

TRAFFIC OPERATIONS ANALYSIS

TTM37731 COLE DEVELOPMENT

CITY OF RIVERSIDE

RIVERSIDE COUNTY, CALIFORNIA

This Traffic Operations Analysis has been prepared under the supervision of
Ambarish Mukherjee, P.E.



LSA

March 2021

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TTM37731 COLE DEVELOPMENT CITY OF RIVERSIDE RIVERSIDE COUNTY, CALIFORNIA

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Project No. DFD1906



March 2021

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1.0 INTRODUCTION

The Traffic Operations Analysis (TOA) has been prepared to assess the potential traffic operational issues associated with the proposed TTM37731 Cole Development project (project) to be located at the southwest corner of Cole Avenue and Lurin Avenue in the City of Riverside (City). Figure 1-1 illustrates the regional and project location. (Figures and tables are located at the end of each chapter.)

This report is intended to satisfy the requirements established by the City of Riverside *Draft Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, dated July 2020. The scope of work for this TOA, including trip generation, trip distribution, study area, and analysis methodologies, has been approved by City staff via the Scoping Agreement process. A copy of the Scoping Agreement is included in Appendix A.

This study examines traffic operations in the vicinity of the proposed project under the following six scenarios:

- Existing Conditions;
- Existing with Project Conditions;
- Project Completion (2021) without Project Conditions;
- Project Completion (2021) with Project Conditions;
- Cumulative (2021) without Project Conditions; and
- Cumulative (2021) with Project Conditions.

Traffic conditions were examined for the weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

1.1 PROJECT DESCRIPTION

The proposed project consists of the construction of 138 single-family homes on an approximately 35.80 acre site. The project site is designated LDR (Low Density Residential) in the City's General Plan and is zoned OSP (Orangecrest Specific Plan). Figure 1-2 illustrates the conceptual site plan for the project.

As illustrated in Figure 1-2, access to the project site will be provided via three driveways – Driveway 1, located on Lurin Avenue; Driveway 2, located on Mariposa Avenue; and Driveway 3, located on Cole Avenue. All three driveways will operate as full-access driveways.

1.2 STUDY AREA

Based on the City's TIA guidelines, the study area shall generally include, at a minimum, any intersection of "Collector" or higher classification streets at which the proposed project will add 50

or more peak hour trips up to a 5 mile radius of the project location or any intersection identified by the City during the scoping agreement process. As such, the following intersections have been included in this analysis:

1. Lurin Avenue/Project Driveway 1;
2. Mariposa Avenue/Project Driveway 2;
3. Lurin Avenue/Cole Avenue;
4. Cole Avenue/Project Driveway 3; and
5. Cole Avenue/Mariposa Avenue.

All the study intersections are located in the City of Riverside. Figure 1-3 illustrates the locations of all analysis intersections.

1.3 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Conceptual Site Plan
- Figure 1-3: Study Area Intersections

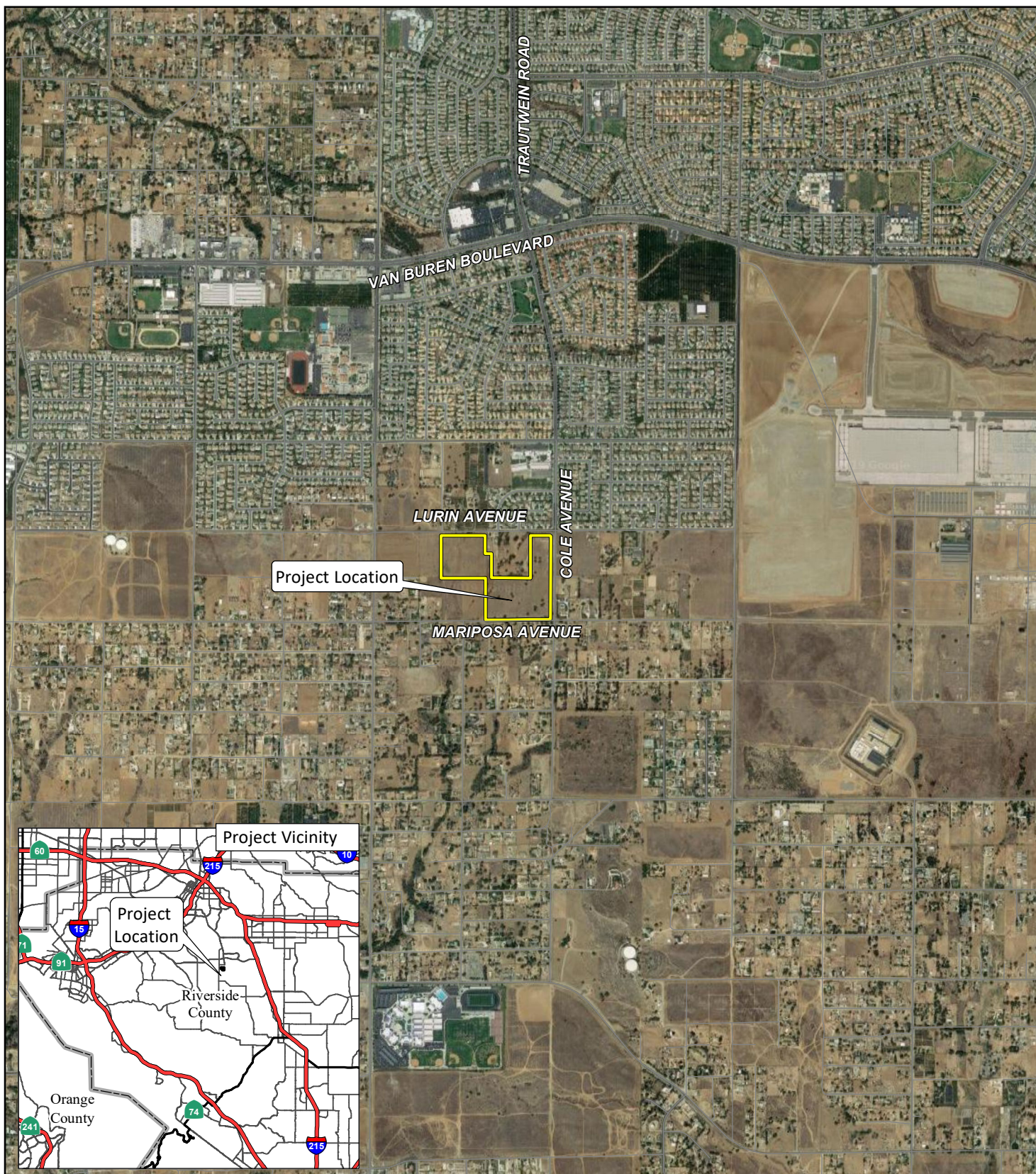
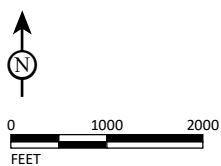


FIGURE 1-1

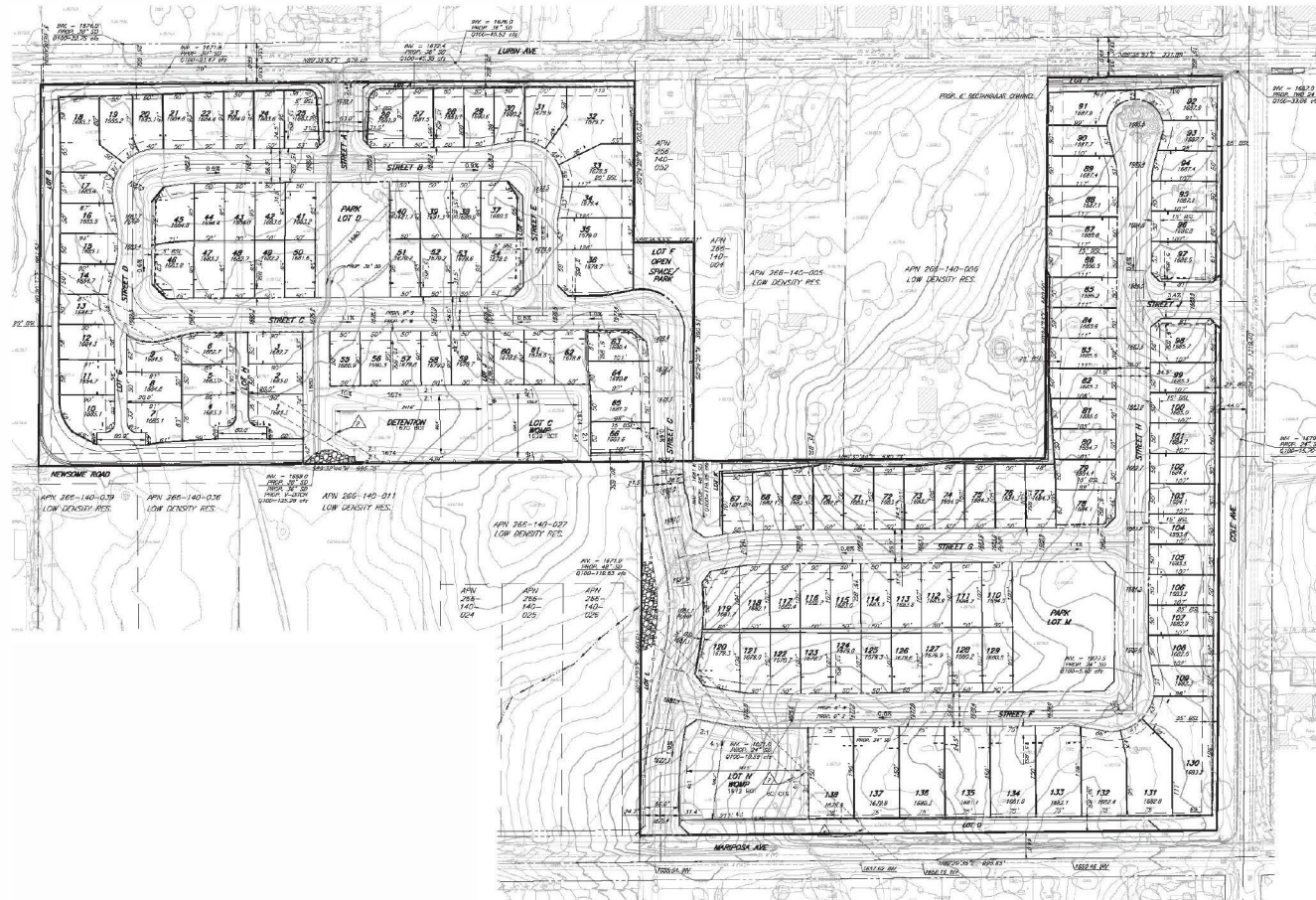
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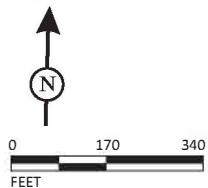
SOURCE: ESRI Streetmap, 2013; Google Earth, 2018.

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TTM37731 Cole Development Project
Traffic Operations Analysis
Regional and Project Location



LSA



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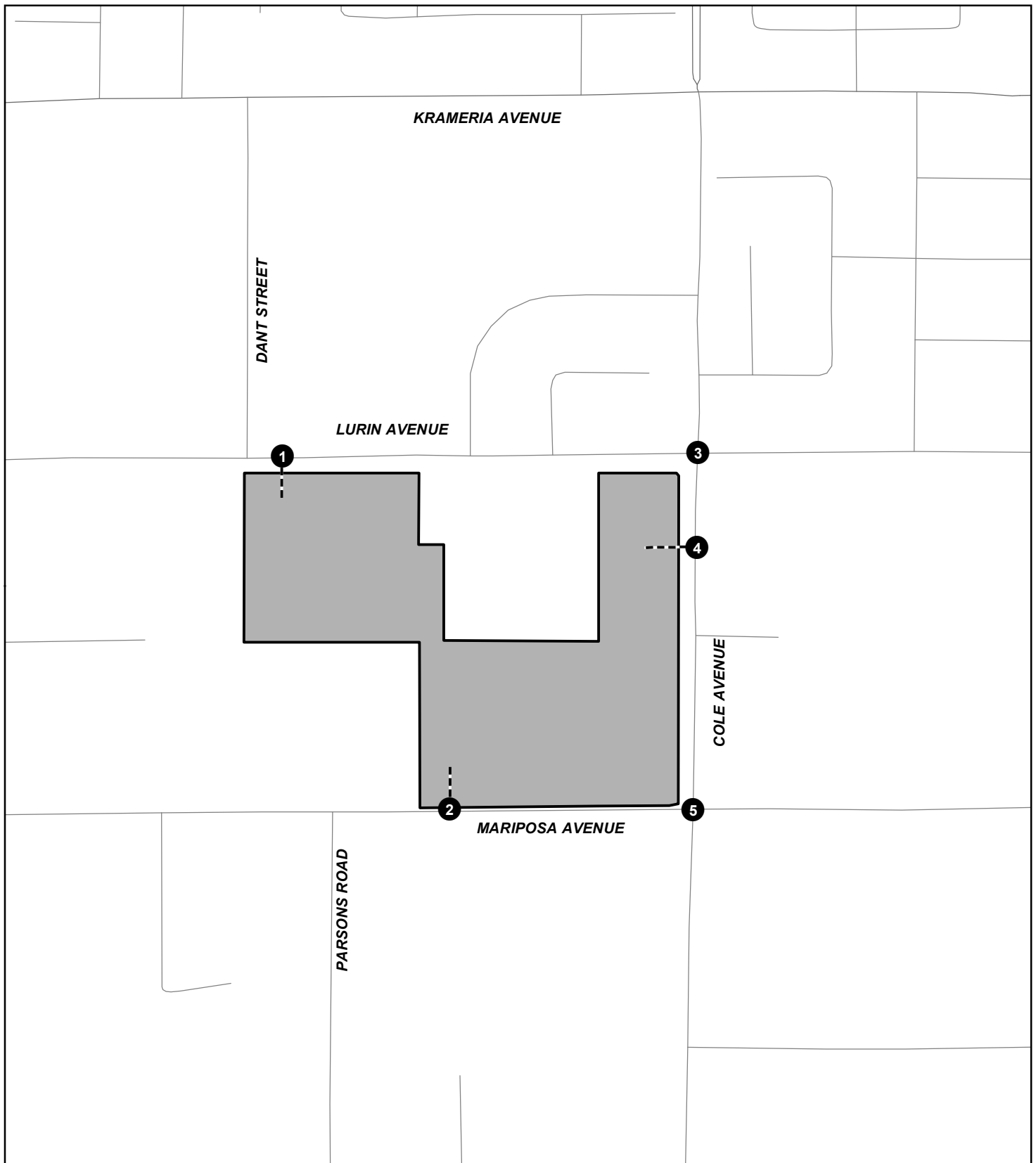


FIGURE 1-3

LSA

LEGEND

- Study Area Intersections
- Project Location
- Project Driveway



0 250 500
FEET

SOURCE: ESRI Streetmap, 2013.

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TTM37731 Cole Development Project
Traffic Operations Analysis
Study Area Intersections

2.0 ANALYSIS METHODOLOGY

2.1 LEVEL OF SERVICE DEFINITIONS

Level of service (LOS) can be characterized for the whole intersection, each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control, and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 2-A. Table 2-B shows the LOS criteria for unsignalized and signalized intersections.

For all study area intersections, the *Highway Capacity Manual 6th Edition* (HCM 6) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using Synchro 10 software, which uses the HCM 6 methodologies.

2.2 LEVEL OF SERVICE PROCEDURES AND CRITERIA

Study intersections analyzed in this report are under the jurisdiction of the City of Riverside. The City uses LOS D as its minimum level of service criterion for intersections located at Collectors or higher classification streets. For all other intersections, the City uses LOS C as its minimum level of service criterion.

At study intersections under the jurisdiction of the City, the determination of a traffic operational deficiency is based on the criteria contained in the City's TIA guidelines. The guidelines state that, for projects in conformance with the City of Riverside *General Plan 2025*, an operational deficiency occurs at a study intersection when the peak hour LOS falls below the City's LOS standard, or when the project contributes to an existing or forecast deficiency.

2.3 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Intersection Level of Service Definitions
- Table 2-B: Level of Service Criteria for Unsignalized and Signalized Intersections

Table 2-A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual* (6th Edition)

Table 2-B: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: *Highway Capacity Manual* (6th Edition)

3.0 CIRCULATION NETWORK SETTING

3.1 EXISTING ROADWAY NETWORK

This section provides a description of the circulation network within the study area. Figure 3-1 illustrates existing study intersection geometrics and traffic control. Within the City of Riverside, all major roadways are classified based on the Master Plan of Roadways provided in the Circulation and Community Mobility Element of the City of Riverside *General Plan 2025* (General Plan). Figure 3-2 illustrates the Master Plan of Roadways for the City. Following is a brief description of major roadways within the study area:

- **Cole Avenue:** Within the study area, Cole Avenue is designated as an 88-foot (ft) Arterial in the City's General Plan. Between Lurin Avenue and Mariposa Avenue, Cole Avenue is a two-lane, undivided arterial. There are no bike facilities along either direction of this segment. There is no provision for on-street parking on either side of this segment.
- **Lurin Avenue:** Within the study area, Lurin Avenue has no designation in the City's General Plan. Between Dant Street and Cole Avenue, Lurin Avenue is a two-lane, undivided road. There are no bike facilities along either direction of this segment. There is no provision for on-street parking on both sides of Lurin Avenue between Dant Street and Mission Ranch Road. There is provision for on-street parking on the north side of Lurin Avenue between Mission Ranch Road and Cole Avenue.
- **Mariposa Avenue:** Within the study area, Mariposa Avenue is designated as a 66-ft Collector in the City's General Plan. Between Parsons Road and Cole Avenue, Mariposa Avenue is a two-lane, undivided collector. There are no bike facilities along either direction of this segment. There is no provision for on-street parking on either side of this segment.

3.2 EXISTING BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES

According to the City's TIA Guidelines, a significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities.

3.2.1 Bicycle Facilities

The City of Riverside promotes bicycling for recreation and mobility. Bicycling can be a viable alternative to local work commutes and offers children a healthy way to get to school. To facilitate and encourage bicycle trips, the City has adopted a Bicycle Master Plan that includes a network of proposed facilities and a three-tier implementation plan for the recommended improvements. The *Bicycle Master Plan Update: Addendum* (adopted March 2012) provides an updated inventory of all bicycle infrastructure and non-infrastructure improvements implemented between 2007 and 2012 within the City of Riverside. The addendum also provides an updated list of recommended bicycle improvements, including a new network of proposed bicycle facilities and programs that will help the City upgrade its current designation as a bronze level bicycle friendly community.

According to the City of Riverside *Bicycle Master Plan Update: Addendum*, the bikeway network within the City is classified into three categories: Class I – Bike Paths, Class II – Bike Lanes, and Class III – Bike Routes. Class I bikeways provide bicycle travel on a paved right-of-way completely separated from any street or highway. Class II bikeways provide a striped and stenciled lane for one-way travel on a street or highway. Class III bikeways provide for shared use with motor vehicle traffic and are identified only by signing.

As part of the City's Bikeway Network, Class II bike lanes have been added along the northbound and southbound directions of Cole Avenue between Van Buren Boulevard and Krameria Avenue. However, there are no existing bike lanes along the project frontages on Cole Avenue, Lurin Avenue, or Mariposa Avenue. There are also no proposed bike lanes in the study. As such, the project will not decrease the performance or safety of any existing or proposed bicycle facility. Figure 3-3 illustrates the existing and proposed bikeways within the City of Riverside.

3.2.2 Pedestrian Facilities

The implementation of enhanced pedestrian linkage with a comprehensive trails system links residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. Safe and attractive sidewalks and walkways improve the walkability of the City. According to the City of Riverside *General Plan Circulation Element*, Citywide, sidewalks are generally provided on both sides of the streets. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians in the City. Some trails are also available for equestrian riders. The existence of trails and sidewalks provides accessible facilities, provides safety features, and improves walkability in the City of Riverside. Although there are no current or proposed trails within the study area, paved sidewalks are provided on the north side of Lurin Avenue between Mission Ranch Road and Cole Avenue. However, there are no other sidewalks along the project frontages on Cole Avenue, Lurin Avenue, or Mariposa Avenue. Sidewalks will be constructed along the project frontage as a project design feature, providing direct and convenient access for visitors arriving at the project site on foot. As such, the project will not decrease the performance or safety of any existing or proposed pedestrian facility. Figure 3-4 illustrates the Master Plan of trails within the City of Riverside.

3.2.3 Transit Facilities

Riverside Transit Agency (RTA) is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximately 2,500-square mile service area. RTA provides both local and regional services throughout the region with 33 fixed routes, five CommuterLink Express routes, and Dial-A-Ride services using 334 vehicles. RTA Local bus route 22 operates within the vicinity of the proposed project, with bus stops located near the intersections of Wood Road/Lurin Avenue and Wood Road/Mariposa Avenue. This bus route connects the project to communities in adjacent jurisdictions such as Perris. At present, there are no proposed service changes in RTA's transit network. As such, the project will not decrease the performance or safety of any existing or proposed public transit facility.

The project does not conflict with any existing or proposed bicycle, pedestrian, and public transit facility. Therefore, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities and will not have a significant impact.

3.3 LIST OF CHAPTER 3.0 FIGURES

- Figure 3-1: Existing Study Intersection Geometrics and Traffic Control
- Figure 3-2: City of Riverside Master Plan of Roadways
- Figure 3-3: City of Riverside Existing and Proposed Bikeways
- Figure 3-4: City of Riverside Master Plan of Trails

