171	163	0	148	196	31
Queue Length 95th (ft)	#268	161	60	79	281	291	#353	217	28	#335	#321	95
Internal Link Dist (ft)		320			516			1358			1814	
Turn Bay Length (ft)	80		80	180			380		210	420		90
Base Capacity (vph)	131	1159	696	148	613	850	377	1164	571	680	924	508
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.35	0.42	0.40	0.45	0.62	0.60	0.88	0.56	0.12	0.84	0.82	0.39

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 82.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.35
Intersection Signal Delay: 39.9 Intersection LOS: D
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 87.7
50th %ile Actuated Cycle: 83.9
30th %ile Actuated Cycle: 80.4
10th %ile Actuated Cycle: 70.1
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Soledad & Munras



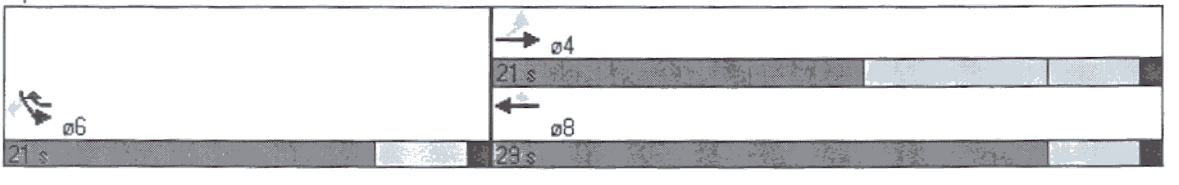
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		5%	
Storage Length (ft)	60			0	0	180
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			12	15	8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				**0.850**		**0.850**
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	1881	1881	1599	1742	1559
Flt Permitted	0.357				0.950	
Satd. Flow (perm)	672	1881	1881	1599	1742	1559
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						60
Headway Factor	1.00	1.00	1.00	1.00	1.03	1.03
Link Speed (mph)		30	30		30	
Link Distance (ft)		516	400		949	
Travel Time (s)		11.7	9.1		21.6	
Volume (vph)	60	486	477	311	460	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	65	528	518	338	500	60
Lane Group Flow (vph)	65	528	518	338	500	60
Turn Type	Perm			pm+ov		Perm
Protected Phases		4	8	6	6	
Permitted Phases	**4**			**8**		**6**
Detector Phases	4	4	8	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	29.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	29.0	21.0	21.0	21.0
Total Split (%)	42.0%	42.0%	58.0%	42.0%	42.0%	42.0%
Maximum Green (s)	16.0	16.0	24.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	None	None	None
Walk Time (s)			4.0	4.0	4.0	4.0
Flash Dont Walk (s)			20.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	17.3	17.3	17.3	41.6	16.0	16.0
Actuated g/C Ratio	0.42	0.42	0.42	1.00	0.38	0.38
v/c Ratio	0.23	0.68	0.66	0.21	0.75	0.09
Control Delay	9.2	12.3	12.1	0.4	21.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay	9.2	12.3	12.1	0.4	21.2	4.4
LOS	A	B	B	A	C	A
Approach Delay		11.9	7.5		19.4	
Approach LOS		B	A		B	
90th %ile Green (s)	24.0	24.0	24.0	16.0	16.0	16.0
90th %ile Term Code	Hold	Hold	Max	Max	Max	Max
70th %ile Green (s)	20.6	20.6	20.6	16.0	16.0	16.0
70th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
50th %ile Green (s)	16.3	16.3	16.3	16.0	16.0	16.0
50th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
30th %ile Green (s)	13.5	13.5	13.5	15.9	15.9	15.9
30th %ile Term Code	Gap	Gap	Hold	Gap	Gap	Gap
10th %ile Green (s)	9.0	9.0	9.0	10.5	10.5	10.5
10th %ile Term Code	Gap	Gap	Hold	Gap	Gap	Gap
Queue Length 50th (ft)	10	97	94	0	94	0
Queue Length 95th (ft)	28	170	165	0	#278	18
Internal Link Dist (ft)		436	320		869	
Turn Bay Length (ft)	60					180
Base Capacity (vph)	345	964	964	1447	705	666
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.55	0.54	0.23	0.71	0.09

Intersection Summary

Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 41.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 63.9% ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 50
70th %ile Actuated Cycle: 46.6
50th %ile Actuated Cycle: 42.3
30th %ile Actuated Cycle: 39.4
10th %ile Actuated Cycle: 29.5
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Soledad & Pacific

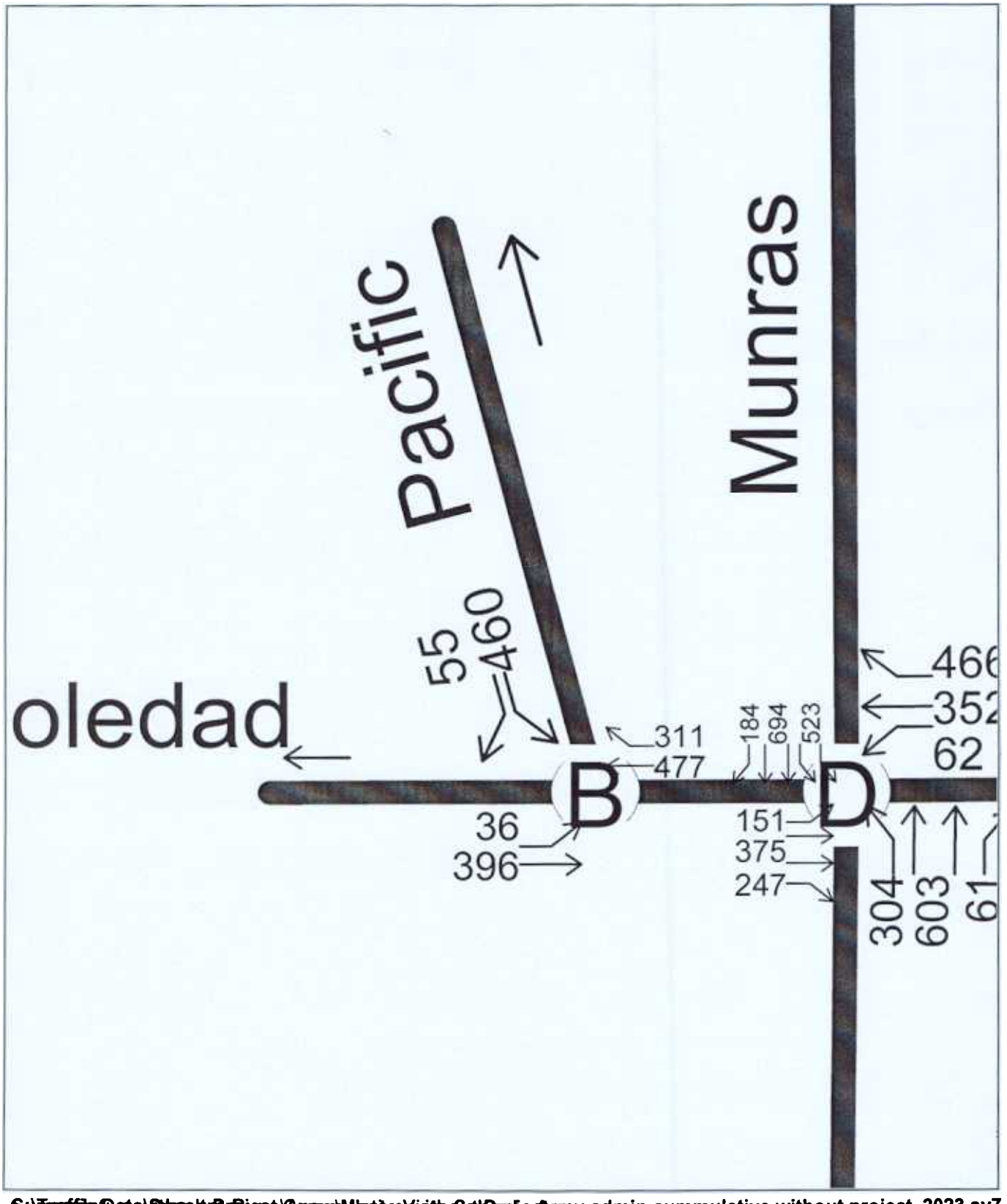


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-3%	3%		0%	
Storage Length (ft)	40			0	0	40
Storage Lanes	1			0	1	1
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1814	1909	1831	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1814	1909	1831	0	1787	1599
Headway Factor	0.98	0.98	1.02	1.02	1.00	1.00
Link Speed (mph)		30	30		25	
Link Distance (ft)		1020	980		1000	
Travel Time (s)		23.2	22.3		27.3	
Volume (vph)	12	115	152	15	133	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	13	125	165	16	145	36
Lane Group Flow (vph)	13	125	181	0	145	36
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 24.0%	ICU Level of Service A

Analysis Period (min) 15

Map - Cummulative without Project
Levels of Service **1/28/2005**



Summary Data Sheet Projects Cummulative without Project **Traffic Data Sheet Projects Cummulative without Project Army admin cummulative without project 2023.sy7**
%user_name%

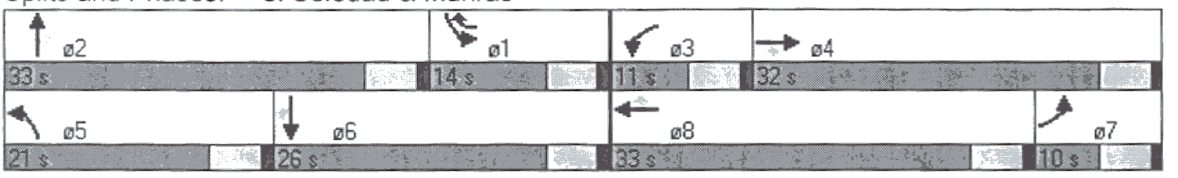
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-3%			3%	
Storage Length (ft)	80		80	180		0	380		210	420		90
Storage Lanes	1		1	1		1	1		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	1881	1583	1814	3592	1623	3382	3486	1575
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	1881	1583	1814	3592	1623	3382	3486	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			268			67			66			123
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.02	1.02	1.02
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			596			1438			1894	
Travel Time (s)		9.1			13.5			32.7			43.0	
Volume (vph)	151	375	247	62	352	466	304	603	61	523	694	184
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	2%	1%	2%	1%	2%	2%	1%
Adj. Flow (vph)	164	408	268	67	383	507	330	655	66	568	754	200
Lane Group Flow (vph)	164	408	268	67	383	507	330	655	66	568	754	200
Turn Type	Prot		Perm	Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	1	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	32.0	32.0	9.0	33.0	9.0	9.0	32.0	32.0	9.0	21.0	21.0
Total Split (s)	10.0	32.0	32.0	11.0	33.0	14.0	21.0	33.0	33.0	14.0	26.0	26.0
Total Split (%)	11.1%	35.6%	35.6%	12.2%	36.7%	15.6%	23.3%	36.7%	36.7%	15.6%	28.9%	28.9%
Maximum Green (s)	5.0	27.0	27.0	6.0	28.0	9.0	16.0	28.0	28.0	9.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		4.0	4.0		4.0			4.0	4.0		4.0	4.0
Flash Dont Walk (s)		23.0	23.0		24.0			23.0	23.0		12.0	12.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	6.0	23.6	23.6	6.9	22.0	42.6	17.1	21.6	21.6	16.6	21.1	21.1
Actuated g/C Ratio	0.07	0.29	0.29	0.08	0.27	0.52	0.21	0.26	0.26	0.20	0.26	0.26
v/c Ratio	1.25	0.40	0.41	0.46	0.76	0.60	0.88	0.69	0.14	0.84	0.85	0.40
Control Delay	198.0	25.5	4.9	48.6	32.7	16.3	58.8	29.3	6.6	48.2	38.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	198.0	25.5	4.9	48.6	32.7	16.3	58.8	29.3	6.6	48.2	38.6	14.0
LOS	F	C	A	D	C	B	E	C	A	D	D	B
Approach Delay		52.6			25.1			37.2			39.0	
Approach LOS		D			C			D			D	
90th %ile Green (s)	5.0	27.0	27.0	6.0	28.0	9.1	16.0	27.9	27.9	9.1	21.0	21.0
90th %ile Term Code	Max	Hold	Hold	Max	Max	Hold	Max	Gap	Gap	Hold	Max	Max
70th %ile Green (s)	5.0	24.7	24.7	6.0	25.7	12.4	16.0	24.6	24.6	12.4	21.0	21.0
70th %ile Term Code	Max	Hold	Hold	Max	Gap	Hold	Max	Gap	Gap	Hold	Max	Max
50th %ile Green (s)	5.0	20.9	20.9	6.0	21.9	15.9	16.0	21.1	21.1	15.9	21.0	21.0
50th %ile Term Code	Max	Hold	Hold	Max	Gap	Hold	Max	Gap	Gap	Hold	Max	Max
30th %ile Green (s)	5.0	17.4	17.4	6.0	18.4	19.5	16.0	17.5	17.5	19.5	21.0	21.0
30th %ile Term Code	Max	Hold	Hold	Max	Gap	Hold	Max	Gap	Gap	Hold	Max	Max
10th %ile Green (s)	5.0	22.8	22.8	0.0	12.8	18.9	16.0	13.4	13.4	18.9	16.3	16.3
10th %ile Term Code	Max	Hold	Hold	Skip	Gap	Hold	Max	Gap	Gap	Hold	Gap	Gap
Queue Length 50th (ft)	~111	94	0	34	184	149	171	163	0	148	196	31
Queue Length 95th (ft)	#248	134	53	79	281	290	#353	217	28	#335	#321	95
Internal Link Dist (ft)		320			516			1358			1814	
Turn Bay Length (ft)	80		80	180			380		210	420		90
Base Capacity (vph)	131	1159	700	148	613	851	377	1164	571	680	924	508
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.25	0.35	0.38	0.45	0.62	0.60	0.88	0.56	0.12	0.84	0.82	0.39