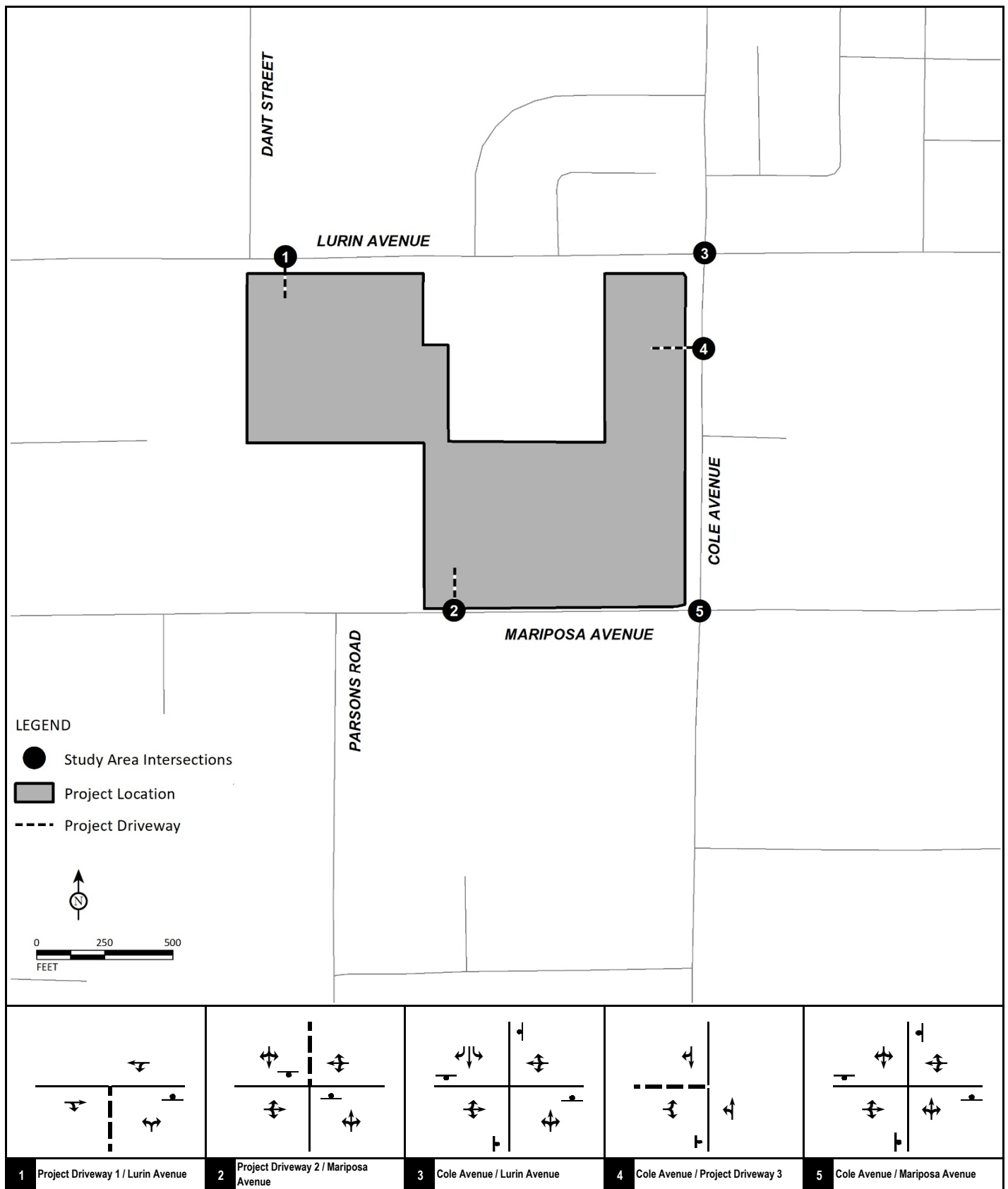


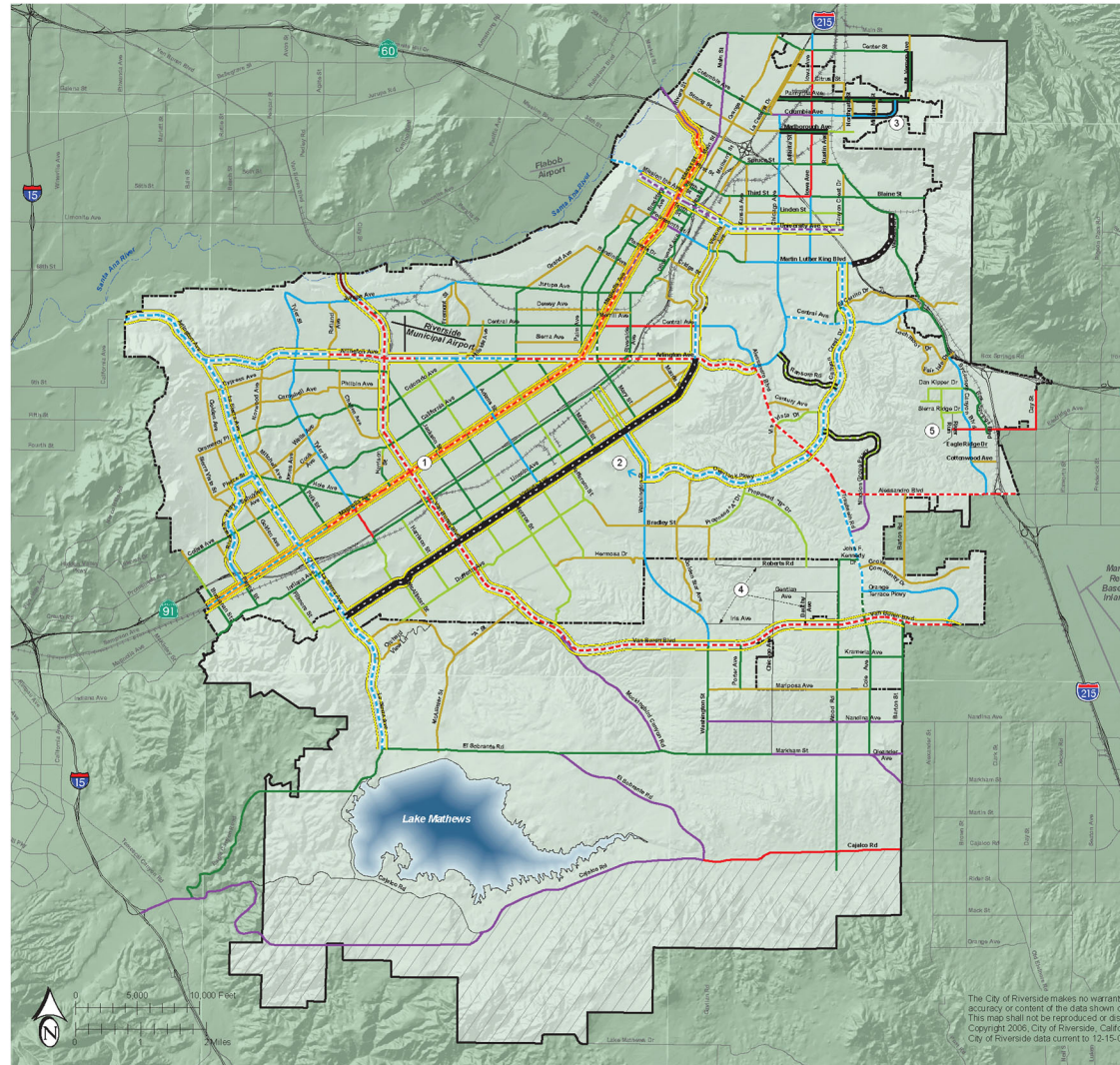
FIGURE 3-1

LSA
Legend

— Stop Sign

TTM37731 Cole Development Project
Traffic Operations Analysis

Existing with Project Study Intersection Geometrics and Traffic Control



LSA

LEGEND

— 66 FT LOCAL	2 LANES *
— 66 FT COLLECTOR	2 LANES
— 80 FT COLLECTOR	2 LANES
— 88 FT ARTERIAL	4 LANES
— 100 FT ARTERIAL	4 LANES
— 110 FT ARTERIAL	4 LANES
— 120 FT ARTERIAL	6 LANES
— 144 FT ARTERIAL	8 LANES

----	SCENIC BOULEVARD REQUIRES SPECIAL LANDSCAPING. ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED.
=====	SPECIAL BOULEVARD TWO-LANE DIVIDED ROADWAY OF VARIABLE GEOMETRIC DESIGN
=====	SPECIAL BOULEVARD VARIABLE WIDTHS AND DESIGN, CONTACT PUBLIC WORKS FOR DETAIL. SEE OBJECTIVE CCM-3 AND POLICIES CCM-3.1 THROUGH CCM-3.5.
=====	PARKWAYS FOR INFORMATION ON PARKWAYS SEE LAND USE ELEMENT.
=====	CETAP CORRIDOR AREA CORRIDOR OPTIONS SUBJECT TO SPECIAL STUDY.
---	RIVERSIDE CITY BOUNDARY
---	RIVERSIDE PROPOSED SPHERE OF INFLUENCE

NOTE:

- * LOCAL STREETS ARE NOT SHOWN ON THIS PLAN EXCEPT WHERE NEEDED FOR CLARITY.
- ① MAGNOLIA AVENUE SHALL BE A SPECIAL BLVD, WITH 4 LANES EASTERLY OF HARRISON STREET.
- ② OVERLOOK PARKWAY SHALL BE A 2-LANE, 110-FOOT ARTERIAL WITH A WIDE MEDIAN PARKWAY. THE ALIGNMENT OF OVERLOOK PARKWAY WESTERLY OF WASHINGTON IS NOT YET DETERMINED PENDING PREPARATION OF SPECIFIC PLAN LEVEL STUDY.
- ⑤ COLUMBIA AVENUE IS SHOWN BY HUNTER BUSINESS PARK SPECIFIC PLAN AS A 134-FOOT ARTERIAL. ACTUAL STREET WIDTH, DUE TO RAILROAD OVERCROSSING, WILL BE DETERMINED BY PUBLIC WORKS.

- ④ THESE STREETS SHALL BE 66-FOOT LOCAL ROADWAYS SERVING AS ALTERNATE ROUTES.
- ⑤ THE STREETS IN SYCAMORE CANYON BUSINESS PARK SPECIFIC PLAN VARY IN SIZE. SEE THE SPECIFIC PLAN FOR DETAILS.

FIGURE 3-2

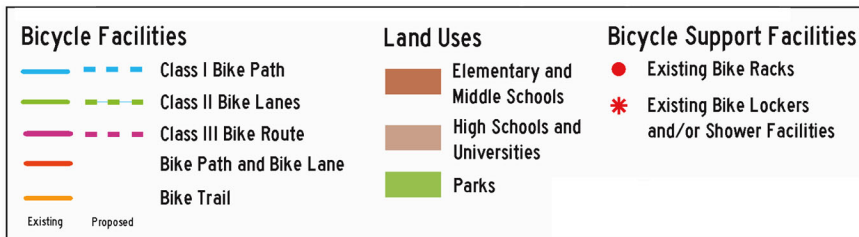
TTM 37731 Cole Development
Traffic Operations Analysis

City of Riverside Master Plan of Roadways



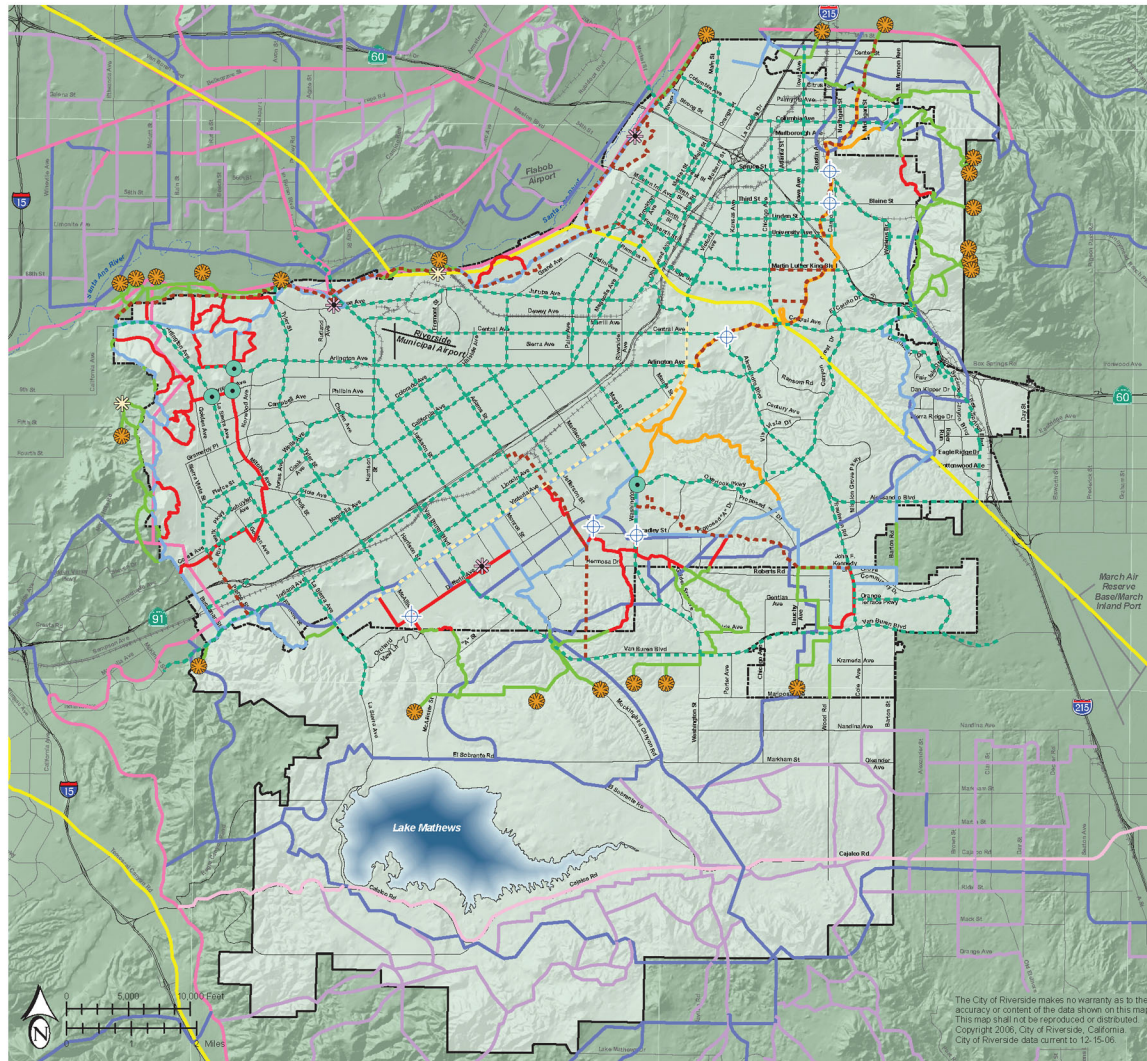
LSA

FIGURE 3-3



TTM 37731 Cole Development
Traffic Operations Analysis

City of Riverside Existing and Proposed Bikeways



LSA

LEGEND

CITY TRAIL POINTS

- STAGING AREAS EXISTING FACILITIES
- STAGING AREAS PROPOSED FACILITIES
- CONNECTION TO COUNTY DESIGNATED TRAILS
- TRAIL CROSSING PROPOSED STOP SIGN
- TRAIL CROSSING PROPOSED TRAFFIC SIGNAL

CITY TRAILS

- PRIMARY - EQUESTRIAN, BIKE & PEDESTRIAN TRAIL
- SECONDARY - EQUESTRIAN, BIKE & PEDESTRIAN TRAIL
- SECONDARY - NO EQUESTRIAN
- IN ADJACENT JURISDICTION

CITY BIKEWAYS

- CLASS 1
- CLASS 1&2
- CLASS 2

RIVERSIDE COUNTY TRAILS

- CLASS 1 BIKE PATH
- CLASS 1 BIKE PATH/REGIONAL TRAIL
- COMMUNITY TRAIL
- REGIONAL TRAIL
- HISTORIC TRAIL
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

FIGURE 3-4

TTM 37731 Cole Development
Traffic Operations Analysis

City of Riverside Master Plan of Trails

4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

4.1 EXISTING TRAFFIC VOLUMES

For all intersections, existing traffic volumes are based on counts collected by Counts Unlimited in August 2019. Detailed count sheets are included in Appendix B.

Vehicle classification counts were conducted at the intersections of Cole Avenue/Lurin Avenue and Cole Avenue/Mariposa Avenue. At these intersections, counts were converted to Passenger Car Equivalent (PCE) volumes. The concept of PCEs accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time that a particular type of truck could. PCE volumes at study intersections were computed using a factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles.

The percentage of trucks at the remaining study intersections without classification counts was determined based on truck percentages derived from adjacent intersections with classification counts. At these locations, truck PCE volumes were computed using a PCE factor of 2.0 for all trucks, consistent with HCM 6 methodologies.

Figure 4-1 illustrates existing peak hour traffic volumes at study intersections.

4.2 PROJECT COMPLETION (2021) WITHOUT PROJECT TRAFFIC VOLUMES

As approved during the City's scoping agreement process (Appendix A), traffic volumes for project completion without project conditions were developed by applying a growth of 2.0 percent per annum to the existing without project traffic volumes for all the study intersections.

Figure 4-2 illustrates peak hour traffic volumes at study intersections for project completion without project conditions.

4.3 CUMULATIVE (2021) WITHOUT PROJECT TRAFFIC VOLUMES

Information concerning cumulative projects in the vicinity of the proposed project was obtained from City staff. Figure 4-3 illustrates the cumulative project locations.

The trip generation for cumulative projects was developed either using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition). Table 4-C lists the cumulative projects included in this analysis and shows the cumulative projects are expected to generate 1,247 a.m. peak hour trips, 1,235 p.m. peak hour trips, and 13,726 daily trips.

Cumulative project trips were assigned to the roadway network based on their locations in relation to surrounding land uses and regional arterials. Figure 4-4 illustrates the total peak hour cumulative project trip assignment at study area intersections. Further, cumulative project trips were added to the project completion without project traffic volumes to develop cumulative traffic volumes. Figure 4-5 illustrates the peak hour traffic volumes at study intersections under cumulative conditions.

Detailed volume development worksheets are included in Appendix C.

4.4 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing Peak Hour Traffic Volumes
- Figure 4-2: Project Completion (2021) without Project Peak Hour Traffic Volumes
- Figure 4-3: Cumulative Project Locations
- Figure 4-4: Cumulative Projects Trip Assignment
- Figure 4-5: Cumulative (2021) without Project Peak Hour Traffic Volumes
- Table 4-A: Cumulative Projects Trip Generation

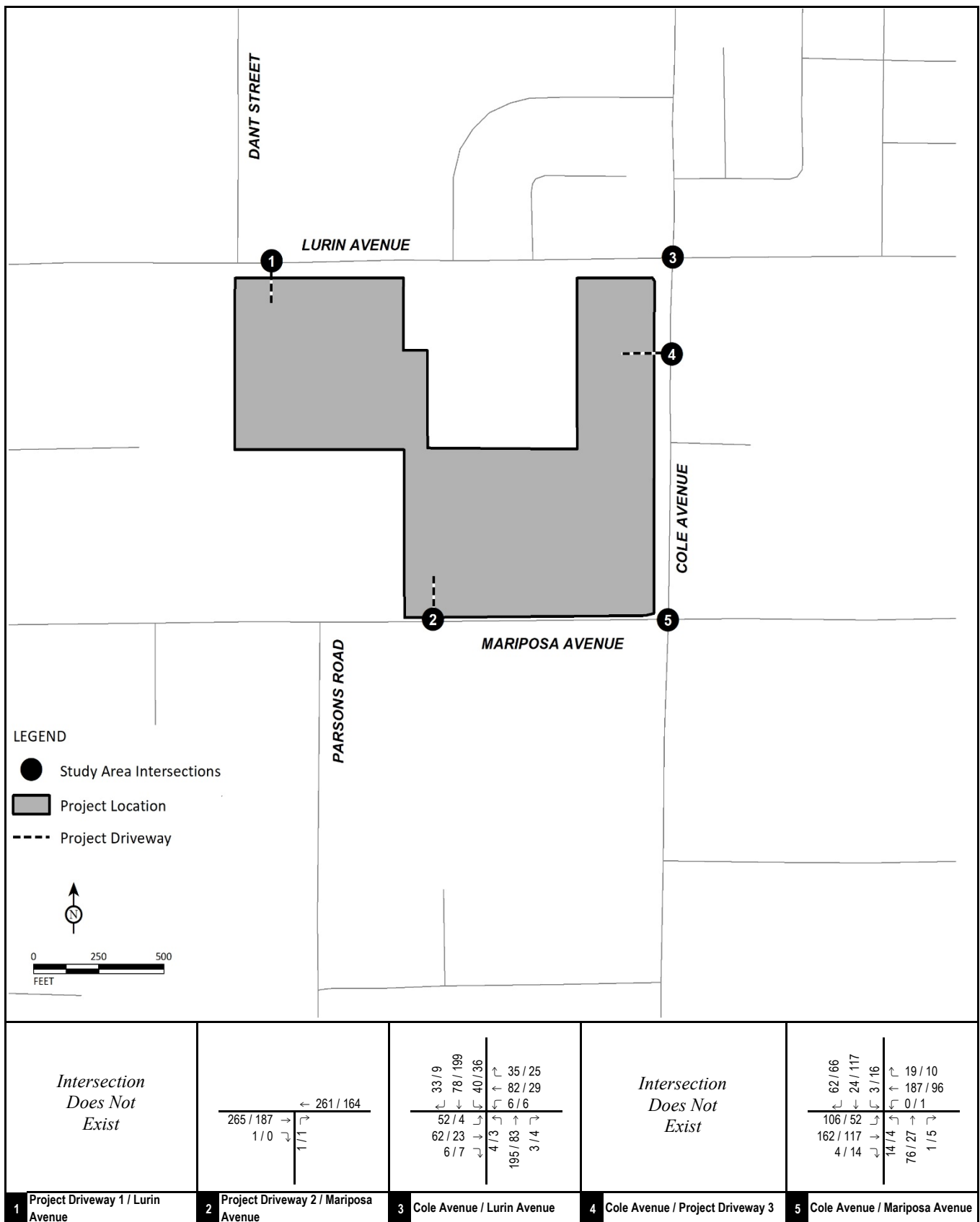


FIGURE 4-1

LSA

XXX / YYY

AM / PM Peak Hour PCE Volumes

TTM37731 Cole Development Project
Traffic Operations Analysis
Existing Peak Hour Traffic Volumes

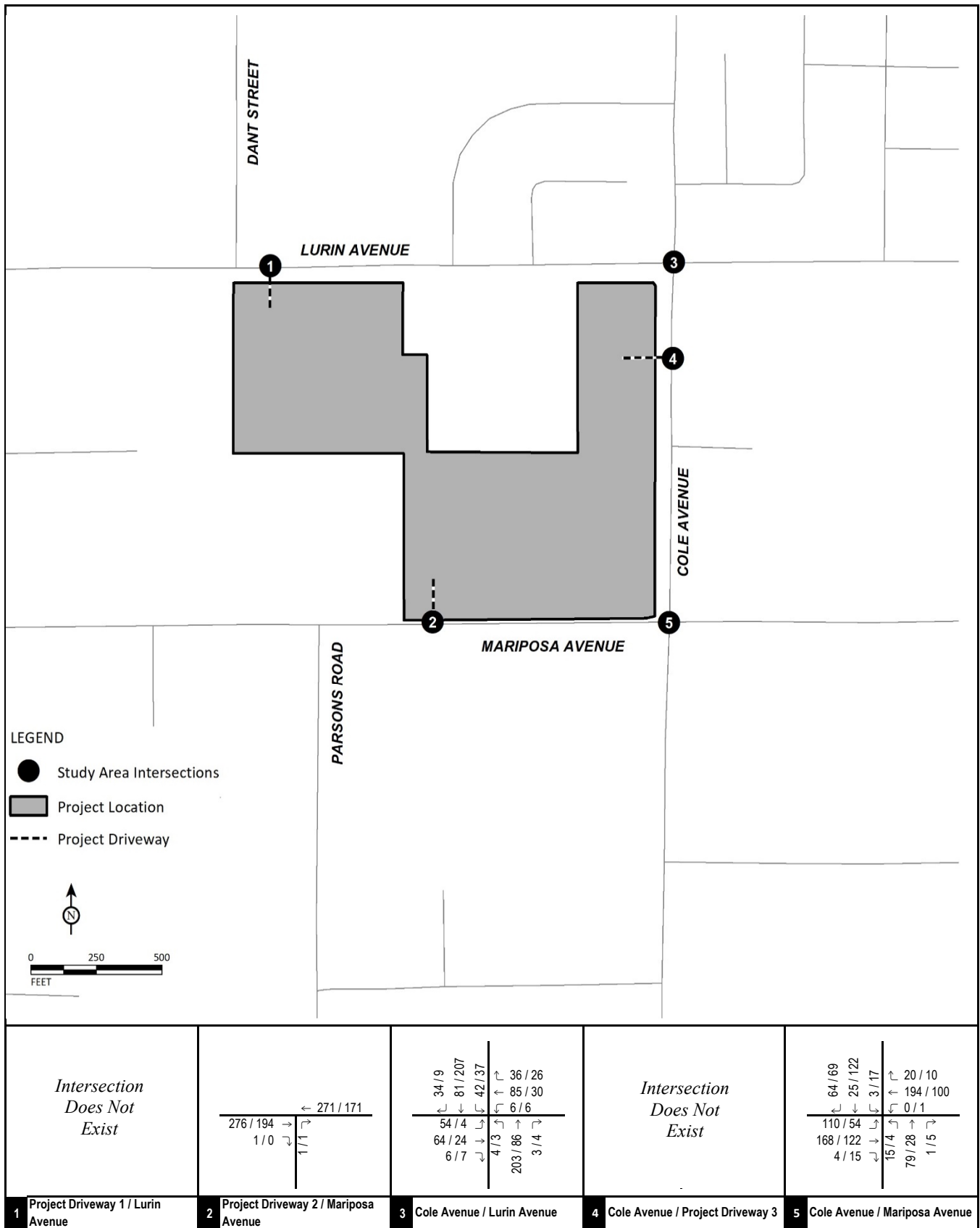


FIGURE 4-2

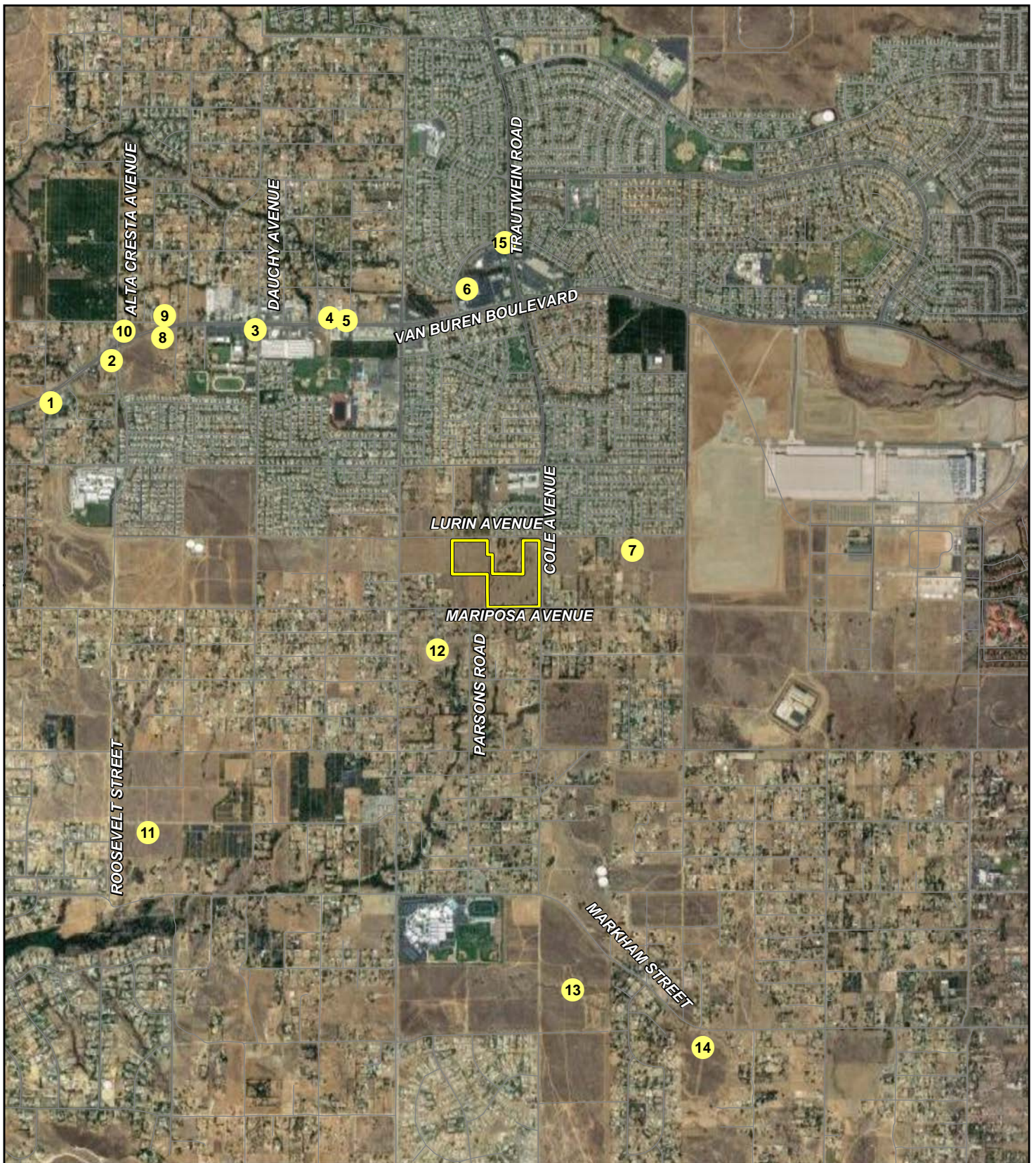
LSA

XXX / YYY

AM / PM Peak Hour PCE Volumes

TTM37731 Cole Development Project
Traffic Operations Analysis

Project Completion Year (2021) Peak Hour Traffic Volumes



LSA

LEGEND

- Project Location
- Cumulative Project



0 1250 2500
FEET

SOURCE: ESRI Streetmap, 2013; Google Earth, 2018.

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FIGURE 4-3

TTM37731 Cole Development Project
Traffic Operations Analysis
Cumulative Project Locations

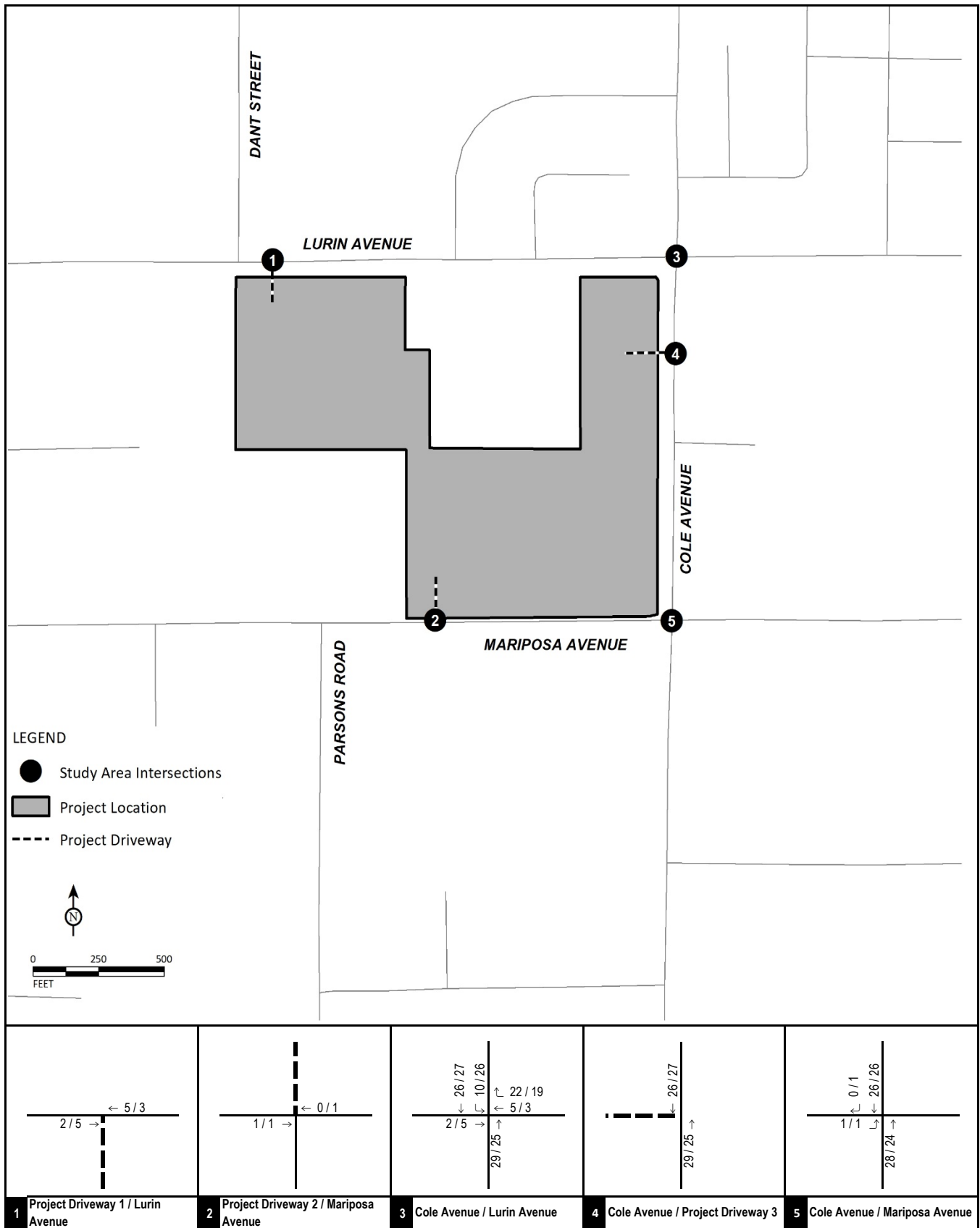


FIGURE 4-4

LSA

XX / YY

AM / PM Peak Hour Volumes

TTM37731 Cole Development Project
Traffic Operations Analysis
Cumulative Project Trip Assignment

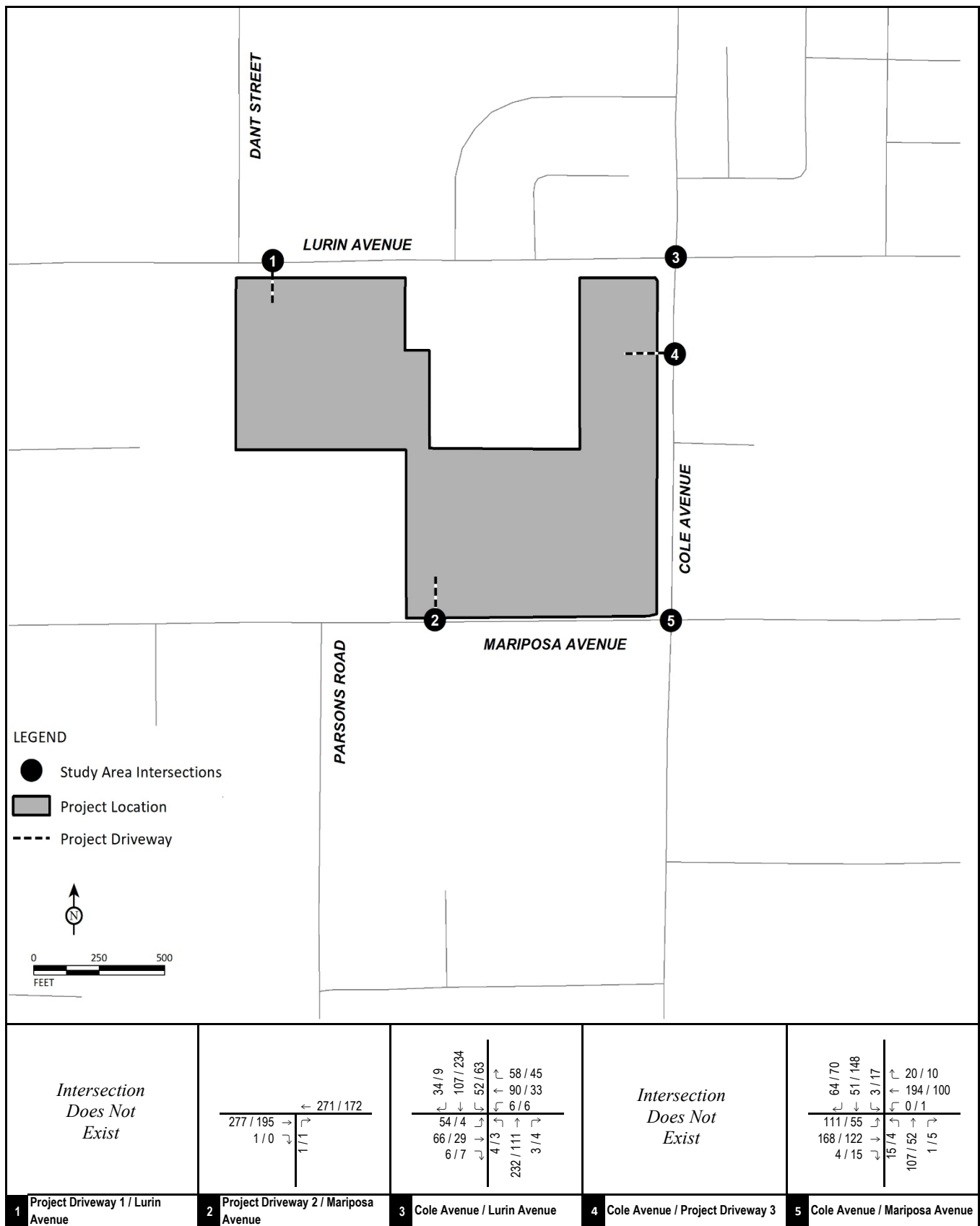


FIGURE 4-5

LSA

XXX / YYY

AM / PM Peak Hour PCE Volumes

TTM37731 Cole Development Project
Traffic Operations Analysis

Cumulative (2021) Peak Hour Traffic Volumes

Table 4-A - Cumulative Projects Trip Generation

Project	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
1. P18-0255 17815 Van Buren Boulevard, Riverside CA	4.4 TSF							
Trips/Unit ¹		0.58	0.36	0.94	1.83	1.98	3.81	37.75
Trip Generation		3	2	5	8	9	17	166
Pass-By Trips ^{2,3}		0	0	0	(2)	(2)	(4)	(42)
Net Trip Generation		3	2	5	6	7	13	124
2. P17-0686/P17-0687 16151 Alta Cresta Avenue, Riverside CA	2.6 TSF							
Trips/Unit ⁴		20.50	19.69	40.19	16.99	15.68	32.67	470.95
Trip Generation		53	51	104	44	41	85	1,224
Pass-By Trips ^{3,5}		(13)	(13)	(26)	(11)	(10)	(21)	(306)
Net Trip Generation		40	38	78	33	31	64	918
3. P19-0042 18451 Van Buren Boulevard, Riverside CA	4.3 TSF							
Restaurant								
Trips/Unit ⁶		5.47	4.47	9.94	6.06	3.71	9.77	112.18
Trip Generation		24	19	43	26	16	42	482
Pass-By Trips ^{3,7}		0	0	0	(7)	(4)	(11)	(121)
Net Trip Generation		24	19	43	19	12	31	361
Office Building	9.9 TSF							
Trips/Unit ⁸		1.00	0.16	1.16	0.18	0.97	1.15	9.74
Trip Generation		10	2	12	2	10	12	96
Total Trip Generation		34	21	55	21	22	43	457
4. P17-0688/P17-0689 18806 Van Buren Boulevard, Riverside CA	5.4 TSF							
Trips/Unit ⁹		4.49	4.49	8.98	7.10	7.10	14.20	163.09
Trip Generation		24	24	48	38	38	76	881
Pass-By Trips ^{3,11}		0	0	0	(10)	(10)	(20)	(220)
Net Trip Generation		24	24	48	28	28	56	661
5. P15-0075/P15-0076/P15-0815 Prairie Way and Van Buren, Riverside CA	12.0 TSF							
Tire Center								
Trips/Unit ¹⁰		1.74	0.98	2.72	1.71	2.27	3.98	28.52
Trip Generation		21	12	33	21	27	48	342
Pass-By Trips ^{3,11}		0	0	0	(5)	(7)	(12)	(86)
Net Trip Generation		21	12	33	16	20	36	256
Drive-Thru coffee shop	2.7 TSF							
Trips/Unit ¹²		45.38	43.61	88.99	21.69	21.69	43.38	820.38
Trip Generation		123	118	241	59	59	118	2,215
Total Trip Generation		144	130	274	75	79	154	2,471
6. P19-0022/P19-0024/P19-0026/P19-0027/P19-0028 19260 Van Buren Boulevard Riverside CA	4.3 TSF							
Trips/Unit ⁴		20.50	19.69	40.19	16.99	15.68	32.67	470.95
Trip Generation		88	85	173	73	67	140	2,025
Pass-By Trips ^{3,5}		(22)	(21)	(43)	(18)	(17)	(35)	(506)
Net Trip Generation		66	64	130	55	50	105	1,519
7. TTM37732 Barton Development NWC Mariposa Avenue and Barton Street, Riverside CA	81.0 DU							
Trips/Unit ¹³		0.19	0.55	0.74	0.62	0.37	0.99	9.44
Trip Generation		15	45	60	50	30	80	765
8. P13-0263/P13-0264/P14-0765 18171 Van Buren Boulevard, Riverside CA	10.7 TSF							
Commercial								
Trips/Unit ¹		0.58	0.36	0.94	1.83	1.98	3.81	37.75
Trip Generation		6	4	10	20	21	41	404
Pass-By Trips ^{2,3}		0	0	0	(5)	(5)	(10)	(101)
Net Trip Generation		6	4	10	15	16	31	303
Day Care Center	10.0 TSF							
Trips/Unit ¹⁴		5.83	5.17	11.00	5.23	5.89	11.12	47.62
Trip Generation		58	52	110	52	59	111	476
Drive-Thru Restaurant	2.5 TSF							
Trips/Unit ⁴		20.50	19.69	40.19	16.99	15.68	32.67	470.95
Trip Generation		51	49	100	42	39	81	1,177
Pass-By Trips ^{3,5}		(13)	(12)	(25)	(11)	(10)	(21)	(294)
Net Trip Generation		38	37	75	31	29	60	883
Office Building	10.0 TSF							
Trips/Unit ⁸		1.00	0.16	1.16	0.18	0.97	1.15	9.74
Trip Generation		10	2	12	2	10	12	97
Medical Office	8.0 TSF							
Trips/Unit ¹⁵		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		17	5	22	8	20	28	278
Total Trip Generation		129	100	229	108	134	242	2,038
9. PP26337 Van Buren Blvd, approximately 400 feet from Ridgeway Ave, Riverside CA	48.0 STU							
Trips/Unit ¹⁴		0.41	0.37	0.78	0.37	0.42	0.79	4.09
Trip Generation		20	18	38	18	20	38	196

Table 4-A - Cumulative Projects Trip Generation

Project	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
10. PAR 190010								
NEC Chicago Ave and Van Buren Boulevard, Riverside CA								
Gas Station with convenience store and car wash	20.0 VFP							
Trips/Unit ¹⁶		6.36	6.11	12.47	7.13	6.86	13.99	205.36
Trip Generation		127	122	249	143	137	280	4,107
Pass-By Trips ^{3,17}		(32)	(31)	(63)	(36)	(34)	(70)	(1,027)
Net Trip Generation		95	91	186	107	103	210	3,080
 Retail	1.2 TSF							
Trips/Unit ¹		0.58	0.36	0.94	1.83	1.98	3.81	37.75
Trip Generation		1	0	1	2	2	4	45
Pass-By Trips ^{3,1}		0	0	0	(1)	(1)	(2)	(11)
Net Trip Generation		1	0	1	1	1	2	34
Total Trip Generation		96	91	187	108	104	212	3,114
11. TR34097	39.0 DU							
East of Roosevelt Street, Riverside CA								
Trips/Unit ¹³		0.19	0.55	0.74	0.62	0.37	0.99	9.44
Trip Generation		7	21	28	24	14	38	368
12. TR32530	9.0 DU							
Trips/Unit ¹³		0.19	0.55	0.74	0.62	0.37	0.99	9.44
Trip Generation		2	5	7	6	3	9	85
13. TR32822	82.0 DU							
Trips/Unit ¹³		0.19	0.55	0.74	0.62	0.37	0.99	9.44
Trip Generation		16	45	61	51	30	81	774
14. Barton Street and Markham Street	25.0 DU							
Trips/Unit ¹³		0.19	0.55	0.74	0.62	0.37	0.99	9.44
Trip Generation		5	14	19	16	9	25	236
15. P19-0151/P19-0152/P19-0153	21.7 TSF							
Trips/Unit ^{18,19}		0.67	0.64	1.31	1.97	1.48	3.45	
Trip Generation		14	14	28	43	32	75	
Total Net Trip Generation		615	632	1,247	642	593	1,235	13,726

Notes:

DU=Dwelling Units; TSF= Thousand Square Feet; STU=Students; VFP=Vehicle Fueling Positions.

¹ Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th edition) for Land Use 820 – "Shopping Center", Setting/Location - "General Urban/Suburban."² Pass-by rates based on Land Use 820 – "Shopping Center" from ITE *Trip Generation Handbook*, 3rd Edition. No pass-by rate was available for the a.m. peak hour. As per the City of Riverside Public Works Department Traffic Impact Analysis Preparation Guide, dated December 2017, the pass-by rate shall not be assumed to exceed 25%. Since the pass-by rates provided for similar land uses in the ITE *Trip Generation Handbook* are higher than 25%, a pass-by rate of 25% was used.³ There is no data available for daily pass-by trips; therefore, the p.m. pass-by rate was applied for the daily trip generation.⁴ Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 934 – "Fast-Food Restaurant With Drive-Through Window", Setting/Location - "General Urban/Suburban."⁵ Pass-by rates based on Land Use 934 – "Fast-Food Restaurant With Drive-Through Window" from ITE *Trip Generation Handbook*, 3rd Edition. A pass-by rate of 49% was used for the a.m. peak hour. As per the City of Riverside Public Works Department Traffic Impact Analysis Preparation Guide, dated December 2017, the pass-by rate shall not be assumed to exceed 25%. Since the pass-by rates provided for similar land uses in the ITE *Trip Generation Handbook* are higher than 25%, a pass-by rate of 25% was used.⁶ Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 932 – "High-Turnover (Sit-Down) Restaurant", Setting/Location - "General Urban/Suburban."⁷ Pass-by rates based on Land Use 932 – "High-Turnover (Sit-Down) Restaurant" from ITE *Trip Generation Handbook*, 3rd Edition. No pass-by rate was available for the a.m. peak hour. As per the City of Riverside Public Works Department Traffic Impact Analysis Preparation Guide, dated December 2017, the pass-by rate shall not be assumed to exceed 25%. Since the pass-by rates provided for similar land uses in the ITE *Trip Generation Handbook* are higher than 25%, a pass-by rate of 25% was used.⁸ Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 710 – "General Office Building", Setting/Location - "General Urban/Suburban."⁹ Trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) for Land Use 948 – "Automated Car Wash", Setting/Location - "General Urban/Suburban." Only p.m. peak hour rates are available for this land use in the ITE manual. The a.m. peak hour and daily rates were obtained by using the p.m. peak hour trip generation rate ratio between Land Use 948 and Land Use 949 – "Car Wash and Detail Center" and applying the ratio to the a.m. peak hour and daily rates for Land Use 949. Also, the p.m. peak hour splits for Land Use 948 were used for the a.m. peak hour.¹⁰ Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 848 – "Tire Store", Setting/Location - "General Urban/Suburban."¹¹ Pass-by rates based on Land Use 848 – "Tire Store" from ITE *Trip Generation Handbook*, 3rd Edition. As per the City of Riverside Public Works Department Traffic Impact Analysis Preparation Guide, dated December 2017, the pass-by rate shall not be assumed to exceed 25%. Since the pass-by rates provided for similar land uses in the ITE *Trip Generation Handbook* are higher than 25%, a pass-by rate of 25% was used.¹² Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 937 – "Coffee/Donut Shop with Drive-Through Window", Setting/Location - "General Urban/Suburban."¹³ Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 210 – "Single Family Detached Housing" - "General Urban/Suburban."¹⁴ Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 565 – "Day Care Center" - "General Urban/Suburban."¹⁵ Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 720 – "Medical-Dental Office Building" - "General Urban/Suburban."¹⁶ Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 945 – "Gasoline/Service Station With Convenience Market" - "General Urban/Suburban."¹⁷ Pass-by rates based on Land Use 945 – "Gasoline/Service Station With Convenience Market" from ITE *Trip Generation Handbook*, 3rd Edition. As per the City of Riverside Public Works Department Traffic Impact Analysis Preparation Guide, dated December 2017, the pass-by rate shall not be assumed to exceed 25%. Since the pass-by rates provided for similar land uses in the ITE *Trip Generation Handbook* are higher than 25%, a pass-by rate of 25% was used.¹⁸ Rates based on the ITE *Trip Generation Manual* (10th edition) for Land Use 492 – "Health/Fitness Club" - "General Urban/Suburban."¹⁹ No daily rates found in the ITE *Trip Generation Manual* (10th edition).

5.0 PROJECT TRAFFIC

5.1 PROJECT TRIP GENERATION

The trip generation for the proposed project was developed using rates from the ITE *Trip Generation Manual* (10th Edition) for Land Use 210 - "Single-Family Detached Housing."

Table 5-A illustrates the project trip generation. As shown in Table 5-A, the project is anticipated to generate 102 trips during the a.m. peak hour, 137 trips during the p.m. peak hour, and 1,303 daily trips.

5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of project trips was developed based on the regional roadway network and the locations of residential, employment, and commercial centers in relation to the proposed project. Figures 5-1 illustrates the project trip distribution.

The trip generation was applied to the trip distribution pattern to develop the project trip assignment. Figures 5-2 illustrates the project trip assignment.