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 82.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated [redacted]
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 38.1 Intersection LOS: D
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 87.7
50th %ile Actuated Cycle: 83.9
30th %ile Actuated Cycle: 80.4
10th %ile Actuated Cycle: 70.1
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Soledad & Munras



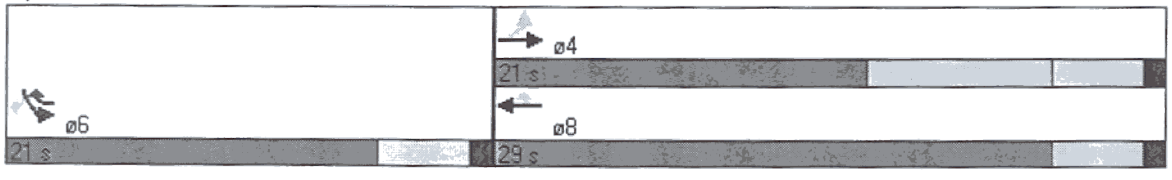
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		5%	
Storage Length (ft)	60			0	0	180
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			12	15	8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	1881	1881	1599	1742	1559
Flt Permitted	0.357				0.950	
Satd. Flow (perm)	672	1881	1881	1599	1742	1559
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						60
Headway Factor	1.00	1.00	1.00	1.00	1.03	1.03
Link Speed (mph)		30	30		30	
Link Distance (ft)		516	400		949	
Travel Time (s)		11.7	9.1		21.6	
Volume (vph)	36	396	477	311	460	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	39	430	518	338	500	60
Lane Group Flow (vph)	39	430	518	338	500	60
Turn Type	Perm			pm+ov		Perm
Protected Phases		4	8	6	6	
Permitted Phases	4			8		6
Detector Phases	4	4	8	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	29.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	29.0	21.0	21.0	21.0
Total Split (%)	42.0%	42.0%	58.0%	42.0%	42.0%	42.0%
Maximum Green (s)	16.0	16.0	24.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	None	None	None
Walk Time (s)			4.0	4.0	4.0	4.0
Flash Dont Walk (s)			20.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	17.2	17.2	17.2	41.5	16.0	16.0
Actuated g/C Ratio	0.41	0.41	0.41	1.00	0.39	0.39
v/c Ratio	0.14	0.55	0.66	0.21	0.74	0.09
Control Delay	8.2	10.8	12.1	0.4	21.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay	8.2	10.8	12.1	0.4	21.1	4.4
LOS	A	B	B	A	C	A
Approach Delay		10.6	7.5		19.3	
Approach LOS		B	A		B	
90th %ile Green (s)	24.0	24.0	24.0	16.0	16.0	16.0
90th %ile Term Code	Hold	Hold	Max	Max	Max	Max
70th %ile Green (s)	20.6	20.6	20.6	16.0	16.0	16.0
70th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
50th %ile Green (s)	16.3	16.3	16.3	16.0	16.0	16.0
50th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
30th %ile Green (s)	13.3	13.3	13.3	15.9	15.9	15.9
30th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	8.8	8.8	8.8	10.5	10.5	10.5
10th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	6	74	94	0	94	0
Queue Length 95th (ft)	18	131	165	0	#278	18
Internal Link Dist (ft)		436	320		869	
Turn Bay Length (ft)	60					180
Base Capacity (vph)	345	964	964	1447	706	668
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.45	0.54	0.23	0.71	0.09

Intersection Summary

Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 41.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 50
70th %ile Actuated Cycle: 46.6
50th %ile Actuated Cycle: 42.3
30th %ile Actuated Cycle: 39.2
10th %ile Actuated Cycle: 29.3
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Soledad & Pacific

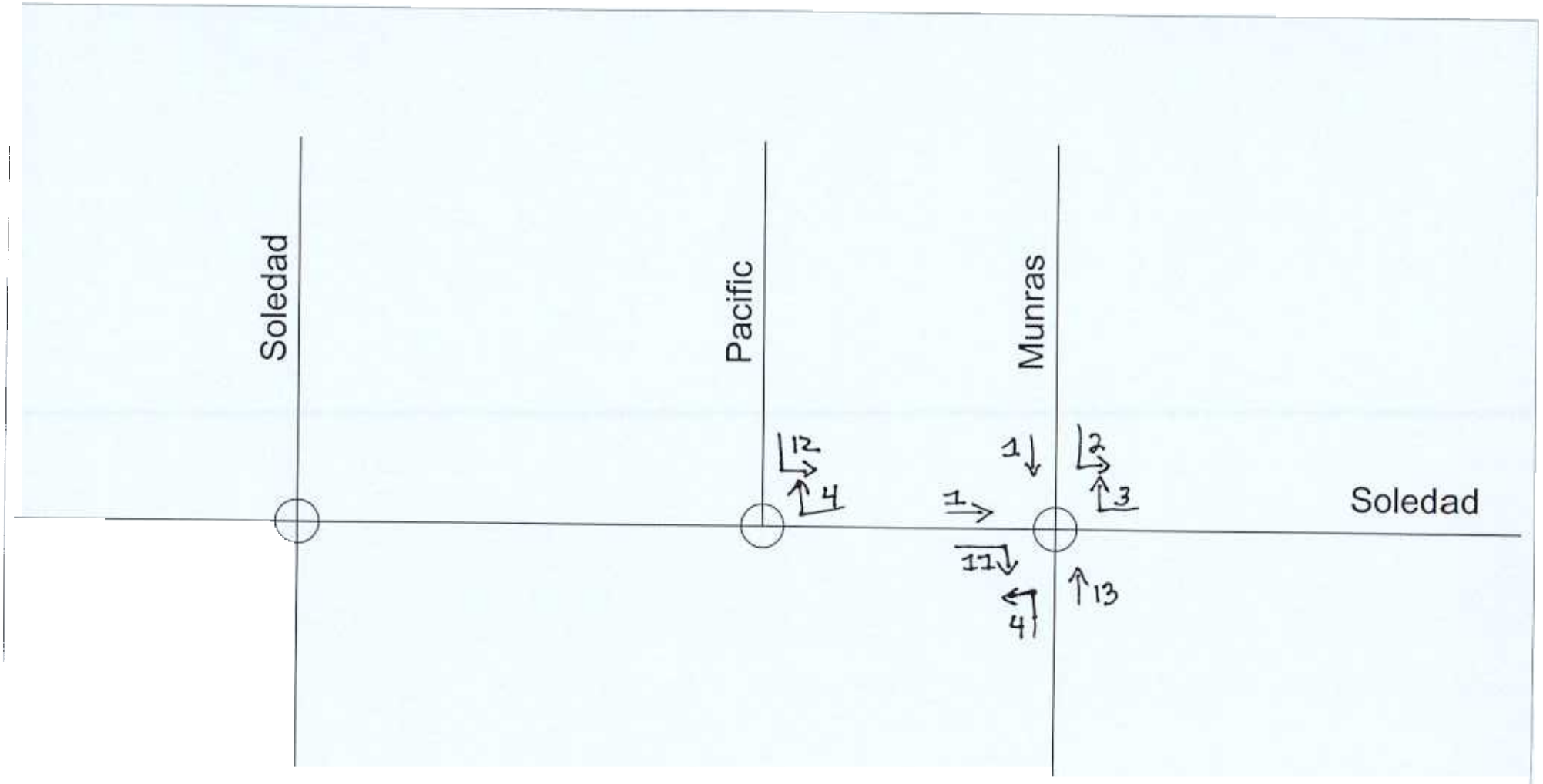


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-3%	3%		0%	
Storage Length (ft)	40			0	0	40
Storage Lanes	1			0	1	1
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1814	1909	1831	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1814	1909	1831	0	1787	1599
Headway Factor	0.98	0.98	1.02	1.02	1.00	1.00
Link Speed (mph)		30	30		25	
Link Distance (ft)		1020	980		1000	
Travel Time (s)		23.2	22.3		27.3	
Volume (vph)	12	115	152	15	18	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	13	125	165	16	20	11
Lane Group Flow (vph)	13	125	181	0	20	11
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 20.0%	ICU Level of Service A
Analysis Period (min) 15	