5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Project Trip Distribution
- Figure 5-2: Project Trip Assignment
- Table 5-A: Project Trip Generation

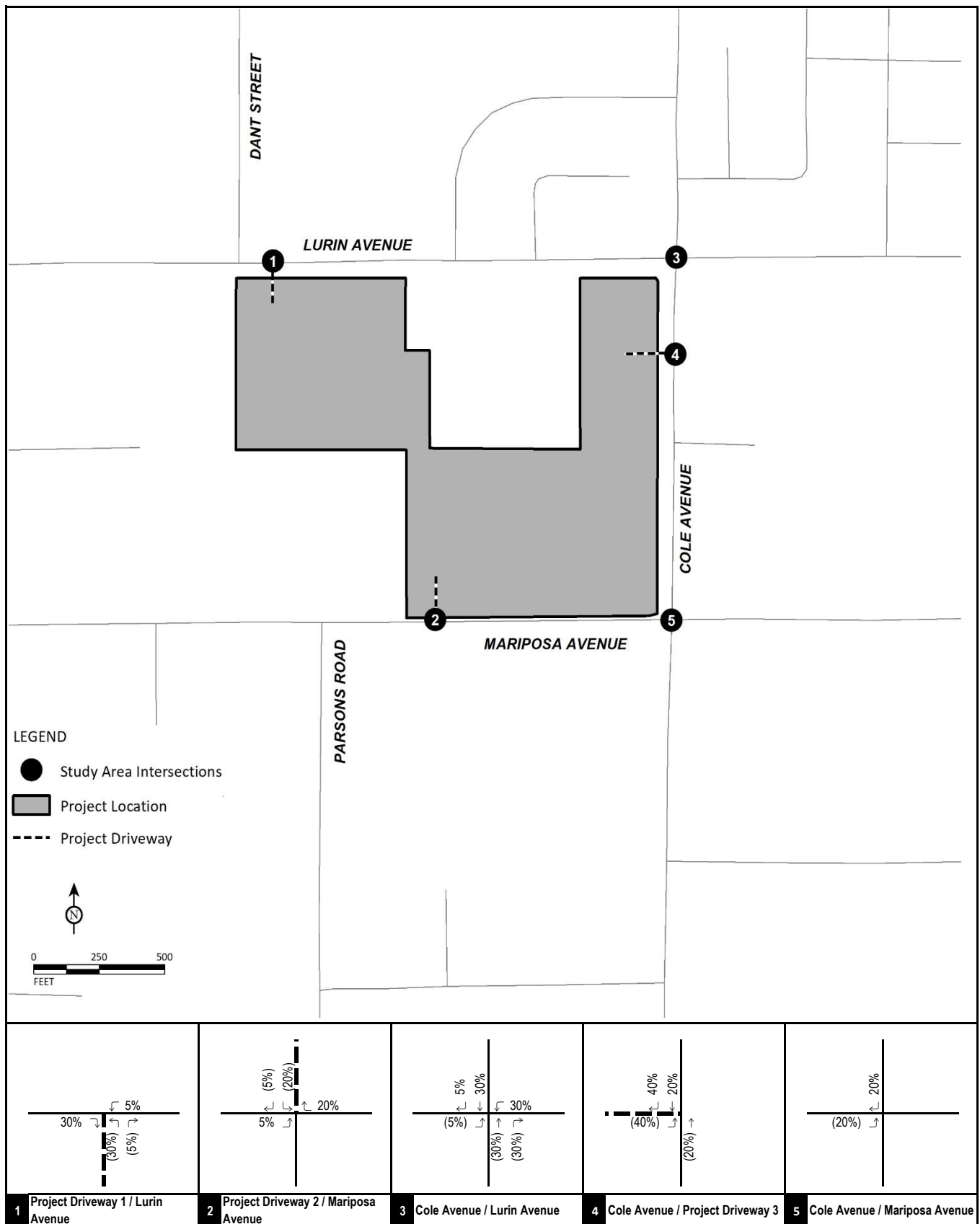


FIGURE 5-1

LSA

XX% (YY%)

Inbound% (Outbound%) Distribution

TTM37731 Cole Development Project
Traffic Operations Analysis
Project Trip Distribution

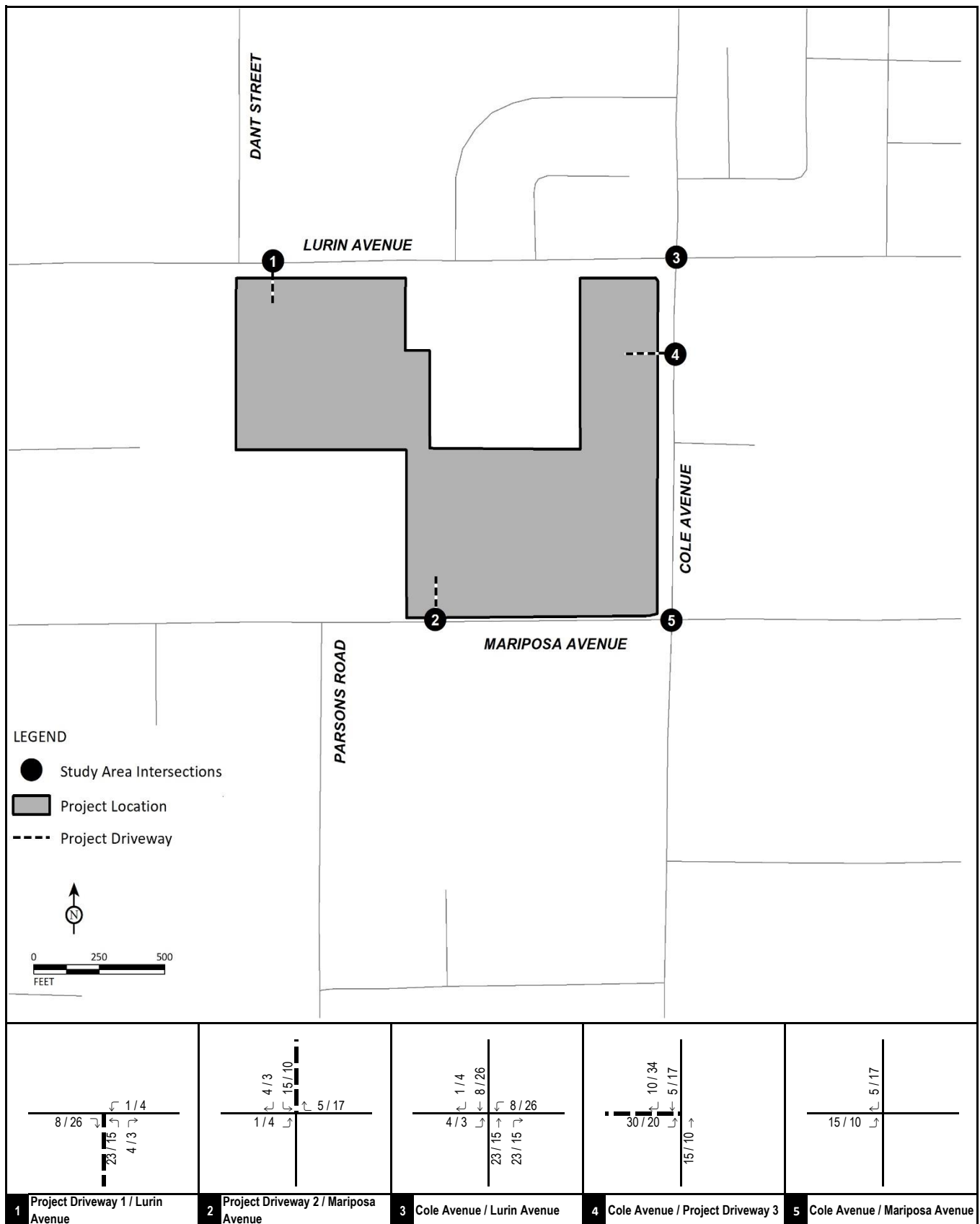


FIGURE 5-2

LSA

XX / YY
AM / PM Peak Hour Volumes

TTM37731 Cole Development Project
Traffic Operations Analysis
Total Project Trip Assignment

Table 5-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Single-Family	138 DU							
Trips/Unit ¹		0.19	0.55	0.74	0.62	0.37	0.99	9.44
Trip Generation		26	76	102	86	51	137	1,303

Notes:

DU = Dwelling Units

¹ Rates derived from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) for Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

6.0 TRAFFIC VOLUMES FOR WITH PROJECT SCENARIOS

Existing, project completion, and cumulative with project traffic volumes were developed by adding project traffic to the corresponding without project scenarios. Figures 6-1, 6-2, and 6-3 illustrate “with project” peak hour traffic volumes at study intersections under existing, project completion, and cumulative conditions, respectively.

Detailed volume development worksheets are included in Appendix C.

6.1 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1: Existing with Project Peak Hour Traffic Volumes
- Figure 6-2: Project Completion (2021) with Project Peak Hour Traffic Volumes
- Figure 6-3: Cumulative (2021) with Project Peak Hour Traffic Volumes

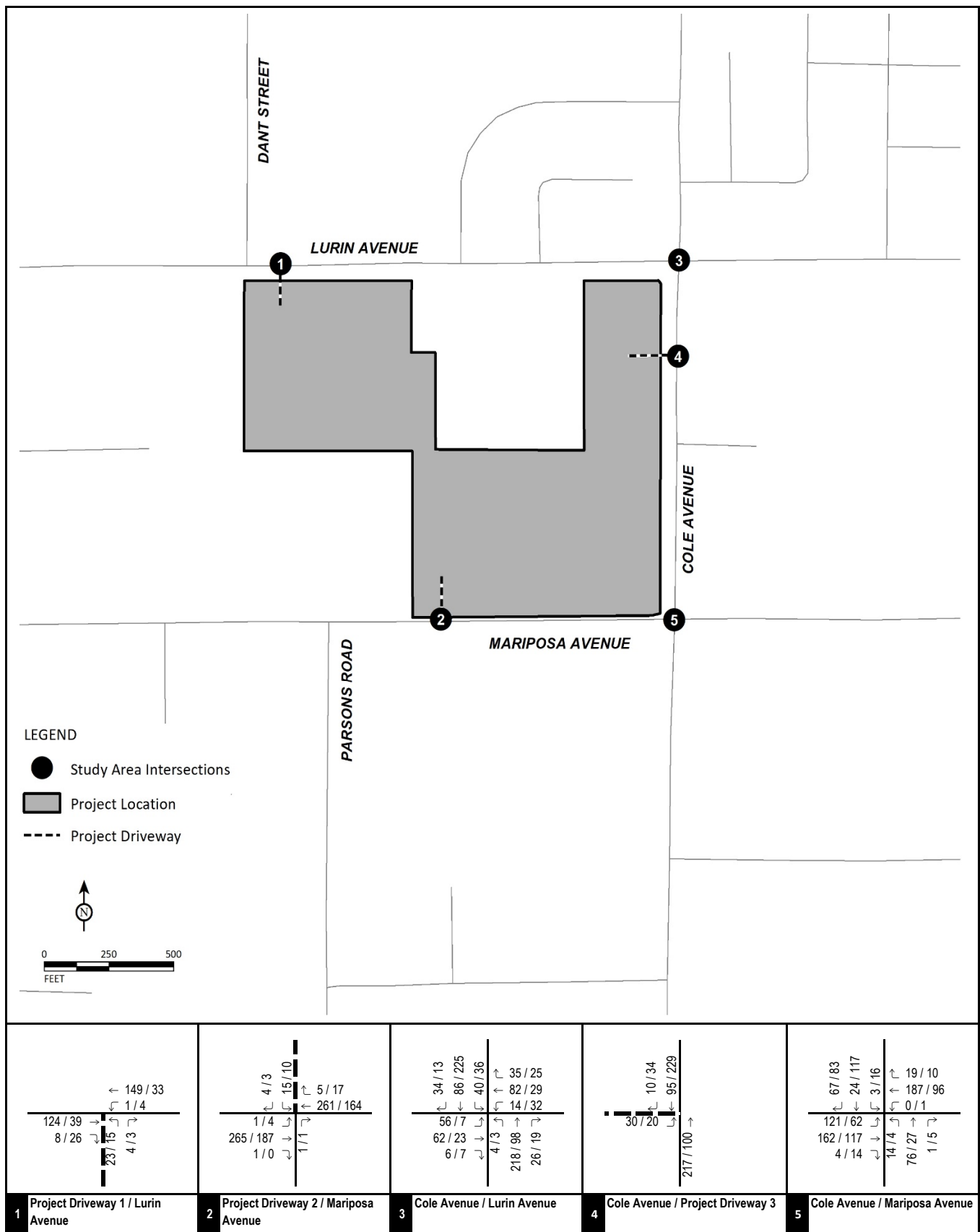


FIGURE 6-1

LSA

XXX / YYY

AM / PM Peak Hour PCE Volumes

--- Project Driveway

TTM37731 Cole Development Project
Traffic Operations Analysis

Existing with Project Peak Hour Traffic Volumes

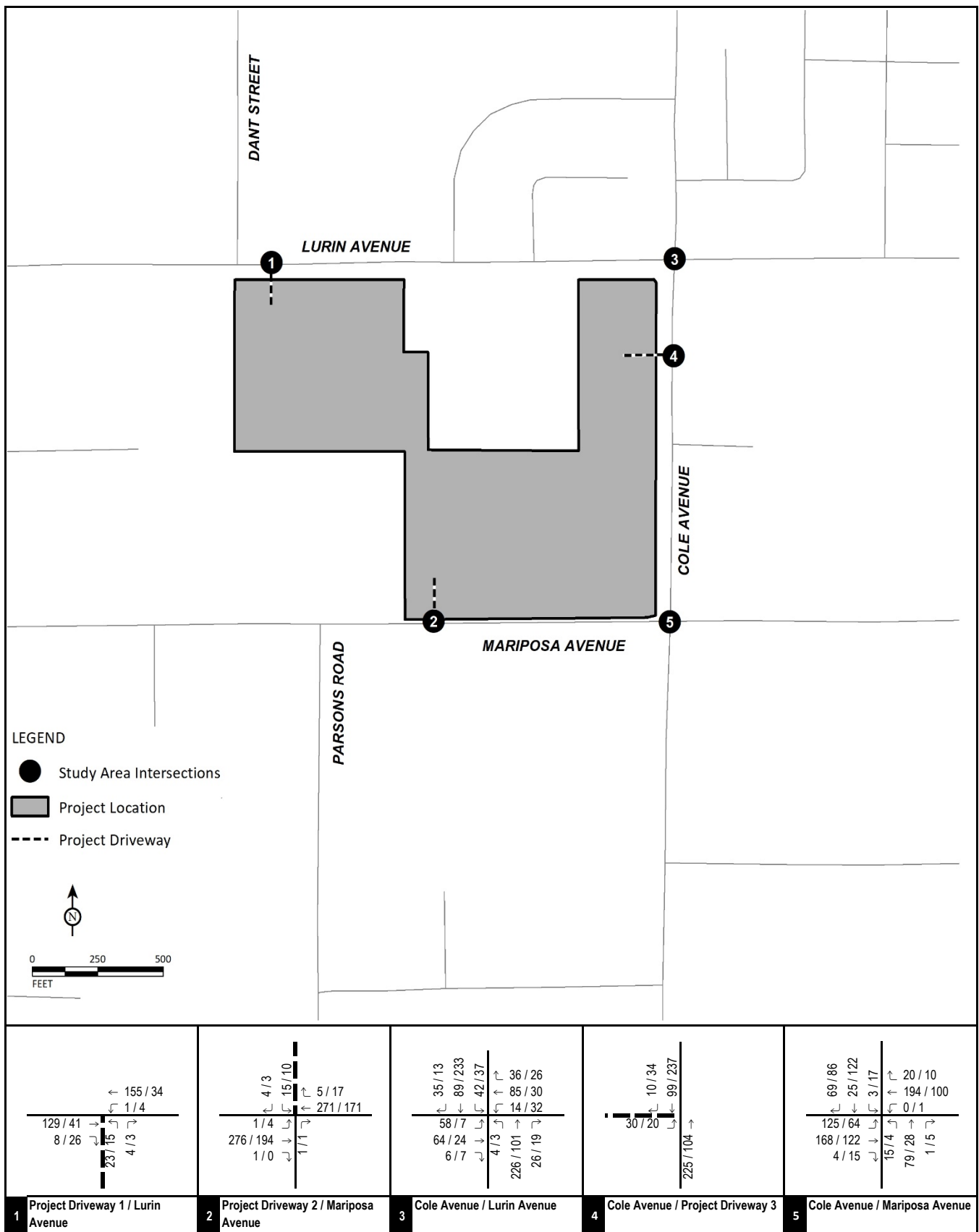


FIGURE 6-2

LSA

XXX / YYY

AM / PM Peak Hour PCE Volumes

---- Project Driveway

TTM37731 Cole Development Project
Traffic Operations Analysis

Project Completion Year (2021) with Project Peak Hour Traffic Volumes

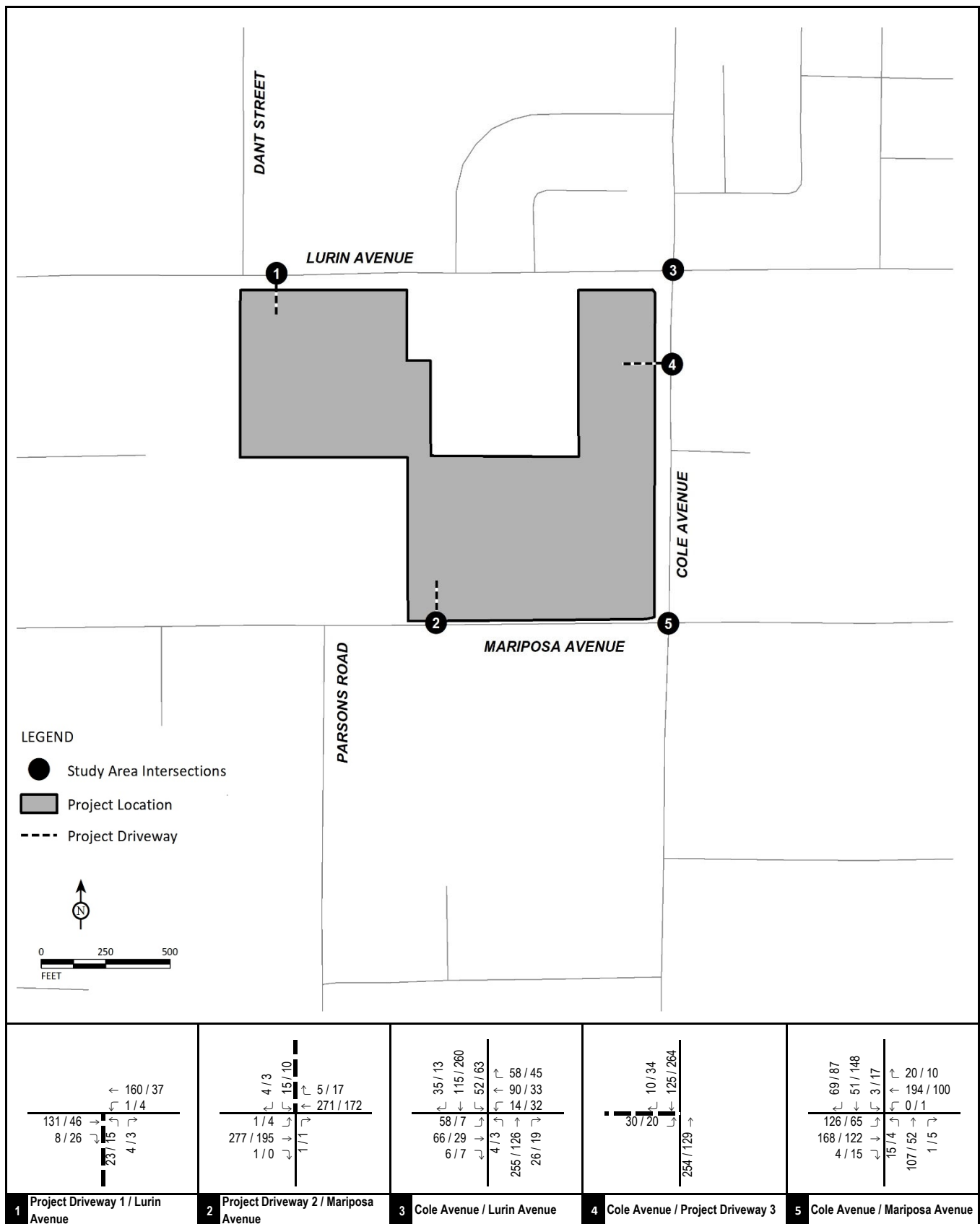


FIGURE 6-3

LSA

XXX / YYY

AM / PM Peak Hour PCE Volumes

--- Project Driveway

TTM37731 Cole Development Project
Traffic Operations Analysis

Cumulative (2021) with Project Peak Hour Traffic Volumes

7.0 INTERSECTION LEVELS OF SERVICE

7.1 EXISTING LEVELS OF SERVICE

Figure 3-1 illustrates existing with project study intersection geometrics and traffic control. An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that all study intersections are currently operating at a satisfactory LOS.

7.2 EXISTING WITH PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for existing with project conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that all intersections are forecast to operate at a satisfactory LOS.

7.3 PROJECT COMPLETION (2021) WITHOUT PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for project completion without project conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that all study intersections are forecast to operate at satisfactory LOS.

7.4 PROJECT COMPLETION (2021) WITH PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for project completion with project conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that all intersections are forecast to operate at a satisfactory LOS.

7.5 CUMULATIVE (2021) WITHOUT PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that all intersections are forecast to operate at a satisfactory LOS.

7.6 CUMULATIVE (2021) WITH PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for cumulative with project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that all intersections are forecast to operate at a satisfactory LOS.

Detailed Level of Service Worksheets are included in Appendix D.

7.7 LIST OF CHAPTER 7.0 TABLES

- Table 7-A: Existing Intersection Levels of Service
- Table 7-B: Project Completion (2021) Intersection Levels of Service
- Table 7-C: Cumulative (2021) Intersection Levels of Service

Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				A.M. Peak Hour	P.M. Peak Hour	Operational Deficiency
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		Increase in Delay (sec.)	Increase in Delay (sec.)	
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS			
1 . Project Driveway 1 / Lurin Avenue	City of Riverside	OWSC ¹	C	Does Not Exist		Does Not Exist		10.1	B	9.0	A	-	-	No
2 . Project Driveway 2 / Mariposa Avenue	City of Riverside	TWSC ²	D	9.8	A	9.3	A	12.4	B	10.8	B	2.6	1.5	No
3 . Cole Avenue / Lurin Avenue	City of Riverside	AWSC	D	9.8	A	8.9	A	10.5	B	9.4	A	0.7	0.5	No
4 . Cole Avenue / Project Driveway 3	City of Riverside	OWSC ¹	D	Does Not Exist		Does Not Exist		10.5	B	10.7	B	-	-	No
5 . Cole Avenue / Mariposa Avenue	City of Riverside	AWSC	D	10.9	B	8.9	A	11.4	B	9.0	A	0.5	0.1	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC and TWSC intersections, reported delay is for worst-case movement).

¹ This intersection operates as a OWSC intersection under with project conditions.² This intersection operates as a TWSC intersection under with project conditions.

Table 7-B - Project Completion (2021) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				A.M. Peak Hour	P.M. Peak Hour	Operational Deficiency
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		Increase in Delay (sec.)	Increase in Delay (sec.)	
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS			
1 . Project Driveway 1 / Lurin Avenue	City of Riverside	OWSC ¹	C	Does Not Exist		Does Not Exist		10.1	B	9.0	A	-	-	No
2 . Project Driveway 2 / Mariposa Avenue	City of Riverside	TWSC ²	D	10.1	B	9.4	A	12.7	B	10.9	B	2.6	1.5	No
3 . Cole Avenue / Lurin Avenue	City of Riverside	AWSC	D	10.0	A	8.9	A	10.7	B	9.5	A	0.7	0.6	No
4 . Cole Avenue / Project Driveway 3	City of Riverside	OWSC ¹	D	Does Not Exist		Does Not Exist		10.6	B	10.8	B	-	-	No
5 . Cole Avenue / Mariposa Avenue	City of Riverside	AWSC	D	11.4	B	8.9	A	11.8	B	9.1	A	0.4	0.2	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC and TWSC intersections, reported delay is for worst-case movement).

¹ This intersection operates as a OWSC intersection under with project conditions.² This intersection operates as a TWSC intersection under with project conditions.

Table 7-C - Cumulative (2021) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				A.M. Peak Hour	P.M. Peak Hour	Operational Deficiency
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		Increase in Delay (sec.)	Increase in Delay (sec.)	
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS			
1 . Project Driveway 1 / Lurin Avenue	City of Riverside	OWSC ¹	C	Does Not Exist		Does Not Exist		10.2	B	9.0	A	-	-	No
2 . Project Driveway 2 / Mariposa Avenue	City of Riverside	TWSC ²	D	9.7	A	9.4	A	12.7	B	10.9	B	3.0	1.5	No
3 . Cole Avenue / Lurin Avenue	City of Riverside	AWSC	D	10.8	B	9.5	A	11.6	B	10.1	B	0.8	0.6	No
4 . Cole Avenue / Project Driveway 3	City of Riverside	OWSC ¹	D	Does Not Exist		Does Not Exist		11.1	B	11.2	B	-	-	No
5 . Cole Avenue / Mariposa Avenue	City of Riverside	AWSC	D	12.1	B	9.3	A	12.5	B	9.5	A	0.4	0.2	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC and TWSC intersections, reported delay is for worst-case movement).

¹ This intersection operates as a OWSC intersection under with project conditions.² This intersection operates as a TWSC intersection under with project conditions.

8.0 SUMMARY AND CONCLUSIONS

The proposed TTM37731 Cole Development project will include the construction of 138 single-family homes on an approximately 35.80 acre site. The project is forecast to generate 102 trips in the a.m. peak hour, 137 trips in the p.m. peak hour, and 1,303 daily trips.

8.1 EXISTING CONDITIONS SUMMARY

All study intersections operate at a satisfactory LOS under existing without and with project conditions.

8.2 PROJECT COMPLETION (2021) CONDITIONS SUMMARY

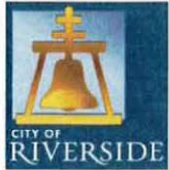
All study intersections operate at a satisfactory LOS under project completion without and with project conditions.

8.3 CUMULATIVE (2021) CONDITIONS SUMMARY

All study intersections operate at a satisfactory LOS under cumulative without and with project conditions.

APPENDIX A:

SCOPING AGREEMENT



City of Arts & Innovation

Public Works Department

APPROVED

Vital
01/25/2021

Traffic Analysis Scoping Form

This scoping form shall be submitted to the City of Riverside Traffic Engineering Division

Project Identification:

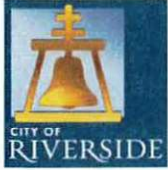
Case Number:	P20-0019 (PRD), P20-0020 (DR) and P20-0021 (VR)
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	TTM37731 Cole Development Project
Project Address:	Southwest Corner of Cole Avenue and Lurin Avenue
Project Opening Year:	2021
Project Description:	The project will include 138 single-family homes.