ATTACHMENT D

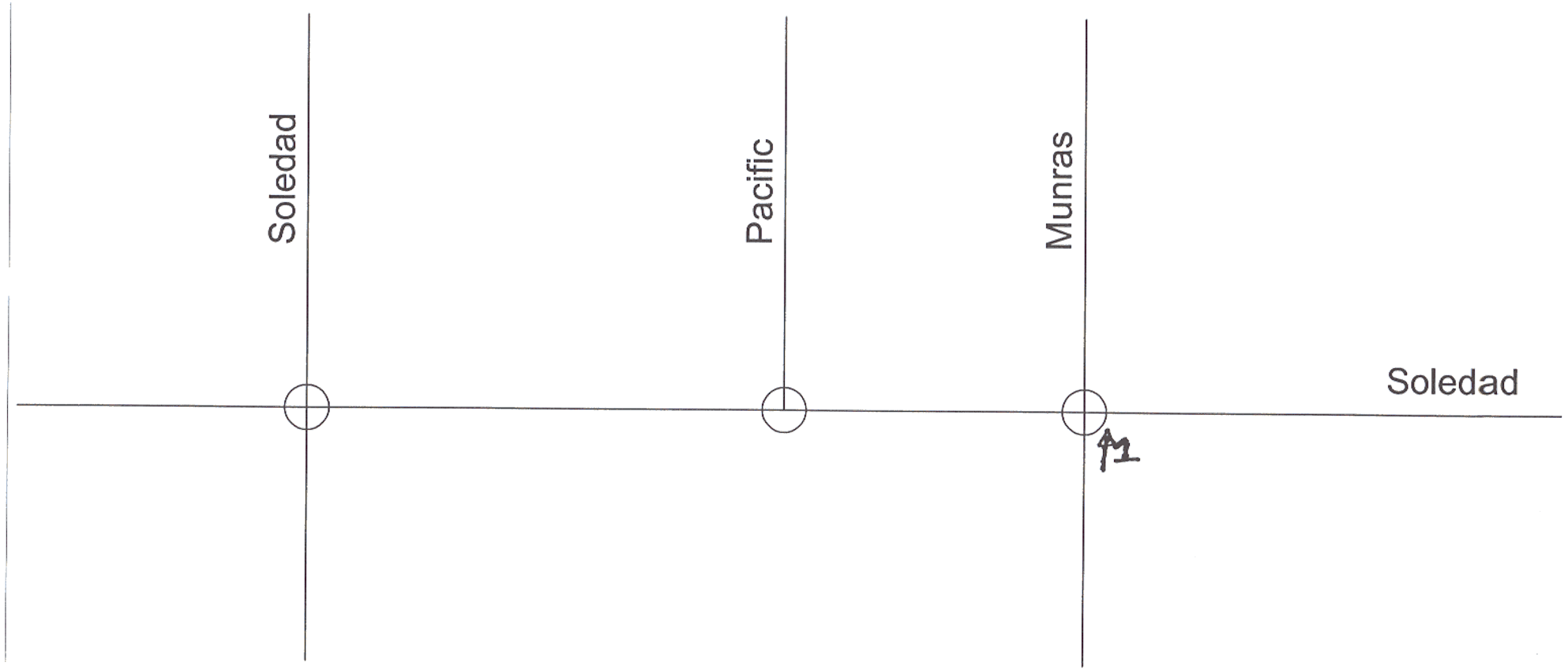
APPROVED PROJECTS TRIP DISTRIBUTION



To P ak Hour Trip:

	IN	OUT
P M	20	15

Approved Project Trips

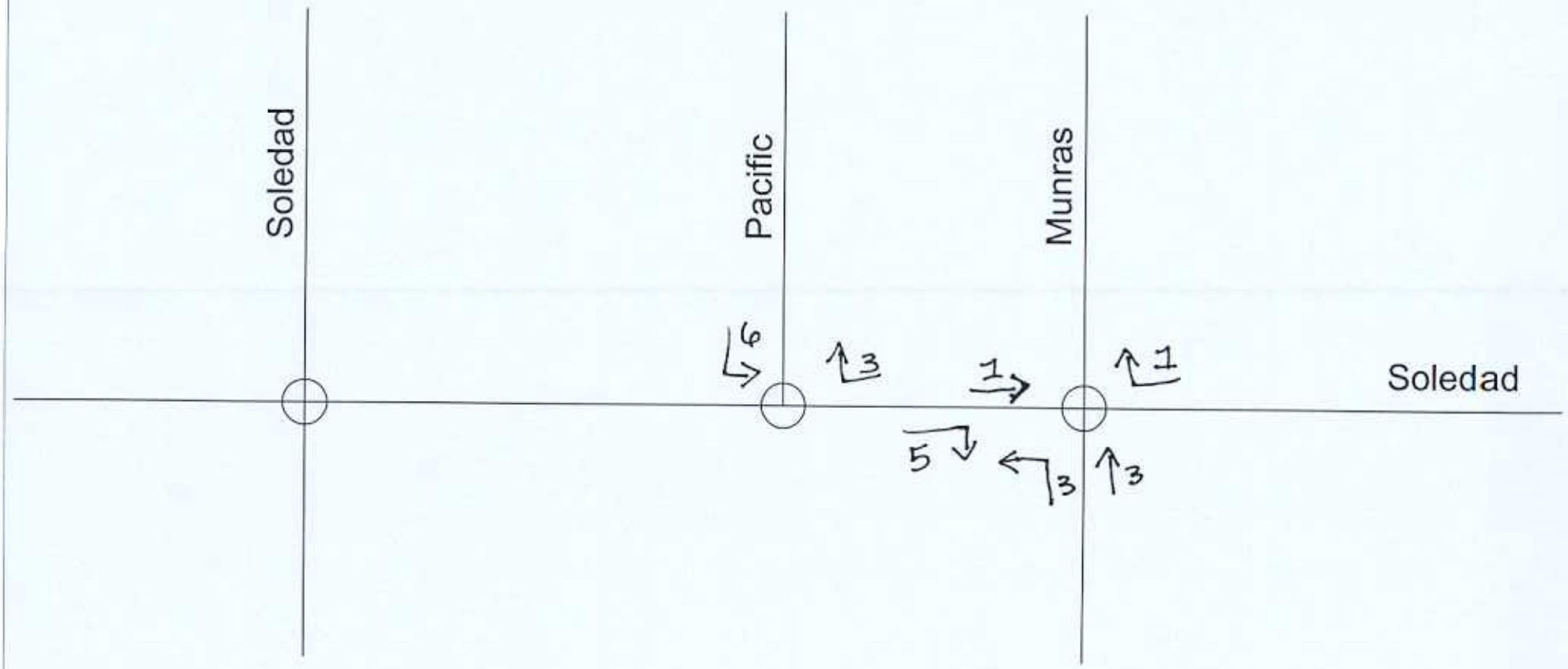


Total Peak Hour Trips

	IN	OUT
P.M.	1	Ø

Approved Project Trips

270 / 284 Cannery Row
500 seat 1 MAX Theater
+ 1,807 S.F. retail
+ 2,088 S.F. office + meeting area