	Consultant:	Developer:
Name:	LSA Associates, Inc.	Nolan C. Leggio, Director of Forward Planning
Address:	1500 Iowa Avenue, Suite 200 Riverside, California 92507	10621 Civic Center Drive Rancho Cucamonga, California 91730
Telephone:	951-781-9310	909-373-2628
Fax/Email:	ambarish.mukherjee@lsa.net	nleggio@diversifiedpacific.com

Scoping & Study Fees:

Fees to be made payable to "City of Riverside" and delivered to Land Development.
City Hall 3rd Floor, 3900 Main Street, Riverside, CA 92522

- ✓ Scoping Agreement Fee (For all projects not screened from analysis): **\$271.00**
- ✓ TIA Review (For projects with both LOS & VMT analysis of any scale, or standalone LOS analyses with over 100 vehicle trips per hour): **\$2671.02**
- 3) TIA Review (For standalone VMT analysis, or standalone LOS analyses with under 100 vehicle trips per hour): **\$1288.20**



Public Works Department

City of Arts & Innovation

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual (10th Edition)

Current General Plan Land Use:

All the parcels except for the parcel with APN 266-140-029 has a General Plan Land Use Designation of Low Density Residential (LDR). The parcel with APN 266-140-029 has a General Plan Land Use Designation of Very Low Density Residential (VLDR).

Proposed General Plan Land Use:

Single Family Residential

Current Zoning:

Orangecrest Specific Plan R-1-13000 Single Family Residential (for three parcels), Orangecrest Specific Plan R-1-1/2 Acre Single Family Residential (for one parcel), or Orangecrest Specific Plan Residential Estate (RE) (for two parcels)

Proposed Zoning:

Orangecrest Specific Plan R-1-13000 Single Family Residential (for three parcels), Orangecrest Specific Plan R-1-1/2 Acre Single Family Residential (for one parcel), or Orangecrest Specific Plan Residential Estate (RE) (for two parcels)

****Note:** The project applicant is requesting a Planned Residential Development due to the developmental constraints of the project site and a Variance.

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				26	76	102
PM Trips				86	51	137

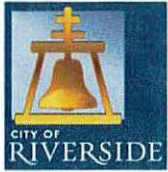
Trip Internalization: ☐ Yes ☒ No (_____% Trip Discount)

Pass-By Allowance: ☐ Yes ☒ No (_____% Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses in accordance with City Guidelines?

Is the project screened from LOS assessment? ☐ Yes ☒ No



Public Works Department

City of Arts & Innovation

LOS screening justification (see Page 6 of the guidelines): _____

Is the project screened from VMT assessment?

☐ Yes

☒ No

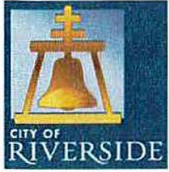
VMT screening justification (see Pages 23-25 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
35 %	5 %	30 %	30 %

- Attach list of Approved and Pending Projects that need to be considered (provided by the lead agency and adjacent agencies)
- Attach list of study intersections/roadway segments Study intersections figure attached, roadway segments not analyzed
- Attach legible site plan
- Note other specific items to be addressed:
 - Site access
 - On-site circulation
 - Parking
 - ✕ Consistency with Plans supporting Bikes/Peds/Transit
 - Other _____
- Date of Traffic Counts August 2019
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)



Public Works Department

City of Arts & Innovation

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model RIVTAM
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Specific Issues to be addressed in the Study (in addition to the standard analysis described in the Guidelines) (To be filled out by the Public Works Traffic Engineering Division)

Analysis Scenarios

- Existing Conditions;
- Existing with Project Conditions;
- Project Completion (2021) without Project Conditions;
- Project Completion (2021) with Project Conditions;
- Cumulative (2021) without Project Conditions; and
- Cumulative (2021) with Project Conditions.

FIGURES

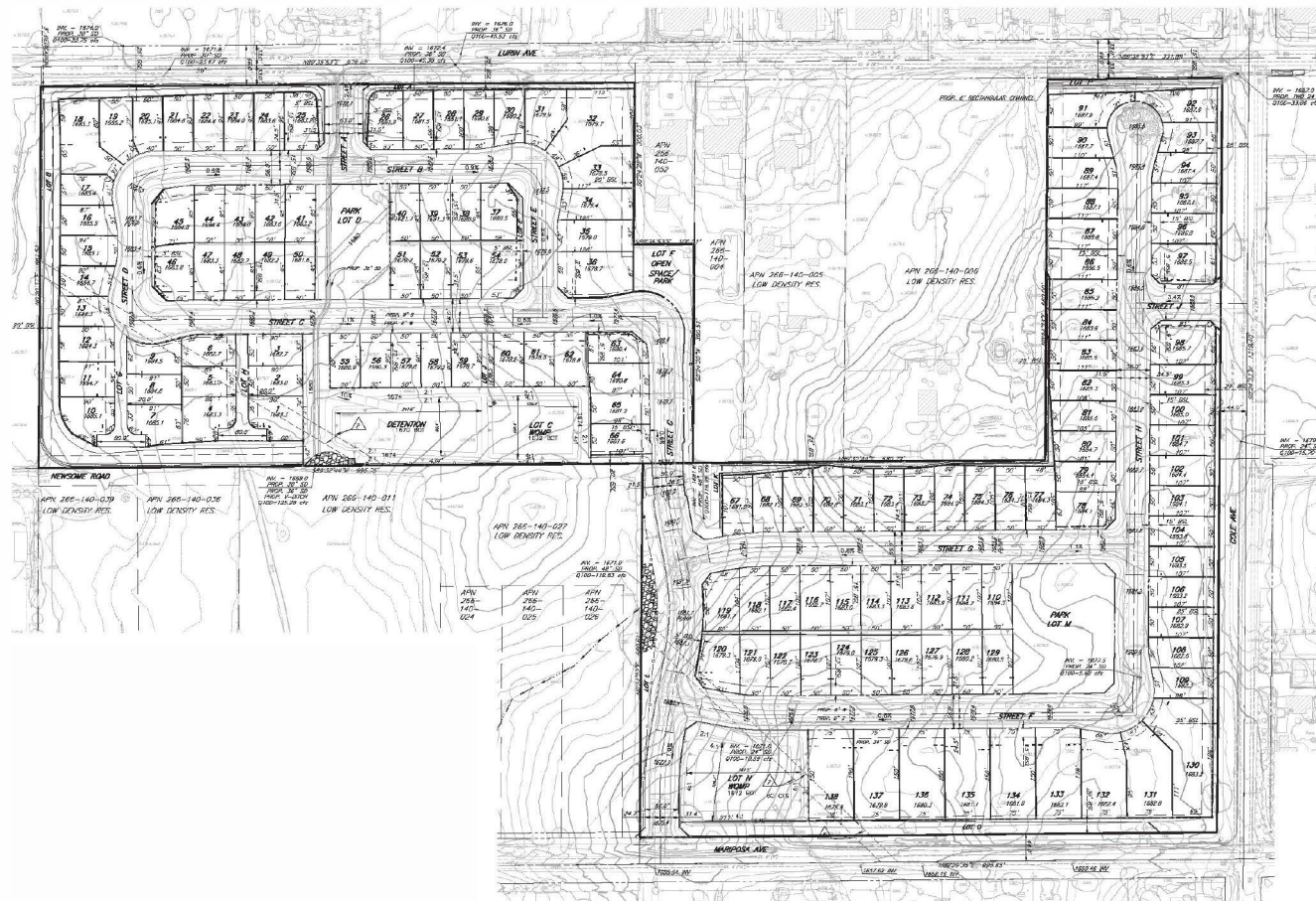
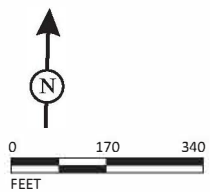


FIGURE 1



SOURCE: KWC Engineers

I:\DFD1906\Reports\Traffic\fig2_SitePlan.ai (01/25/2020)

TTM37731 Cole Development Project
Traffic Impact Analysis
Conceptual Site Plan

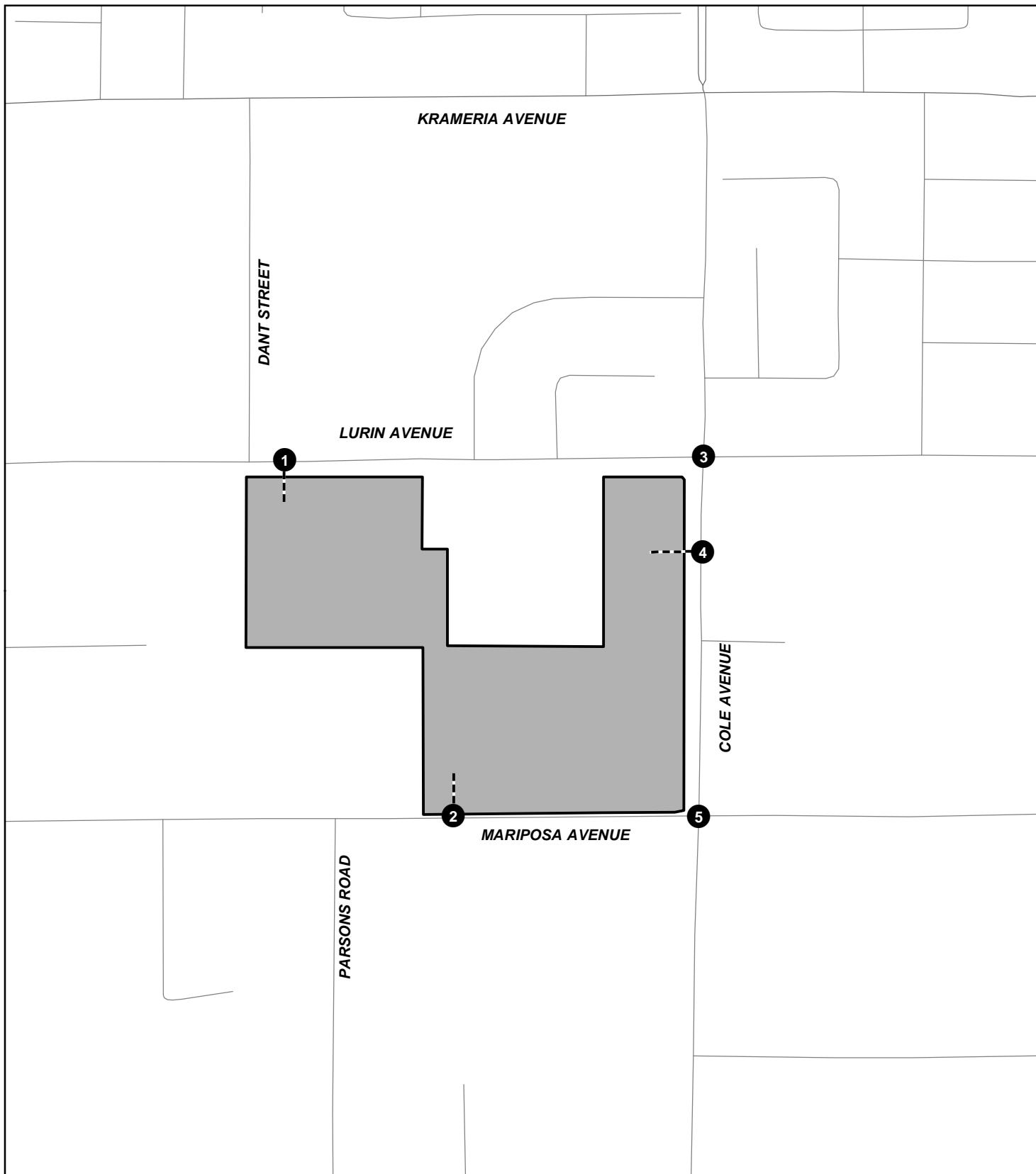
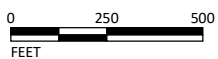


FIGURE 2

LSA

LEGEND

- Study Area Intersections
- Project Location
- Project Driveway



SOURCE: ESRI Streetmap, 2013.

I:\DFD1906\Cole\Reports\Traffic\fig1-3_StudyIntersections.mxd (8/19/2019)

TTM37731 Cole Development Project
Study Area Intersections

TABLES

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Single-Family	138 DU							
Trips/Unit ¹		0.19	0.55	0.74	0.62	0.37	0.99	9.44
Trip Generation		26	76	102	86	51	137	1,303

Notes:

DU = Dwelling Units

¹ Rates derived from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) for Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

Table B - Cumulative Projects

Project	Location	Jurisdiction	Land Use	Units	
1 . P18-0255	17815 Van Buren Boulevard, Riverside CA	City of Riverside	Commercial Building	4.4	TSF
2 . P17-0686/P17-0687	16151 Alta Cresta Avenue, Riverside CA	City of Riverside	Drive-Thru Restaurant	2.6	TSF
3 . P19-0042	18451 Van Buren Boulevard, Riverside CA	City of Riverside	Denny's restaurant	4.3	TSF
			Office Building	9.9	TSF
4 . P17-0688/P17-0689	18806 Van Buren Boulevard, Riverside CA	City of Riverside	Automated Carwash	5.4	TSF
5 . P15-0075/P15-0076/P15-0819	Prairie Way and Van Buren, Riverside CA	City of Riverside	Tire Center	12	DU
			Drive-Thru Coffee Shop	2.7	TSF
6 P19-0022/P19-0024/P19-0026/P19-0027/P19-0028	19260 Van Buren Boulevard Riverside CA	City of Riverside	Drive-Thru Restaurant	4.3	TSF
7 . TTM37732 Barton Development	NWC Mariposa Avenue and Barton Street, Riverside CA	City of Riverside	Single-Family Residential	81	DU
8 . P13-0263/P13-0264/P14-0769	18171 Van Buren Boulevard, Riverside CA	City of Riverside	Commercial	10.7	TSF
			Day Care Center	10.0	TSF
			Drive-Thru Restaurant	2.5	TSF
			Office Building	10.0	TSF
			Medical Office	8.0	TSF
9 . PP26337	Van Buren Blvd, approximately 400 feet from Ridgeway Ave, Riverside CA	Riverside County	Child day care	48	Children
10 . PAR 190010	NEC Chicago Ave and Van Buren Boulevard, Riverside CA	Riverside County	Gas Station with convenience store and car wash	20	VFP
			Retail	1.20	TSF
11 . TR34097	East of Roosevelt Street, Riverside CA	Riverside County	Residential	39	DU
12 . TR32530	West of Parsons Road, Riverside CA	Riverside County	Residential	9	DU
13 . TR32822	SEC Cole Avenue and Markham Street, Riverside CA	Riverside County	Residential	82	DU
14 . TR32822	South of Barton St and Markham Street, Riverside CA	Riverside County	Residential	25	DU
15 . P19-0151/P19-0152/P19-0153	8719 Trautwein Road, Riverside, CA	City of Riverside	Foot Health/Fitness Facility	21.7	TSF

Notes:

DU = Dwelling Units; TSF = Thousand Square Feet; VFP= Vehicle Fueling Positions

APPENDIX B:

TRAFFIC COUNT SHEETS

City of Riverside
N/S: Dant Street
E/W: Lurin Avenue
Weather: Clear

File Name : 01_RIV_Dant_Lurin AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

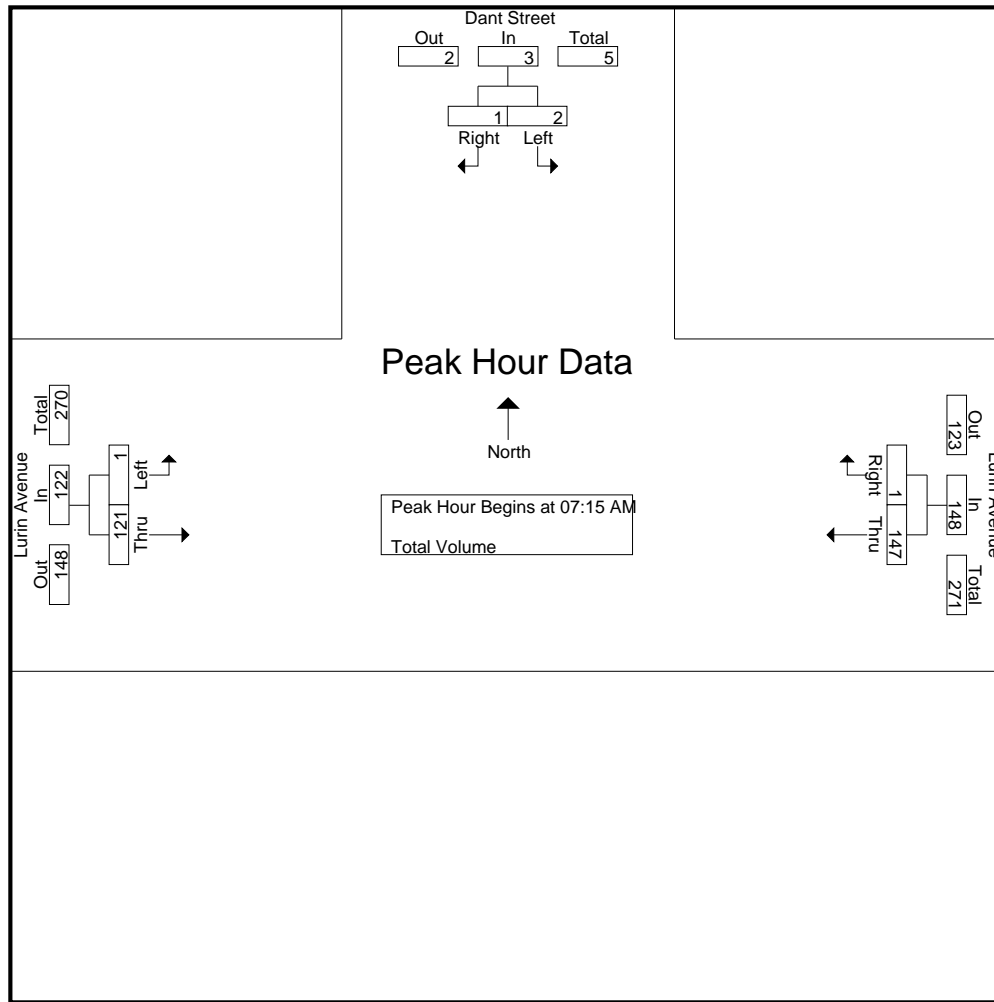
Groups Printed- Total Volume

	Dant Street Southbound			Lurin Avenue Westbound			Lurin Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	37	0	37	0	18	18	55
07:15 AM	0	0	0	33	0	33	0	24	24	57
07:30 AM	0	1	1	27	1	28	1	37	38	67
07:45 AM	2	0	2	46	0	46	0	42	42	90
Total	2	1	3	143	1	144	1	121	122	269
08:00 AM	0	0	0	41	0	41	0	18	18	59
08:15 AM	0	0	0	5	0	5	0	6	6	11
08:30 AM	0	0	0	6	0	6	0	6	6	12
08:45 AM	0	0	0	10	0	10	0	3	3	13
Total	0	0	0	62	0	62	0	33	33	95
Grand Total	2	1	3	205	1	206	1	154	155	364
Apprch %	66.7	33.3		99.5	0.5		0.6	99.4		
Total %	0.5	0.3	0.8	56.3	0.3	56.6	0.3	42.3	42.6	

	Dant Street Southbound			Lurin Avenue Westbound			Lurin Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	33	0	33	0	24	24	57
07:30 AM	0	1	1	27	1	28	1	37	38	67
07:45 AM	2	0	2	46	0	46	0	42	42	90
08:00 AM	0	0	0	41	0	41	0	18	18	59
Total Volume	2	1	3	147	1	148	1	121	122	273
% App. Total	66.7	33.3		99.3	0.7		0.8	99.2		
PHF	.250	.250	.375	.799	.250	.804	.250	.720	.726	.758

City of Riverside
N/S: Dant Street
E/W: Lurin Avenue
Weather: Clear

File Name : 01_RIV_Dant_Lurin AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:00 AM		
+0 mins.	0	0	0	33	0	33	0	18	18
+15 mins.	0	0	0	27	1	28	0	24	24
+30 mins.	0	1	1	46	0	46	1	37	38
+45 mins.	2	0	2	41	0	41	0	42	42
Total Volume	2	1	3	147	1	148	1	121	122
% App. Total	66.7	33.3		99.3	0.7		0.8	99.2	
PHF	.250	.250	.375	.799	.250	.804	.250	.720	.726

City of Riverside
N/S: Dant Street
E/W: Lurin Avenue
Weather: Clear

File Name : 01_RIV_Dant_Lurin PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

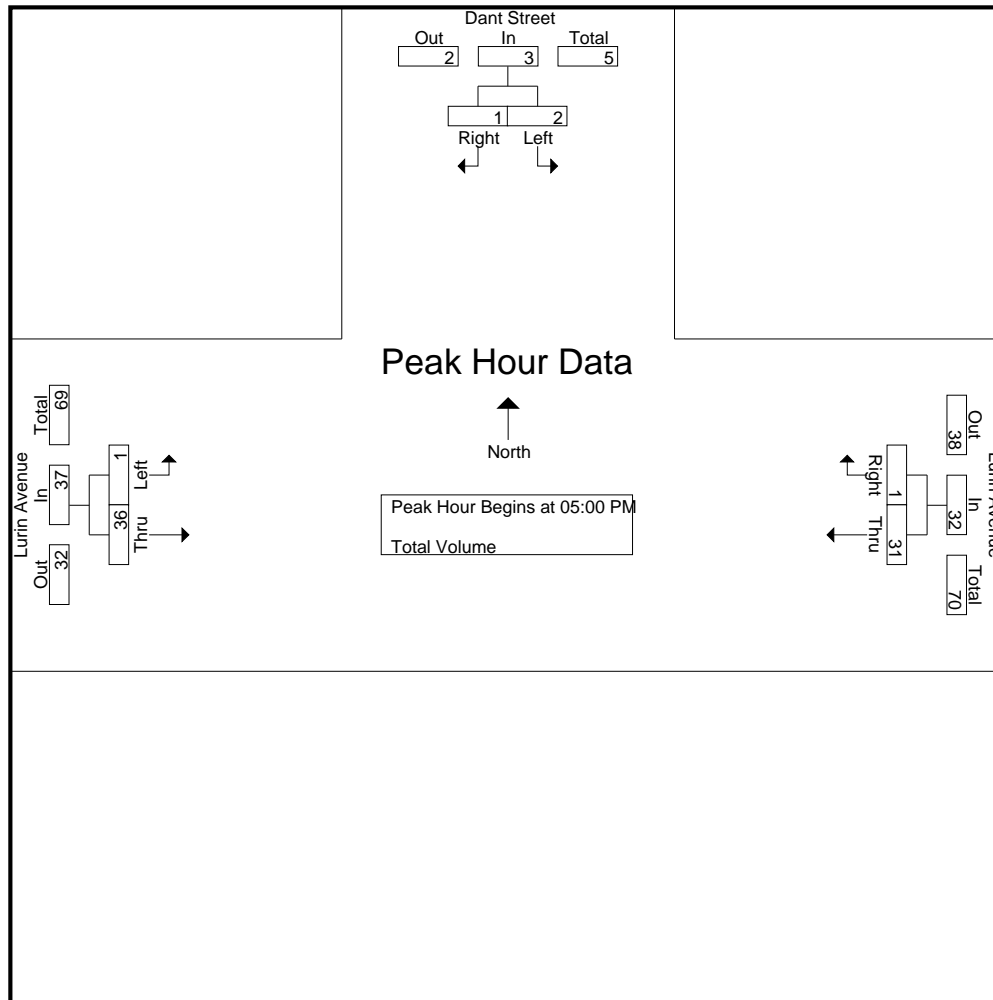
Groups Printed- Total Volume

	Dant Street Southbound			Lurin Avenue Westbound			Lurin Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	9	1	10	0	10	10	20
04:15 PM	0	0	0	10	0	10	0	2	2	12
04:30 PM	1	0	1	7	1	8	0	8	8	17
04:45 PM	0	0	0	6	0	6	0	7	7	13
Total	1	0	1	32	2	34	0	27	27	62
05:00 PM	0	0	0	10	0	10	0	9	9	19
05:15 PM	0	1	1	7	0	7	1	9	10	18
05:30 PM	2	0	2	6	1	7	0	8	8	17
05:45 PM	0	0	0	8	0	8	0	10	10	18
Total	2	1	3	31	1	32	1	36	37	72
Grand Total	3	1	4	63	3	66	1	63	64	134
Apprch %	75	25		95.5	4.5		1.6	98.4		
Total %	2.2	0.7	3	47	2.2	49.3	0.7	47	47.8	

	Dant Street Southbound			Lurin Avenue Westbound			Lurin Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	10	0	10	0	9	9	19
05:15 PM	0	1	1	7	0	7	1	9	10	18
05:30 PM	2	0	2	6	1	7	0	8	8	17
05:45 PM	0	0	0	8	0	8	0	10	10	18
Total Volume	2	1	3	31	1	32	1	36	37	72
% App. Total	66.7	33.3		96.9	3.1		2.7	97.3		
PHF	.250	.250	.375	.775	.250	.800	.250	.900	.925	.947

City of Riverside
N/S: Dant Street
E/W: Lurin Avenue
Weather: Clear

File Name : 01_RIV_Dant_Lurin PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			05:00 PM		
+0 mins.	0	0	0	9	1	10	0	9	9
+15 mins.	0	0	0	10	0	10	1	9	10
+30 mins.	0	1	1	7	1	8	0	8	8
+45 mins.	2	0	2	6	0	6	0	10	10
Total Volume	2	1	3	32	2	34	1	36	37
% App. Total	66.7	33.3		94.1	5.9		2.7	97.3	
PHF	.250	.250	.375	.800	.500	.850	.250	.900	.925

Location: Riverside
 N/S: Cole Avenue
 E/W: Lurin Avenue



Date: 8/28/2019
 Day: Wednesday

PEDESTRIANS

	North Leg Cole Avenue	East Leg Lurin Avenue	South Leg Dead End	West Leg Lurin Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Cole Avenue	East Leg Lurin Avenue	South Leg Dead End	West Leg Lurin Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Riverside
 N/S: Cole Avenue
 E/W: Lurin Avenue



Date: 8/28/2019
 Day: Wednesday

BICYCLES

	Southbound Cole Avenue			Westbound Lurin Avenue			Northbound Dead End			Eastbound Lurin Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Cole Avenue			Westbound Lurin Avenue			Northbound Dead End			Eastbound Lurin Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Riverside
N/S: Existing Driveway
E/W: Mariposa Avenue
Weather: Clear

File Name : 02_RIV_Existing Driveway_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

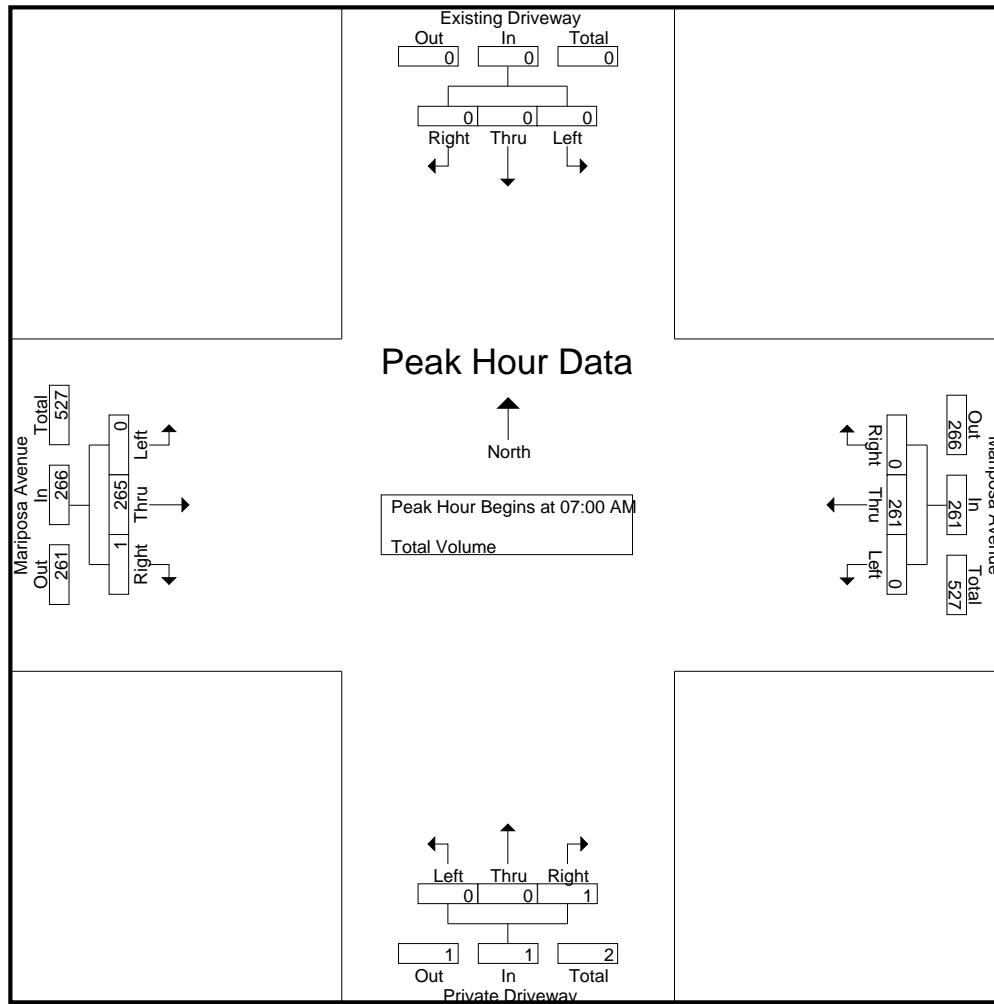
Groups Printed- Total Volume

	Existing Driveway Southbound				Mariposa Avenue Westbound				Private Driveway Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	68	0	68	0	0	0	0	0	65	0	65	133
07:15 AM	0	0	0	0	0	90	0	90	0	0	1	1	0	73	0	73	164
07:30 AM	0	0	0	0	0	53	0	53	0	0	0	0	0	65	1	66	119
07:45 AM	0	0	0	0	0	50	0	50	0	0	0	0	0	62	0	62	112
Total	0	0	0	0	0	261	0	261	0	0	1	1	0	265	1	266	528
08:00 AM	0	0	0	0	1	45	0	46	0	0	0	0	0	28	0	28	74
08:15 AM	0	0	0	0	0	21	0	21	0	0	0	0	0	18	0	18	39
08:30 AM	0	0	0	0	0	18	0	18	0	0	0	0	0	28	0	28	46
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	22	0	22	28
Total	0	0	0	0	1	90	0	91	0	0	0	0	0	96	0	96	187
Grand Total	0	0	0	0	1	351	0	352	0	0	1	1	0	361	1	362	715
Apprch %	0	0	0		0.3	99.7	0		0	0	100		0	99.7	0.3		
Total %	0	0	0	0	0.1	49.1	0	49.2	0	0	0.1	0.1	0	50.5	0.1	50.6	

	Existing Driveway Southbound				Mariposa Avenue Westbound				Private Driveway Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	68	0	68	0	0	0	0	0	65	0	65	133
07:15 AM	0	0	0	0	0	90	0	90	0	0	1	1	0	73	0	73	164
07:30 AM	0	0	0	0	0	53	0	53	0	0	0	0	0	65	1	66	119
07:45 AM	0	0	0	0	0	50	0	50	0	0	0	0	0	62	0	62	112
Total Volume	0	0	0	0	0	261	0	261	0	0	1	1	0	265	1	266	528
% App. Total	0	0	0		0	100	0		0	0	100		0	99.6	0.4		
PHF	.000	.000	.000	.000	.000	.725	.000	.725	.000	.000	.250	.250	.000	.908	.250	.911	.805

City of Riverside
N/S: Existing Driveway
E/W: Mariposa Avenue
Weather: Clear

File Name : 02_RIV_Existing Driveway_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	68	0	68	0	0	0	0	0	65	0	65
+15 mins.	0	0	0	0	0	90	0	90	0	0	1	1	0	73	0	73
+30 mins.	0	0	0	0	0	53	0	53	0	0	0	0	0	65	1	66
+45 mins.	0	0	0	0	0	50	0	50	0	0	0	0	0	62	0	62
Total Volume	0	0	0	0	0	261	0	261	0	0	1	1	0	265	1	266
% App. Total	0	0	0	0	0	100	0		0	0	100		0	99.6	0.4	
PHF	.000	.000	.000	.000	.000	.725	.000	.725	.000	.000	.250	.250	.000	.908	.250	.911

City of Riverside
N/S: Existing Driveway
E/W: Mariposa Avenue
Weather: Clear

File Name : 02_RIV_Existing Driveway_Mariposa PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

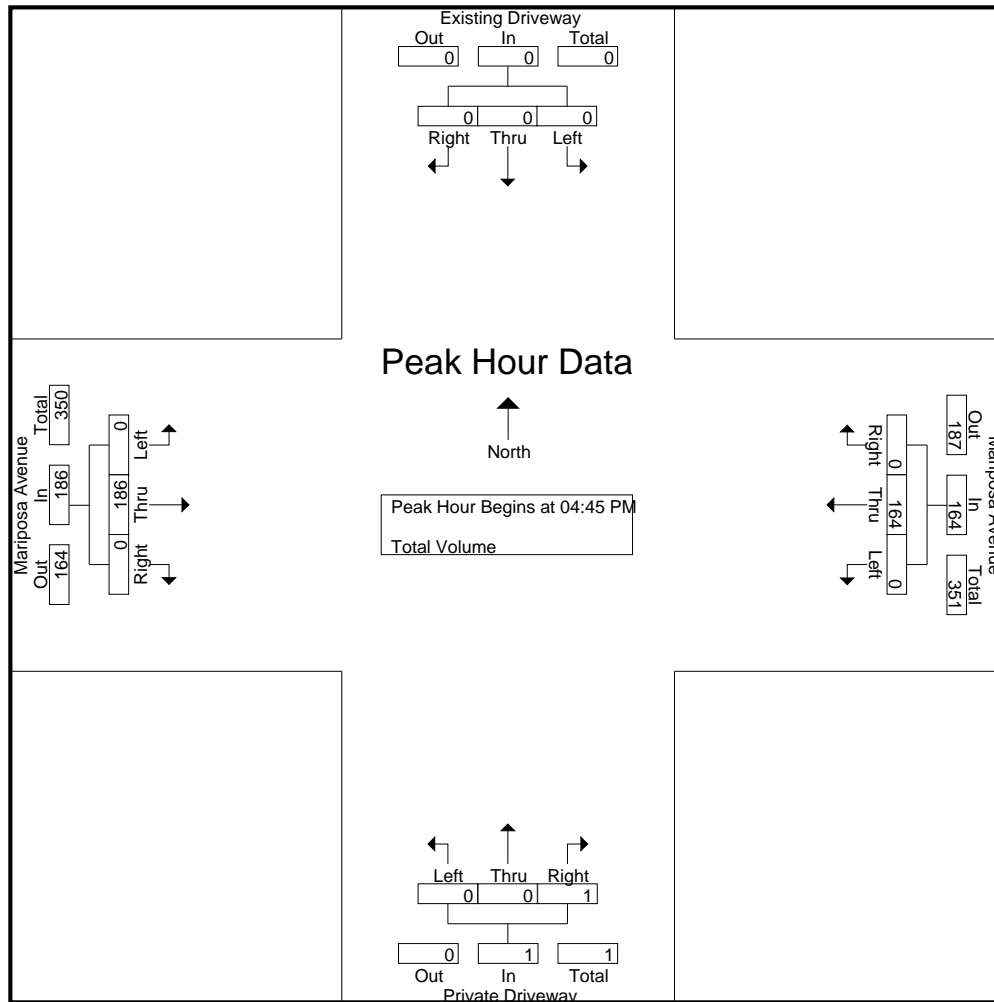
Groups Printed- Total Volume

	Existing Driveway Southbound				Mariposa Avenue Westbound				Private Driveway Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	40	0	40	78
04:15 PM	0	0	0	0	1	34	0	35	0	0	0	0	0	28	0	28	63
04:30 PM	0	0	0	0	0	28	0	28	0	0	1	1	0	43	0	43	72
04:45 PM	0	0	0	0	0	42	0	42	0	0	1	1	0	40	0	40	83
Total	0	0	0	0	1	142	0	143	0	0	2	2	0	151	0	151	296
05:00 PM	0	0	0	0	0	31	0	31	0	0	0	0	0	46	0	46	77
05:15 PM	0	0	0	0	0	53	0	53	0	0	0	0	0	41	0	41	94
05:30 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	59	0	59	97
05:45 PM	0	0	0	0	0	42	0	42	0	0	0	0	0	32	0	32	74
Total	0	0	0	0	0	164	0	164	0	0	0	0	0	178	0	178	342
Grand Total	0	0	0	0	1	306	0	307	0	0	2	2	0	329	0	329	638
Apprch %	0	0	0		0.3	99.7	0		0	0	100		0	100	0		
Total %	0	0	0	0	0.2	48	0	48.1	0	0	0.3	0.3	0	51.6	0	51.6	

	Existing Driveway Southbound				Mariposa Avenue Westbound				Private Driveway Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	42	0	42	0	0	1	1	0	40	0	40	83
05:00 PM	0	0	0	0	0	31	0	31	0	0	0	0	0	46	0	46	77
05:15 PM	0	0	0	0	0	53	0	53	0	0	0	0	0	41	0	41	94
05:30 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	59	0	59	97
Total Volume	0	0	0	0	0	164	0	164	0	0	1	1	0	186	0	186	351
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.774	.000	.774	.000	.000	.250	.250	.000	.788	.000	.788	.905

City of Riverside
N/S: Existing Driveway
E/W: Mariposa Avenue
Weather: Clear

File Name : 02_RIV_Existing Driveway_Mariposa PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	42	0	42	0	0	0	0	0	40	0	40
+15 mins.	0	0	0	0	0	31	0	31	0	0	0	0	0	46	0	46
+30 mins.	0	0	0	0	0	53	0	53	0	0	1	1	0	41	0	41
+45 mins.	0	0	0	0	0	38	0	38	0	0	1	1	0	59	0	59
Total Volume	0	0	0	0	0	164	0	164	0	0	2	2	0	186	0	186
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.774	.000	.774	.000	.000	.500	.500	.000	.788	.000	.788

Location: Riverside
 N/S: Existing Driveway
 E/W: Mariposa Avenue



Date: 8/28/2019
 Day: Wednesday

PEDESTRIANS

	North Leg Existing Driveway Pedestrians	East Leg Mariposa Avenue Pedestrians	South Leg Private Driveway Pedestrians	West Leg Mariposa Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Existing Driveway Pedestrians	East Leg Mariposa Avenue Pedestrians	South Leg Private Driveway Pedestrians	West Leg Mariposa Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

Location: Riverside
 N/S: Existing Driveway
 E/W: Mariposa Avenue



Date: 8/28/2019
 Day: Wednesday

BICYCLES

	Southbound Existing Driveway			Westbound Mariposa Avenue			Northbound Private Driveway			Eastbound Mariposa Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Existing Driveway			Westbound Mariposa Avenue			Northbound Private Driveway			Eastbound Mariposa Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	3	0	5

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

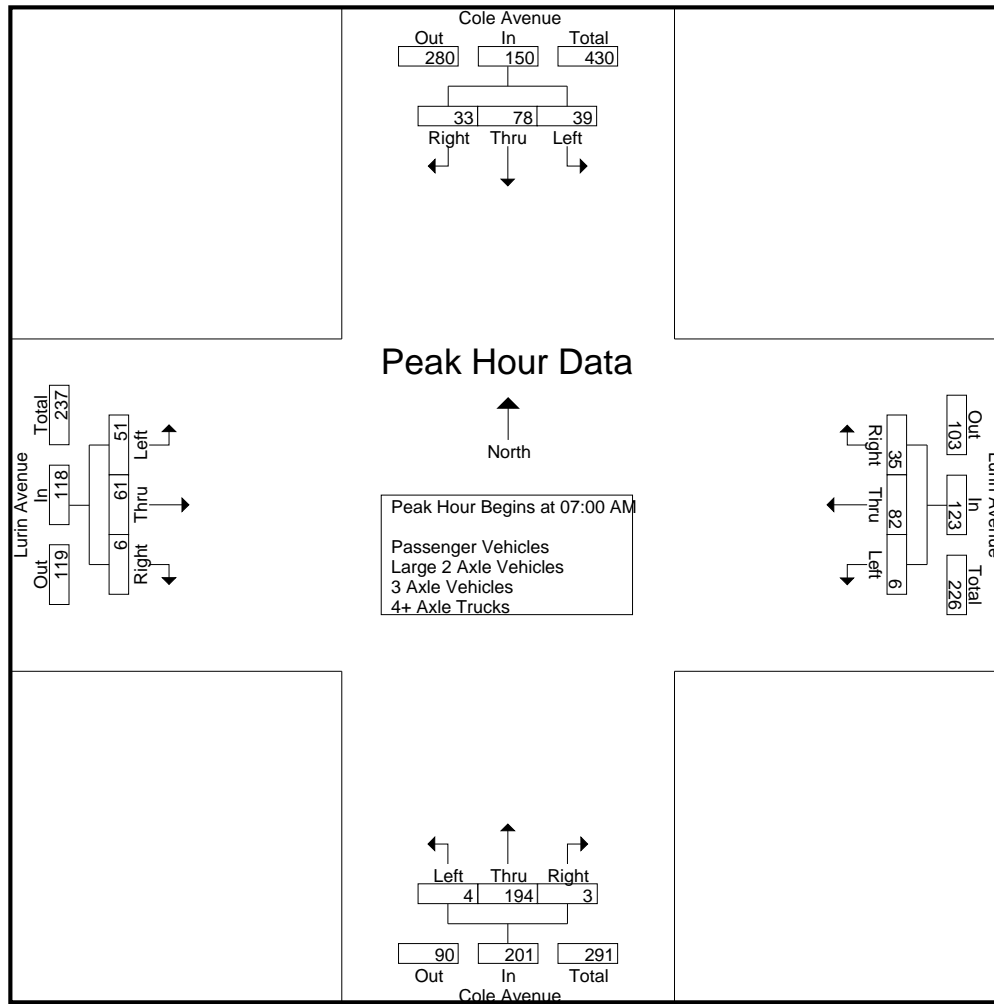
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	19	8	38	2	31	9	42	1	52	0	53	4	13	0	17	150
07:15 AM	6	23	6	35	3	20	12	35	1	55	1	57	11	15	2	28	155
07:30 AM	8	15	3	26	0	18	5	23	2	47	1	50	20	19	0	39	138
07:45 AM	14	21	16	51	1	13	9	23	0	40	1	41	16	14	4	34	149
Total	39	78	33	150	6	82	35	123	4	194	3	201	51	61	6	118	592
08:00 AM	19	26	19	64	3	11	11	25	0	34	0	34	9	8	4	21	144
08:15 AM	5	14	2	21	1	4	3	8	1	13	0	14	4	6	2	12	55
08:30 AM	3	16	3	22	0	8	7	15	2	28	0	30	3	0	1	4	71
08:45 AM	5	5	0	10	0	4	3	7	0	24	0	24	1	2	1	4	45
Total	32	61	24	117	4	27	24	55	3	99	0	102	17	16	8	41	315
Grand Total	71	139	57	267	10	109	59	178	7	293	3	303	68	77	14	159	907
Apprch %	26.6	52.1	21.3		5.6	61.2	33.1		2.3	96.7	1		42.8	48.4	8.8		
Total %	7.8	15.3	6.3	29.4	1.1	12	6.5	19.6	0.8	32.3	0.3	33.4	7.5	8.5	1.5	17.5	
Passenger Vehicles	70	137	55	262	10	109	58	177	7	290	3	300	67	76	14	157	896
% Passenger Vehicles	98.6	98.6	96.5	98.1	100	100	98.3	99.4	100	99	100	99	98.5	98.7	100	98.7	98.8
Large 2 Axle Vehicles	1	2	2	5	0	0	1	1	0	1	0	1	1	1	0	2	9
% Large 2 Axle Vehicles	1.4	1.4	3.5	1.9	0	0	1.7	0.6	0	0.3	0	0.3	1.5	1.3	0	1.3	1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	11	19	8	38	2	31	9	42	1	52	0	53	4	13	0	17	150
07:15 AM	6	23	6	35	3	20	12	35	1	55	1	57	11	15	2	28	155
07:30 AM	8	15	3	26	0	18	5	23	2	47	1	50	20	19	0	39	138
07:45 AM	14	21	16	51	1	13	9	23	0	40	1	41	16	14	4	34	149
Total Volume	39	78	33	150	6	82	35	123	4	194	3	201	51	61	6	118	592
% App. Total	26	52	22		4.9	66.7	28.5		2	96.5	1.5		43.2	51.7	5.1		
PHF	.696	.848	.516	.735	.500	.661	.729	.732	.500	.882	.750	.882	.638	.803	.375	.756	.955

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin AM
Site Code : 00319578
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	6	23	6	35	2	31	9	42	1	52	0	53	11	15	2	28
+15 mins.	8	15	3	26	3	20	12	35	1	55	1	57	20	19	0	39
+30 mins.	14	21	16	51	0	18	5	23	2	47	1	50	16	14	4	34
+45 mins.	19	26	19	64	1	13	9	23	0	40	1	41	9	8	4	21
Total Volume	47	85	44	176	6	82	35	123	4	194	3	201	56	56	10	122
% App. Total	26.7	48.3	25		4.9	66.7	28.5		2	96.5	1.5		45.9	45.9	8.2	
PHF	.618	.817	.579	.688	.500	.661	.729	.732	.500	.882	.750	.882	.700	.737	.625	.782

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin AM
Site Code : 00319578
Start Date : 8/28/2019
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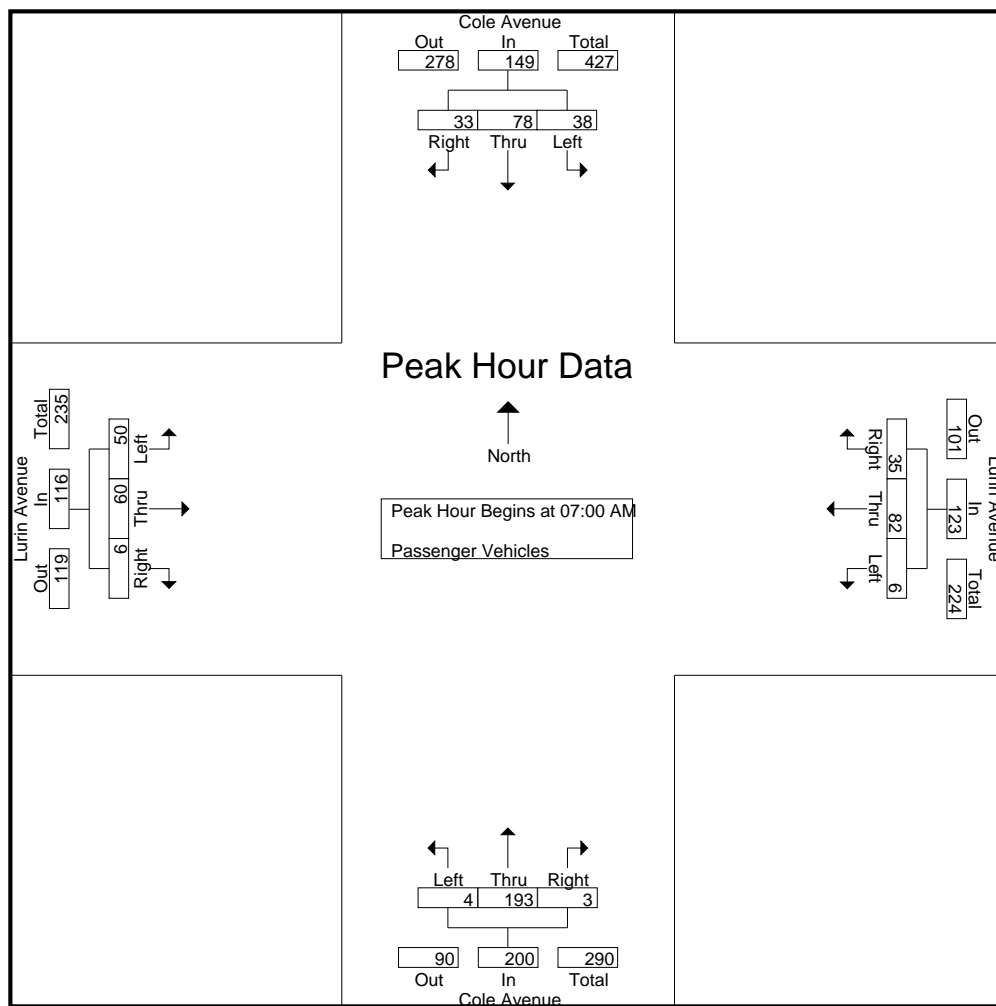
Groups Printed- Passenger Vehicles

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	19	8	38	2	31	9	42	1	52	0	53	4	13	0	17	150
07:15 AM	5	23	6	34	3	20	12	35	1	55	1	57	11	14	2	27	153
07:30 AM	8	15	3	26	0	18	5	23	2	46	1	49	19	19	0	38	136
07:45 AM	14	21	16	51	1	13	9	23	0	40	1	41	16	14	4	34	149
Total	38	78	33	149	6	82	35	123	4	193	3	200	50	60	6	116	588
08:00 AM	19	25	18	62	3	11	11	25	0	33	0	33	9	8	4	21	141
08:15 AM	5	14	2	21	1	4	3	8	1	13	0	14	4	6	2	12	55
08:30 AM	3	15	2	20	0	8	6	14	2	28	0	30	3	0	1	4	68
08:45 AM	5	5	0	10	0	4	3	7	0	23	0	23	1	2	1	4	44
Total	32	59	22	113	4	27	23	54	3	97	0	100	17	16	8	41	308
Grand Total	70	137	55	262	10	109	58	177	7	290	3	300	67	76	14	157	896
Apprch %	26.7	52.3	21		5.6	61.6	32.8		2.3	96.7	1		42.7	48.4	8.9		
Total %	7.8	15.3	6.1	29.2	1.1	12.2	6.5	19.8	0.8	32.4	0.3	33.5	7.5	8.5	1.6	17.5	