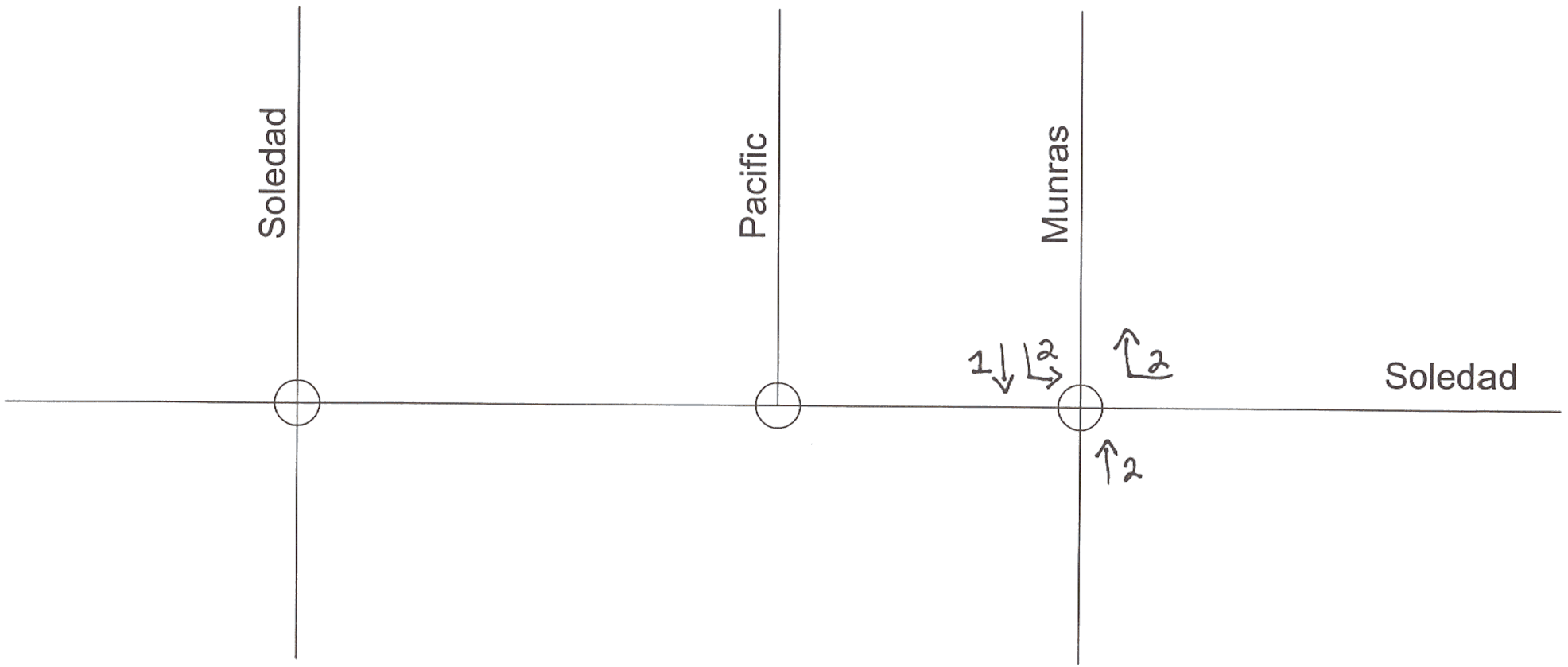


Total Peak Hour Trips

	IN	OUT
P.M.	7	6

Approved Project Trips

Ocean View Plaza
30 residential condominiums
+ 61,644 s.f. retail
(includes coastal community u
30,000 s.f. restaurant