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	11	19	8	38	2	31	9	42	1	52	0	53	4	13	0	17	150
07:15 AM	5	23	6	34	3	20	12	35	1	55	1	57	11	14	2	27	153
07:30 AM	8	15	3	26	0	18	5	23	2	46	1	49	19	19	0	38	136
07:45 AM	14	21	16	51	1	13	9	23	0	40	1	41	16	14	4	34	149
Total Volume	38	78	33	149	6	82	35	123	4	193	3	200	50	60	6	116	588
% App. Total	25.5	52.3	22.1		4.9	66.7	28.5		2	96.5	1.5		43.1	51.7	5.2		
PHF	.679	.848	.516	.730	.500	.661	.729	.732	.500	.877	.750	.877	.658	.789	.375	.763	.961

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin AM
Site Code : 00319578
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	11	19	8	38	2	31	9	42	1	52	0	53	4	13	0	17
+15 mins.	5	23	6	34	3	20	12	35	1	55	1	57	11	14	2	27
+30 mins.	8	15	3	26	0	18	5	23	2	46	1	49	19	19	0	38
+45 mins.	14	21	16	51	1	13	9	23	0	40	1	41	16	14	4	34
Total Volume	38	78	33	149	6	82	35	123	4	193	3	200	50	60	6	116
% App. Total	25.5	52.3	22.1		4.9	66.7	28.5		2	96.5	1.5		43.1	51.7	5.2	
PHF	.679	.848	.516	.730	.500	.661	.729	.732	.500	.877	.750	.877	.658	.789	.375	.763

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin AM
Site Code : 00319578
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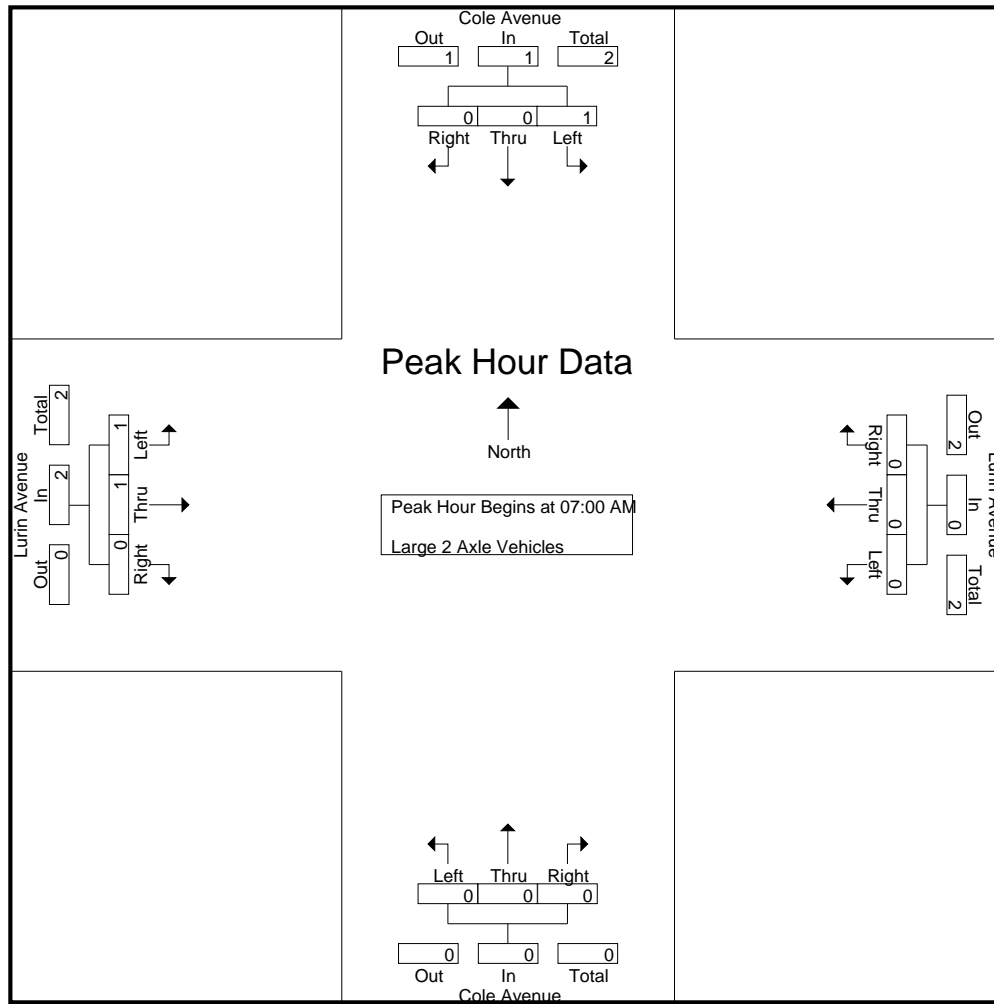
Groups Printed- Large 2 Axle Vehicles

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
08:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	2	4	0	0	1	1	0	1	0	1	0	0	0	0	6
Grand Total	1	2	2	5	0	0	1	1	0	1	0	1	1	1	0	2	9
Apprch %	20	40	40		0	0	100		0	100	0		50	50	0		
Total %	11.1	22.2	22.2	55.6	0	0	11.1	11.1	0	11.1	0	11.1	11.1	11.1	0	22.2	

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
% App. Total	100	0	0		0	0	0		0	0	0		50	50	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.375

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin AM
Site Code : 00319578
Start Date : 8/28/2019
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2
% App. Total	100	0	0		0	0	0		0	0	0		50	50	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin AM
Site Code : 00319578
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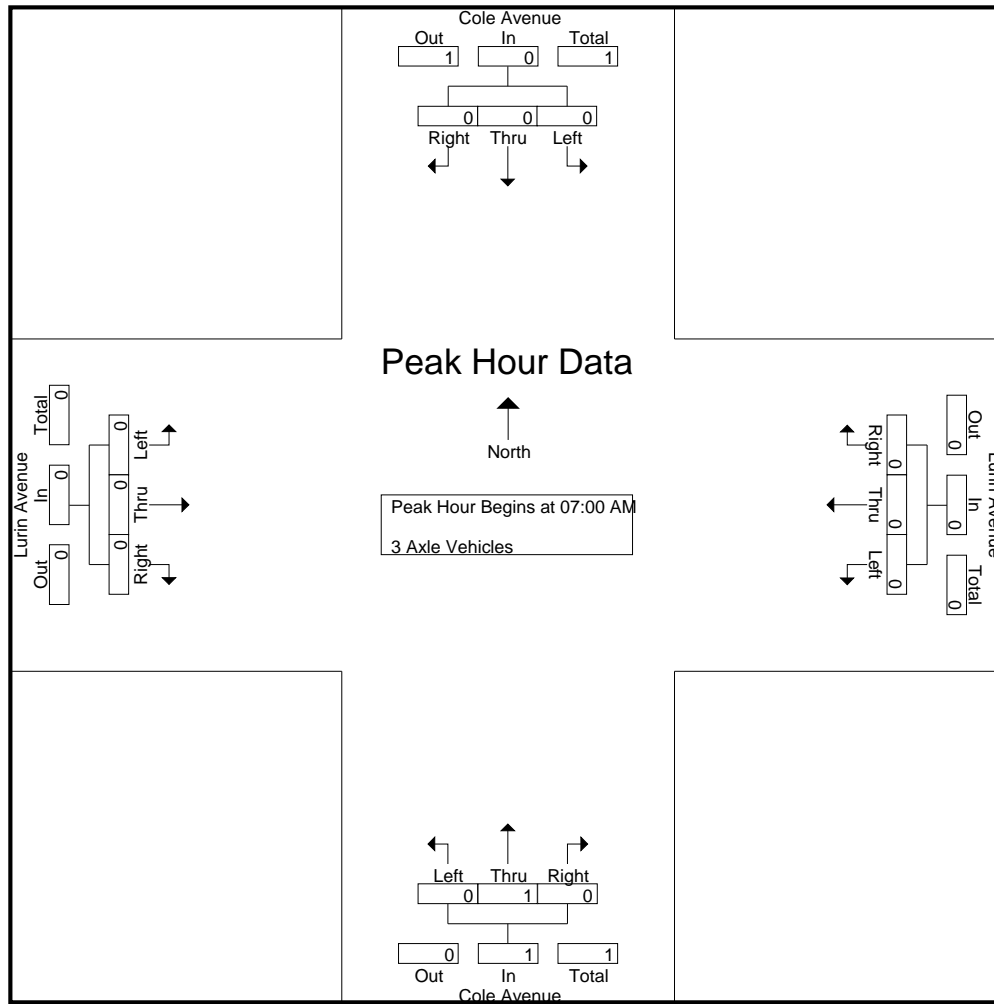
Groups Printed- 3 Axle Vehicles

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

File Name : 03_RIV_Cole_Lurin AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

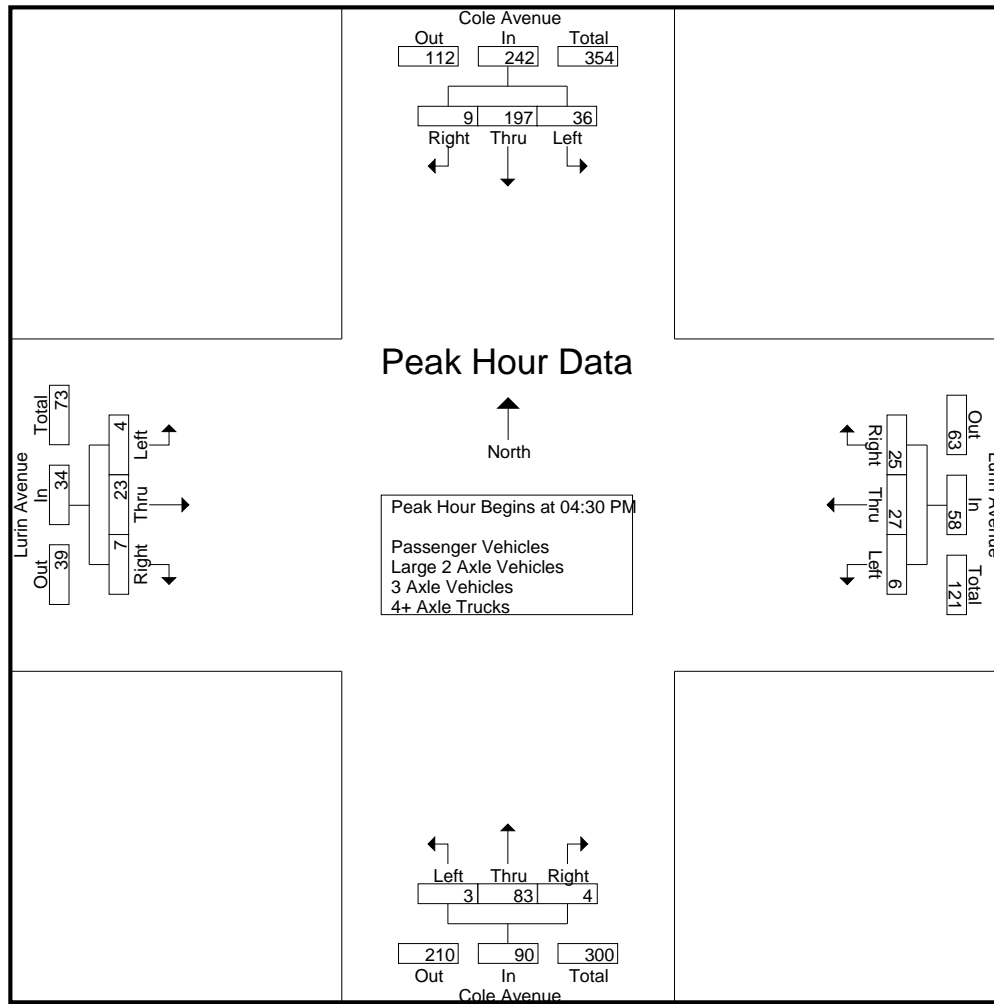
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	58	3	66	1	2	10	13	0	16	1	17	1	7	1	9	105
04:15 PM	15	47	7	69	0	2	6	8	0	12	0	12	1	4	0	5	94
04:30 PM	9	49	3	61	2	5	6	13	0	22	0	22	0	4	1	5	101
04:45 PM	5	60	0	65	1	9	8	18	2	20	0	22	1	4	3	8	113
Total	34	214	13	261	4	18	30	52	2	70	1	73	3	19	5	27	413
05:00 PM	12	50	3	65	1	6	4	11	0	19	3	22	3	10	2	15	113
05:15 PM	10	38	3	51	2	7	7	16	1	22	1	24	0	5	1	6	97
05:30 PM	5	49	2	56	1	4	9	14	0	17	3	20	1	6	2	9	99
05:45 PM	12	43	3	58	1	8	4	13	2	28	1	31	2	2	1	5	107
Total	39	180	11	230	5	25	24	54	3	86	8	97	6	23	6	35	416
Grand Total	73	394	24	491	9	43	54	106	5	156	9	170	9	42	11	62	829
Apprch %	14.9	80.2	4.9		8.5	40.6	50.9		2.9	91.8	5.3		14.5	67.7	17.7		
Total %	8.8	47.5	2.9	59.2	1.1	5.2	6.5	12.8	0.6	18.8	1.1	20.5	1.1	5.1	1.3	7.5	
Passenger Vehicles	72	390	24	486	9	41	53	103	5	155	8	168	9	41	11	61	818
% Passenger Vehicles	98.6	99	100	99	100	95.3	98.1	97.2	100	99.4	88.9	98.8	100	97.6	100	98.4	98.7
Large 2 Axle Vehicles	0	3	0	3	0	1	1	2	0	0	0	0	0	0	0	0	5
% Large 2 Axle Vehicles	0	0.8	0	0.6	0	2.3	1.9	1.9	0	0	0	0	0	0	0	0	0.6
3 Axle Vehicles	1	1	0	2	0	1	0	1	0	1	1	2	0	1	0	1	6
% 3 Axle Vehicles	1.4	0.3	0	0.4	0	2.3	0	0.9	0	0.6	11.1	1.2	0	2.4	0	1.6	0.7
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	49	3	61	2	5	6	13	0	22	0	22	0	4	1	5	101
04:45 PM	5	60	0	65	1	9	8	18	2	20	0	22	1	4	3	8	113
05:00 PM	12	50	3	65	1	6	4	11	0	19	3	22	3	10	2	15	113
05:15 PM	10	38	3	51	2	7	7	16	1	22	1	24	0	5	1	6	97
Total Volume	36	197	9	242	6	27	25	58	3	83	4	90	4	23	7	34	424
% App. Total	14.9	81.4	3.7		10.3	46.6	43.1		3.3	92.2	4.4		11.8	67.6	20.6		
PHF	.750	.821	.750	.931	.750	.750	.781	.806	.375	.943	.333	.938	.333	.575	.583	.567	.938

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM				04:45 PM			
+0 mins.	5	58	3	66	1	9	8	18	0	19	3	22	1	4	3	8
+15 mins.	15	47	7	69	1	6	4	11	1	22	1	24	3	10	2	15
+30 mins.	9	49	3	61	2	7	7	16	0	17	3	20	0	5	1	6
+45 mins.	5	60	0	65	1	4	9	14	2	28	1	31	1	6	2	9
Total Volume	34	214	13	261	5	26	28	59	3	86	8	97	5	25	8	38
% App. Total	13	82	5		8.5	44.1	47.5		3.1	88.7	8.2		13.2	65.8	21.1	
PHF	.567	.892	.464	.946	.625	.722	.778	.819	.375	.768	.667	.782	.417	.625	.667	.633

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

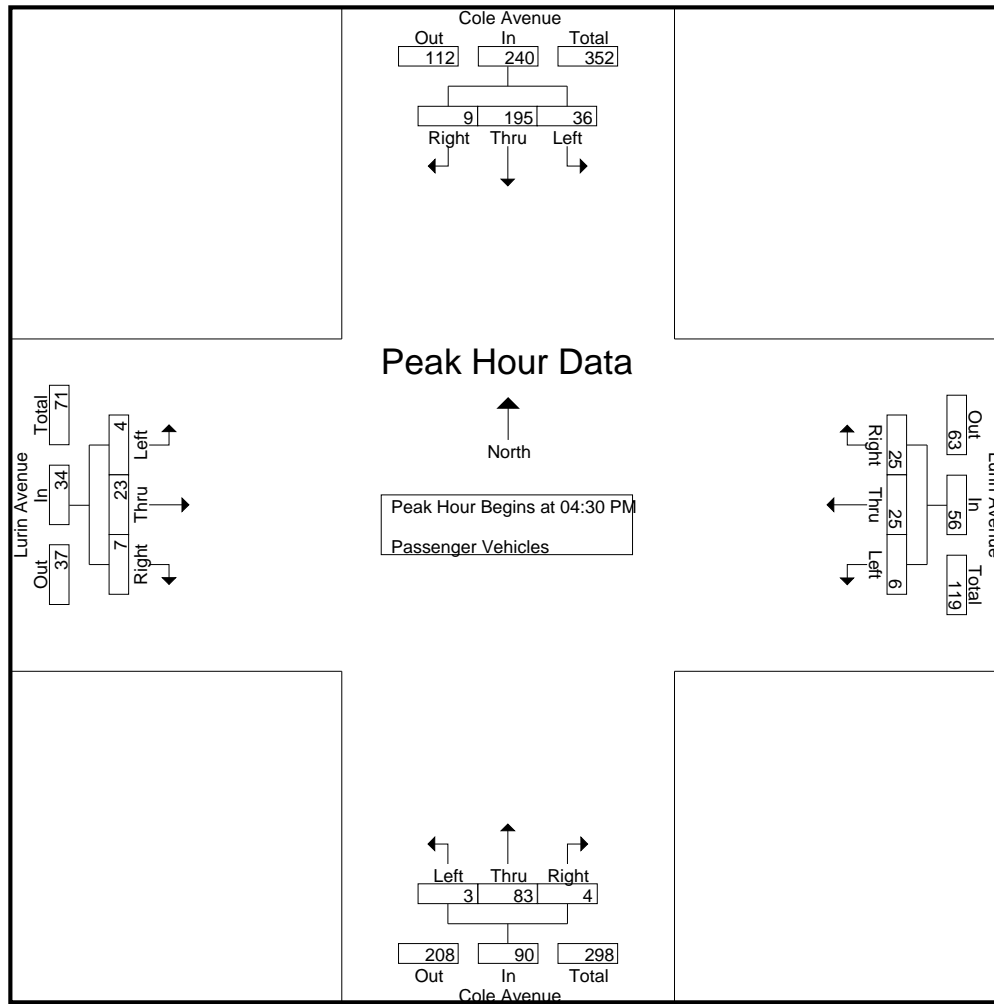
Groups Printed- Passenger Vehicles

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	58	3	65	1	2	9	12	0	15	0	15	1	6	1	8	100
04:15 PM	15	45	7	67	0	2	6	8	0	12	0	12	1	4	0	5	92
04:30 PM	9	47	3	59	2	4	6	12	0	22	0	22	0	4	1	5	98
04:45 PM	5	60	0	65	1	9	8	18	2	20	0	22	1	4	3	8	113
Total	33	210	13	256	4	17	29	50	2	69	0	71	3	18	5	26	403
05:00 PM	12	50	3	65	1	6	4	11	0	19	3	22	3	10	2	15	113
05:15 PM	10	38	3	51	2	6	7	15	1	22	1	24	0	5	1	6	96
05:30 PM	5	49	2	56	1	4	9	14	0	17	3	20	1	6	2	9	99
05:45 PM	12	43	3	58	1	8	4	13	2	28	1	31	2	2	1	5	107
Total	39	180	11	230	5	24	24	53	3	86	8	97	6	23	6	35	415
Grand Total	72	390	24	486	9	41	53	103	5	155	8	168	9	41	11	61	818
Apprch %	14.8	80.2	4.9		8.7	39.8	51.5		3	92.3	4.8		14.8	67.2	18		
Total %	8.8	47.7	2.9	59.4	1.1	5	6.5	12.6	0.6	18.9	1	20.5	1.1	5	1.3	7.5	

	Cole Avenue Southbound				Lurin Avenue Westbound				Cole Avenue Northbound				Lurin Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	47	3	59	2	4	6	12	0	22	0	22	0	4	1	5	98
04:45 PM	5	60	0	65	1	9	8	18	2	20	0	22	1	4	3	8	113
05:00 PM	12	50	3	65	1	6	4	11	0	19	3	22	3	10	2	15	113
05:15 PM	10	38	3	51	2	6	7	15	1	22	1	24	0	5	1	6	96
Total Volume	36	195	9	240	6	25	25	56	3	83	4	90	4	23	7	34	420
% App. Total	15	81.2	3.8		10.7	44.6	44.6		3.3	92.2	4.4		11.8	67.6	20.6		
PHF	.750	.813	.750	.923	.750	.694	.781	.778	.375	.943	.333	.938	.333	.575	.583	.567	.929

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

File Name : 03_RIV_Cole_Lurin PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	9	47	3	59	2	4	6	12	0	22	0	22	0	4	1	5
+15 mins.	5	60	0	65	1	9	8	18	2	20	0	22	1	4	3	8
+30 mins.	12	50	3	65	1	6	4	11	0	19	3	22	3	10	2	15
+45 mins.	10	38	3	51	2	6	7	15	1	22	1	24	0	5	1	6
Total Volume	36	195	9	240	6	25	25	56	3	83	4	90	4	23	7	34
% App. Total	15	81.2	3.8		10.7	44.6	44.6		3.3	92.2	4.4		11.8	67.6	20.6	
PHF	.750	.813	.750	.923	.750	.694	.781	.778	.375	.943	.333	.938	.333	.575	.583	.567

File Name : 03_RIV_Cole_Lurin PM
Site Code : 00319578
Start Date : 8/28/2019
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File Name : 03_RIV_Cole_Lurin PM
Site Code : 00319578
Start Date : 8/28/2019
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File Name : 03_RIV_Cole_Lurin PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

City of Riverside
N/S: Cole Avenue
E/W: Lurin Avenue
Weather: Clear

Location: Riverside
 N/S: Cole Avenue
 E/W: Lurin Avenue



Date: 8/28/2019
 Day: Wednesday

PEDESTRIANS

	North Leg Cole Avenue	East Leg Lurin Avenue	South Leg Cole Avenue	West Leg Lurin Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	2	0	0	0	2
8:00 AM	2	0	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	4	1	0	1	6

	North Leg Cole Avenue	East Leg Lurin Avenue	South Leg Cole Avenue	West Leg Lurin Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	1	0	2	4
5:15 PM	0	0	0	2	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	4	6

Location: Riverside
 N/S: Cole Avenue
 E/W: Lurin Avenue



Date: 8/28/2019
 Day: Wednesday

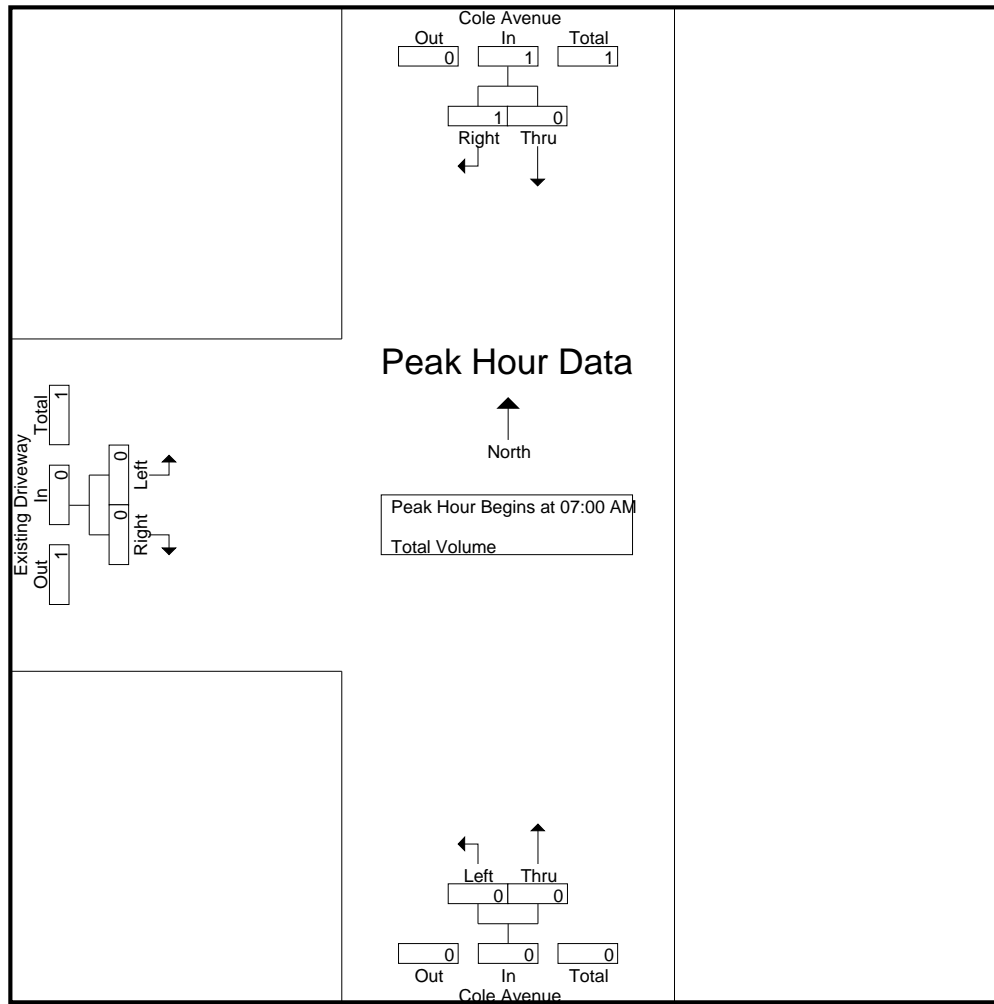
BICYCLES

		Southbound Cole Avenue			Westbound Lurin Avenue			Northbound Cole Avenue			Eastbound Lurin Avenue			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:		1	0	0	0	0	0	0	0	0	0	0	0	1