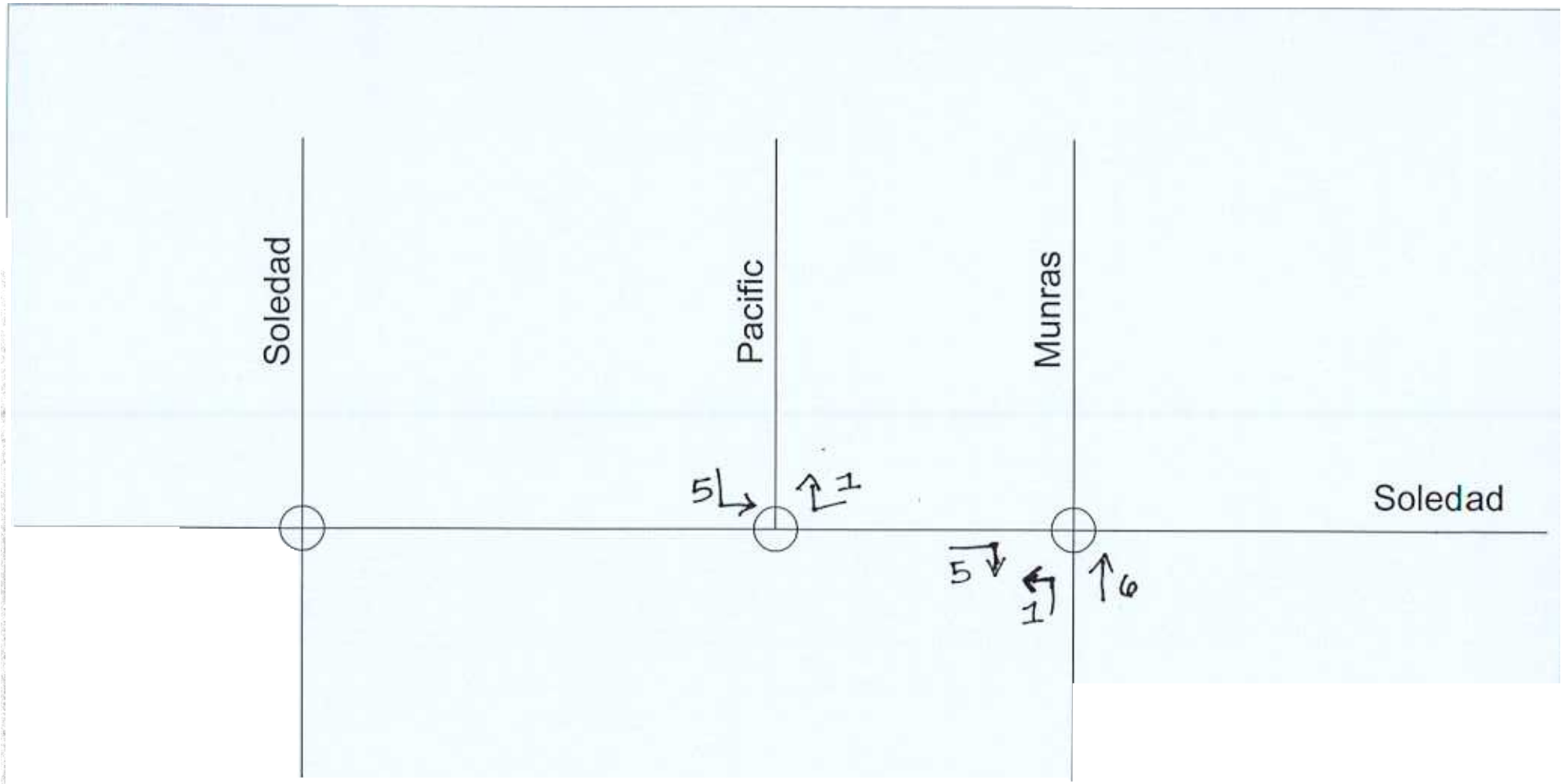
Total Peak Hour Trips

	IN	OUT
P.M.	4	3

Approved Project Trips

1110 Cass Street

115 Room Assisted Care Facility

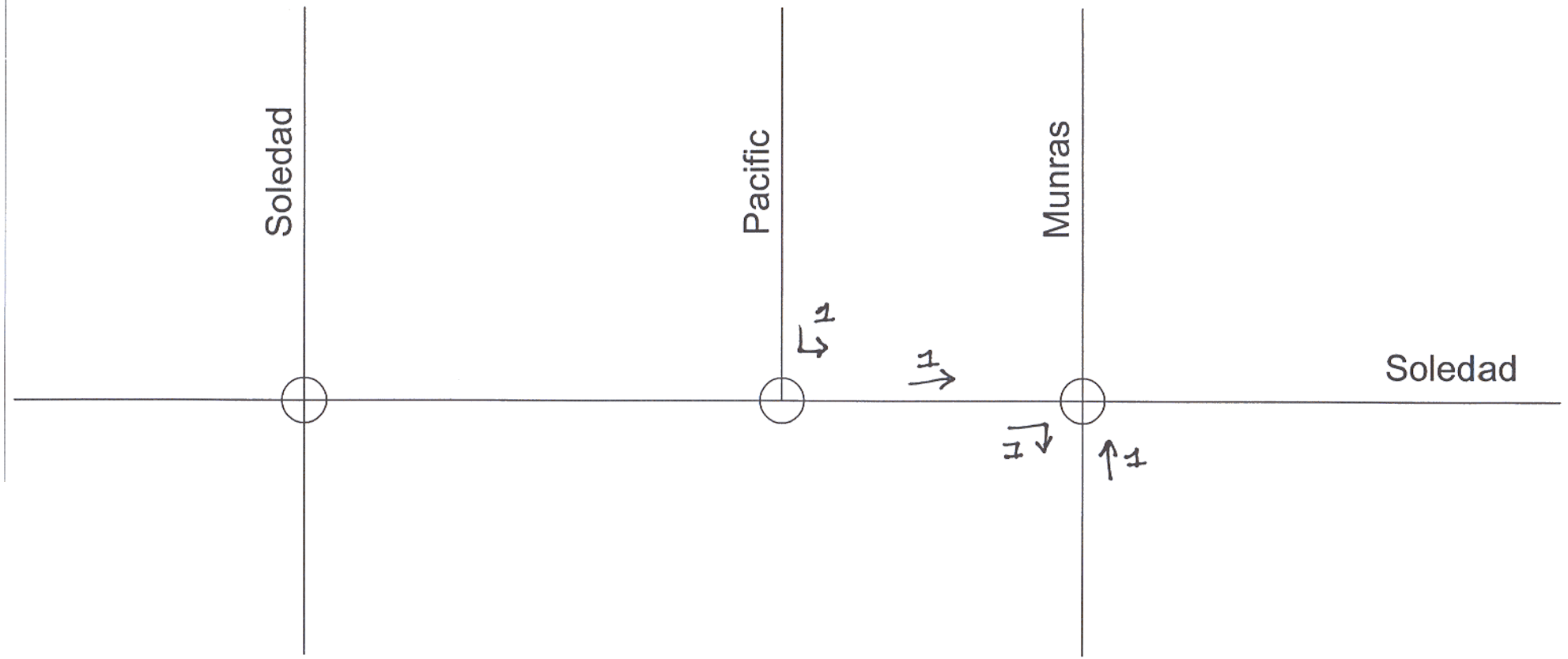


Total Peak Hour Trips

	IN	OUT
P.M.	7	5

Approved Project Trips

750 Cannery Row
Monterey Peninsula Hotel
208 Hotel rooms



Total Peak Hour Trips

	IN	OUT
P.M	1	1

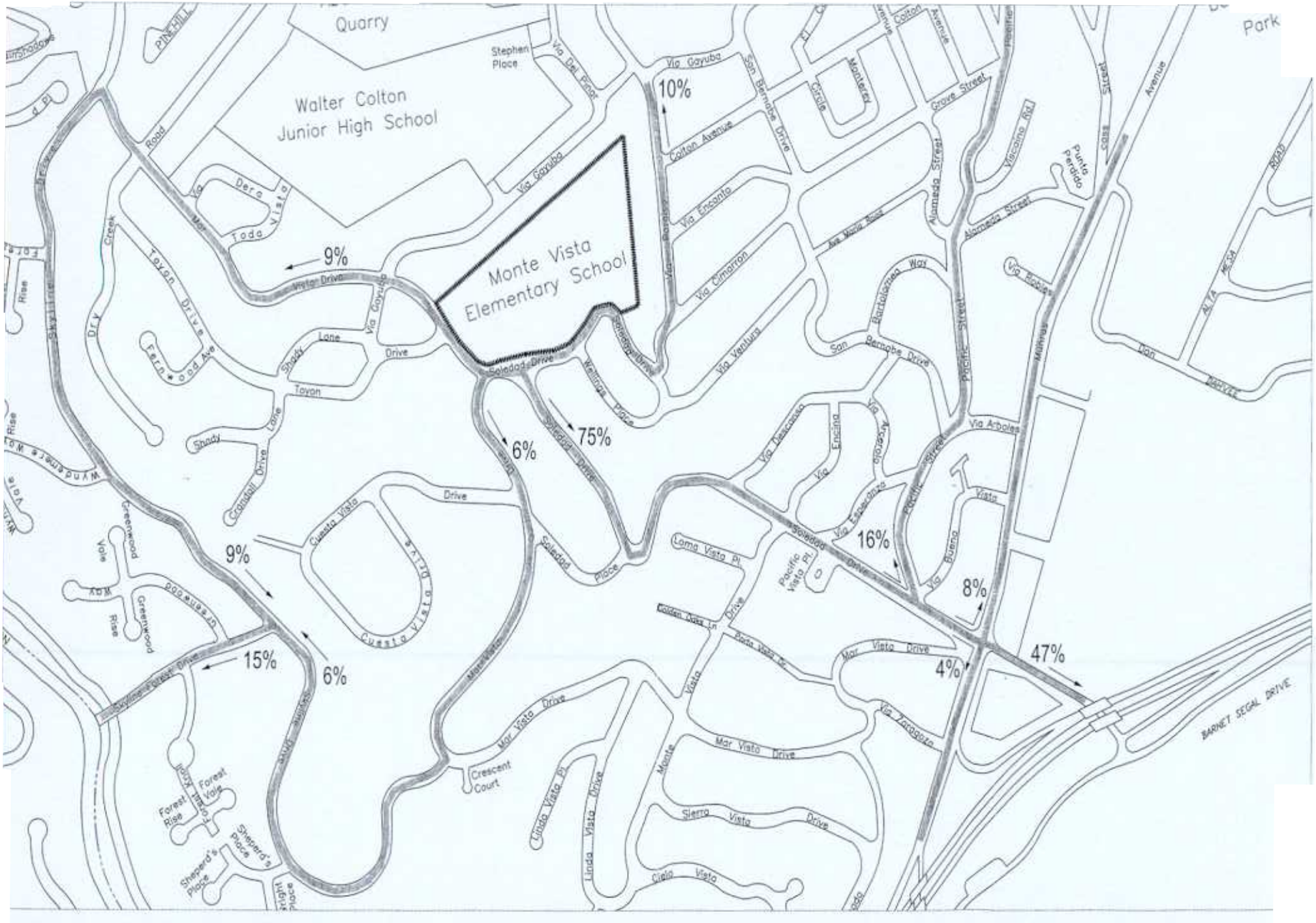
Approved Project Trips

675 Lighthouse Ave.
8,420 s.f. retail + 17 apartments

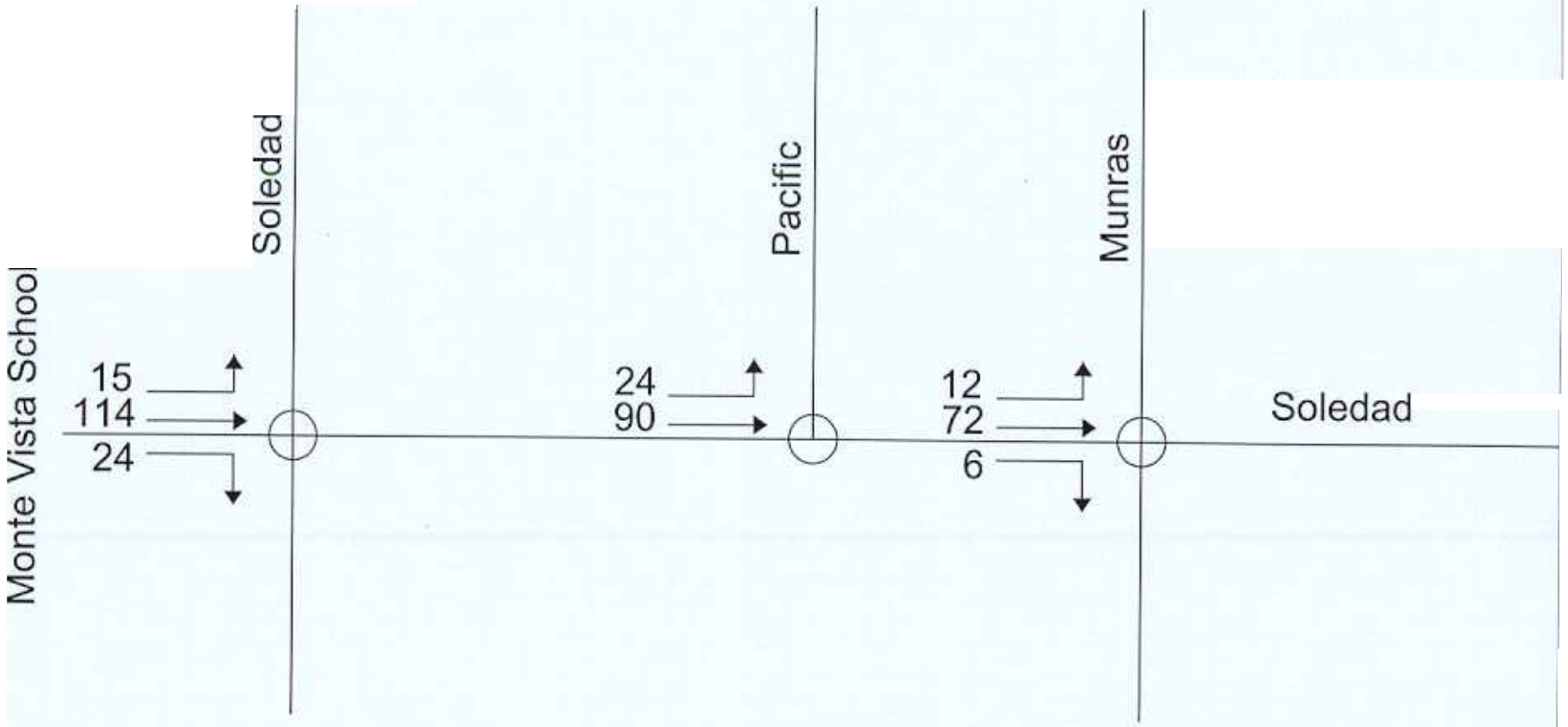
541 Wave
21 apartments

ATTACHMENT E

TRIP D STR BUT ON MAP


Quarry
Walter Colton Junior High School
Monte Vista Elementary School
Stephen Place
Via Del Pinar
Via Gayuba
Colton Avenue
San Bernabe Drive
Monterey
Circle
Grove Street
Alameda Street
Pacific Street
Mainway
Via Arboles
Via Buena
Via Encina
Via Hacienda
Via Encanto
Via Cimarron
Via Ventura
Ave Maria Road
Bartolomeo Way
Punta Peralda
Viscaino Rd
Cass Street
Avenue
Park
Soledad Drive
Soledad Place
Soledad Way
Vallinga Drive
Via Vista
Via Zaragoza
Via Tapia
Via Tejedor
Via Tejedora
Via Tejedoro
Via Tejedora
Via Tejedora
Via Tejedora

ATTACHMENT 'F'

PROJECT
TRIP DISTRIBUTION

Weekday PM Peak