		Southbound Cole Avenue			Westbound Lurin Avenue			Northbound Cole Avenue			Eastbound Lurin Avenue			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

City of Riverside
N/S: Cole Avenue
E/W: Existing Driveway
Weather: Clear

File Name : 04_RIV_Cole_Existing Driveway AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2

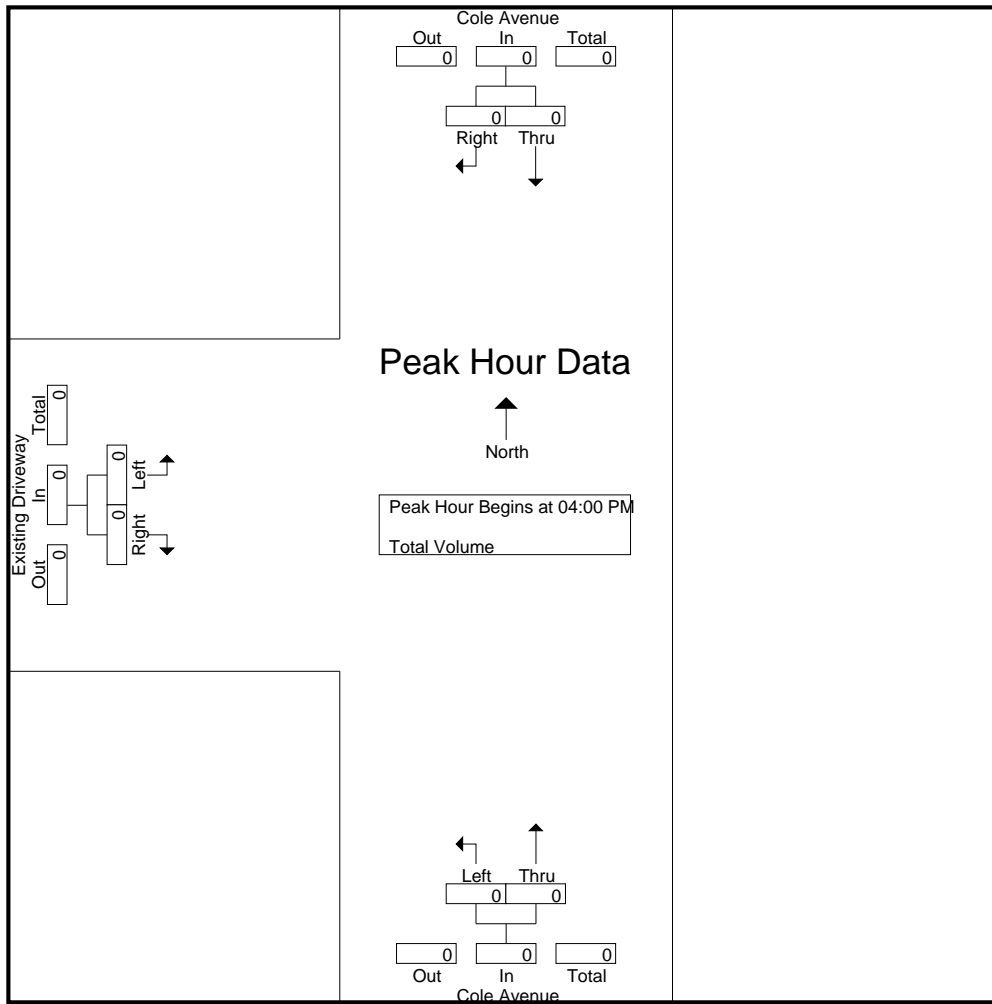


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

City of Riverside
N/S: Cole Avenue
E/W: Existing Driveway
Weather: Clear

File Name : 04_RIV_Cole_Existing Driveway PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

Location: Riverside
 N/S: Cole Avenue
 E/W: Existing Driveway



Date: 8/28/2019
 Day: Wednesday

PEDESTRIANS

	North Leg Cole Avenue	East Leg Existing Driveway	South Leg Private Driveway	West Leg Existing Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Cole Avenue	East Leg Existing Driveway	South Leg Private Driveway	West Leg Existing Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Riverside
 N/S: Cole Avenue
 E/W: Existing Driveway



Date: 8/28/2019
 Day: Wednesday

BICYCLES

		Southbound Cole Avenue			Westbound Existing Driveway			Northbound Private Driveway			Eastbound Existing Driveway			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

		Southbound Cole Avenue			Westbound Existing Driveway			Northbound Private Driveway			Eastbound Existing Driveway			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	1	0	0	0	0	0	0	0	0	0	0	1

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

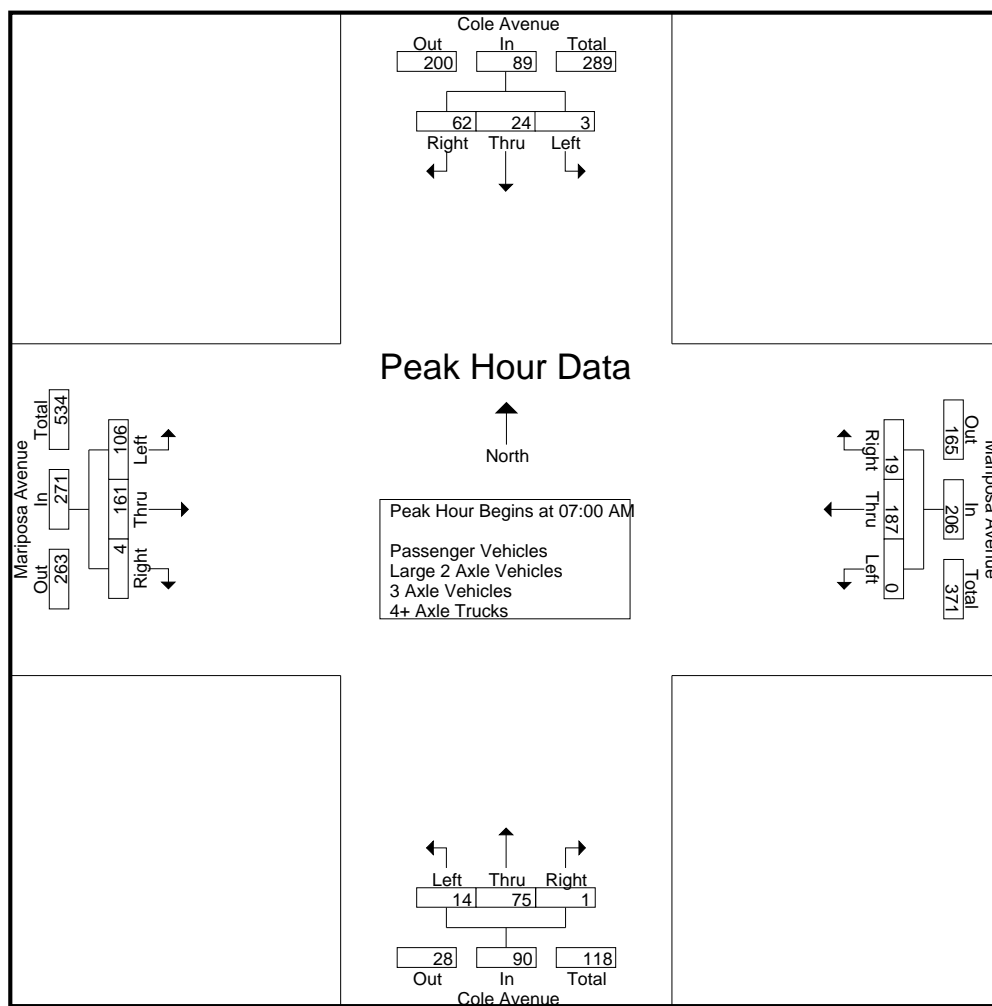
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	6	14	21	0	49	5	54	5	24	1	30	26	37	0	63	168
07:15 AM	1	8	19	28	0	68	5	73	5	21	0	26	29	45	3	77	204
07:30 AM	0	5	10	15	0	41	5	46	2	18	0	20	26	42	1	69	150
07:45 AM	1	5	19	25	0	29	4	33	2	12	0	14	25	37	0	62	134
Total	3	24	62	89	0	187	19	206	14	75	1	90	106	161	4	271	656
08:00 AM	4	14	14	32	0	29	3	32	1	15	0	16	18	12	1	31	111
08:15 AM	1	6	8	15	0	11	5	16	2	7	0	9	3	12	0	15	55
08:30 AM	4	4	8	16	0	11	3	14	1	12	0	13	10	17	1	28	71
08:45 AM	0	6	2	8	1	4	2	7	0	12	0	12	11	12	1	24	51
Total	9	30	32	71	1	55	13	69	4	46	0	50	42	53	3	98	288
Grand Total	12	54	94	160	1	242	32	275	18	121	1	140	148	214	7	369	944
Apprch %	7.5	33.8	58.8		0.4	88	11.6		12.9	86.4	0.7		40.1	58	1.9		
Total %	1.3	5.7	10	16.9	0.1	25.6	3.4	29.1	1.9	12.8	0.1	14.8	15.7	22.7	0.7	39.1	
Passenger Vehicles	11	54	93	158	1	242	30	273	18	120	1	139	148	213	7	368	938
% Passenger Vehicles	91.7	100	98.9	98.8	100	100	93.8	99.3	100	99.2	100	99.3	100	99.5	100	99.7	99.4
Large 2 Axle Vehicles	1	0	1	2	0	0	1	1	0	0	0	0	0	1	0	1	4
% Large 2 Axle Vehicles	8.3	0	1.1	1.2	0	0	3.1	0.4	0	0	0	0	0	0.5	0	0.3	0.4
3 Axle Vehicles	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	3.1	0.4	0	0.8	0	0.7	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	6	14	21	0	49	5	54	5	24	1	30	26	37	0	63	168
07:15 AM	1	8	19	28	0	68	5	73	5	21	0	26	29	45	3	77	204
07:30 AM	0	5	10	15	0	41	5	46	2	18	0	20	26	42	1	69	150
07:45 AM	1	5	19	25	0	29	4	33	2	12	0	14	25	37	0	62	134
Total Volume	3	24	62	89	0	187	19	206	14	75	1	90	106	161	4	271	656
% App. Total	3.4	27	69.7		0	90.8	9.2		15.6	83.3	1.1		39.1	59.4	1.5		
PHF	.750	.750	.816	.795	.000	.688	.950	.705	.700	.781	.250	.750	.914	.894	.333	.880	.804

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	8	19	28	0	49	5	54	5	24	1	30	26	37	0	63
+15 mins.	0	5	10	15	0	68	5	73	5	21	0	26	29	45	3	77
+30 mins.	1	5	19	25	0	41	5	46	2	18	0	20	26	42	1	69
+45 mins.	4	14	14	32	0	29	4	33	2	12	0	14	25	37	0	62
Total Volume	6	32	62	100	0	187	19	206	14	75	1	90	106	161	4	271
% App. Total	6	32	62		0	90.8	9.2		15.6	83.3	1.1		39.1	59.4	1.5	
PHF	.375	.571	.816	.781	.000	.688	.950	.705	.700	.781	.250	.750	.914	.894	.333	.880

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

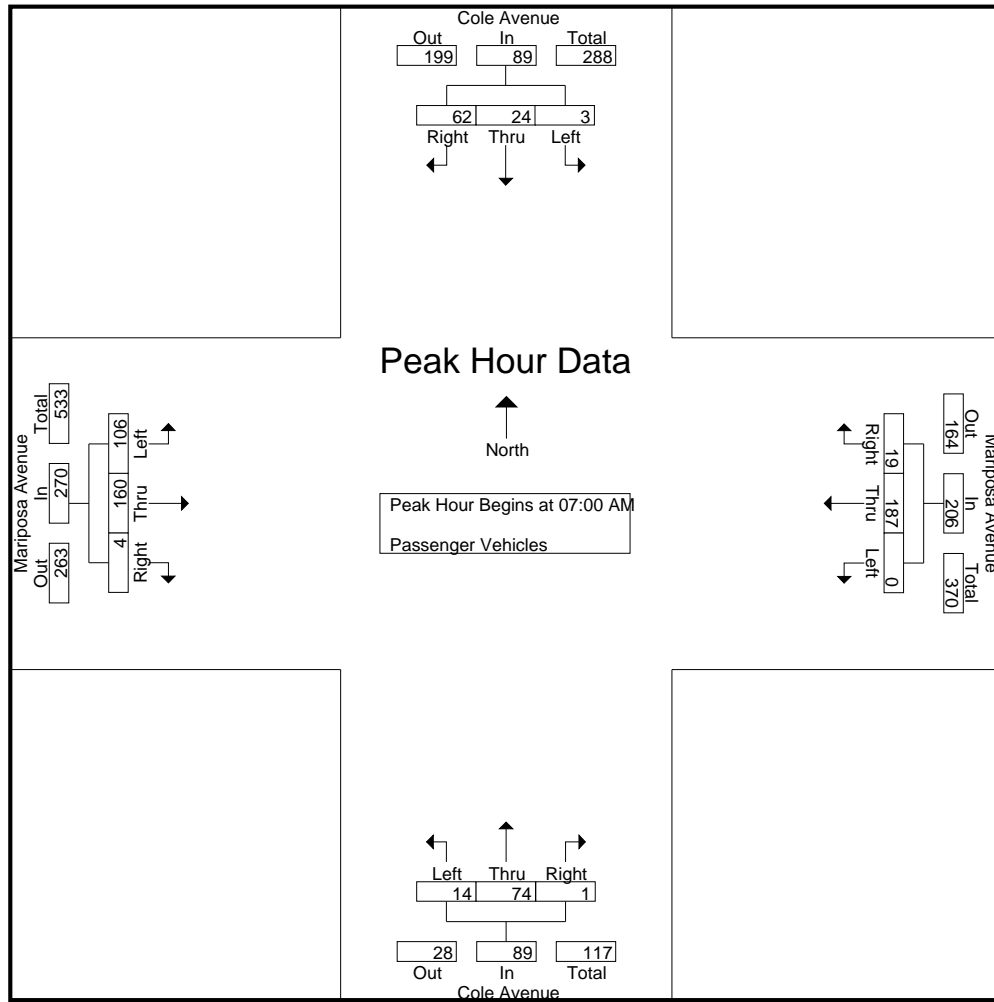
Groups Printed- Passenger Vehicles

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	6	14	21	0	49	5	54	5	24	1	30	26	37	0	63	168
07:15 AM	1	8	19	28	0	68	5	73	5	21	0	26	29	45	3	77	204
07:30 AM	0	5	10	15	0	41	5	46	2	17	0	19	26	41	1	68	148
07:45 AM	1	5	19	25	0	29	4	33	2	12	0	14	25	37	0	62	134
Total	3	24	62	89	0	187	19	206	14	74	1	89	106	160	4	270	654
08:00 AM	3	14	14	31	0	29	2	31	1	15	0	16	18	12	1	31	109
08:15 AM	1	6	8	15	0	11	5	16	2	7	0	9	3	12	0	15	55
08:30 AM	4	4	7	15	0	11	3	14	1	12	0	13	10	17	1	28	70
08:45 AM	0	6	2	8	1	4	1	6	0	12	0	12	11	12	1	24	50
Total	8	30	31	69	1	55	11	67	4	46	0	50	42	53	3	98	284
Grand Total	11	54	93	158	1	242	30	273	18	120	1	139	148	213	7	368	938
Apprch %	7	34.2	58.9		0.4	88.6	11		12.9	86.3	0.7		40.2	57.9	1.9		
Total %	1.2	5.8	9.9	16.8	0.1	25.8	3.2	29.1	1.9	12.8	0.1	14.8	15.8	22.7	0.7	39.2	

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	6	14	21	0	49	5	54	5	24	1	30	26	37	0	63	168
07:15 AM	1	8	19	28	0	68	5	73	5	21	0	26	29	45	3	77	204
07:30 AM	0	5	10	15	0	41	5	46	2	17	0	19	26	41	1	68	148
07:45 AM	1	5	19	25	0	29	4	33	2	12	0	14	25	37	0	62	134
Total Volume	3	24	62	89	0	187	19	206	14	74	1	89	106	160	4	270	654
% App. Total	3.4	27	69.7		0	90.8	9.2		15.7	83.1	1.1		39.3	59.3	1.5		
PHF	.750	.750	.816	.795	.000	.688	.950	.705	.700	.771	.250	.742	.914	.889	.333	.877	.801

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	6	14	21	0	49	5	54	5	24	1	30	26	37	0	63
+15 mins.	1	8	19	28	0	68	5	73	5	21	0	26	29	45	3	77
+30 mins.	0	5	10	15	0	41	5	46	2	17	0	19	26	41	1	68
+45 mins.	1	5	19	25	0	29	4	33	2	12	0	14	25	37	0	62
Total Volume	3	24	62	89	0	187	19	206	14	74	1	89	106	160	4	270
% App. Total	3.4	27	69.7		0	90.8	9.2		15.7	83.1	1.1		39.3	59.3	1.5	
PHF	.750	.750	.816	.795	.000	.688	.950	.705	.700	.771	.250	.742	.914	.889	.333	.877

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

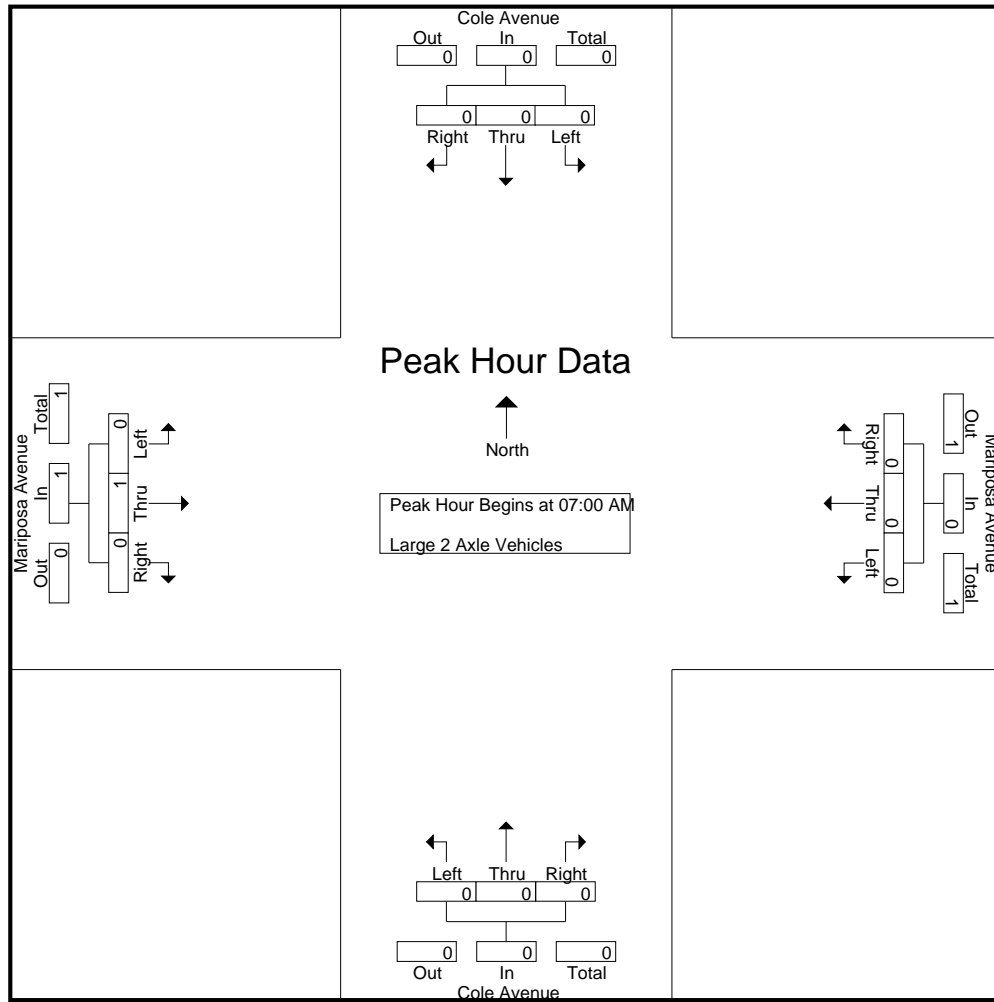
Groups Printed- Large 2 Axle Vehicles

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	1	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Grand Total	1	0	1	2	0	0	1	1	0	0	0	0	0	1	0	1	4
Apprch %	50	0	50		0	0	100		0	0	0		0	100	0		
Total %	25	0	25	50	0	0	25	25	0	0	0	0	0	25	0	25	

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

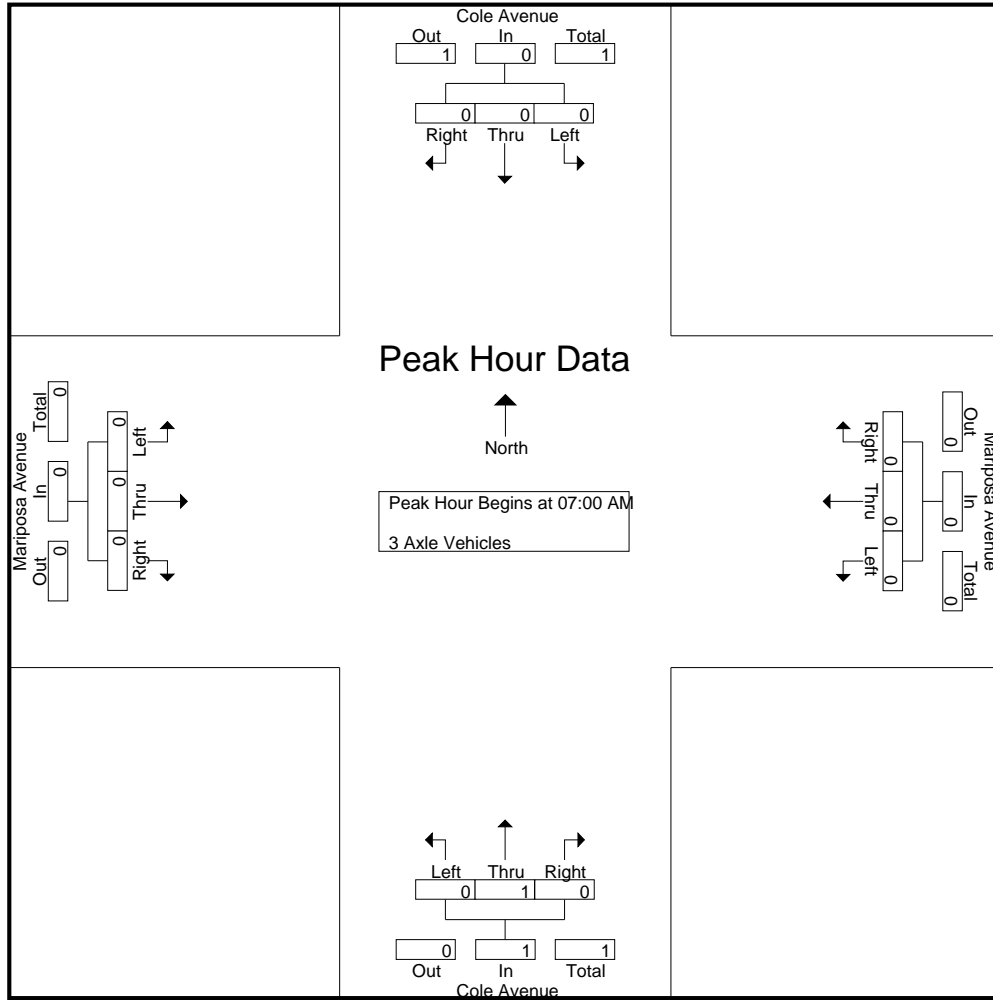
Groups Printed- 3 Axle Vehicles

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Apprch %	0	0	0		0	0	100		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	50	50	0	50	0	50	0	0	0	0	

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

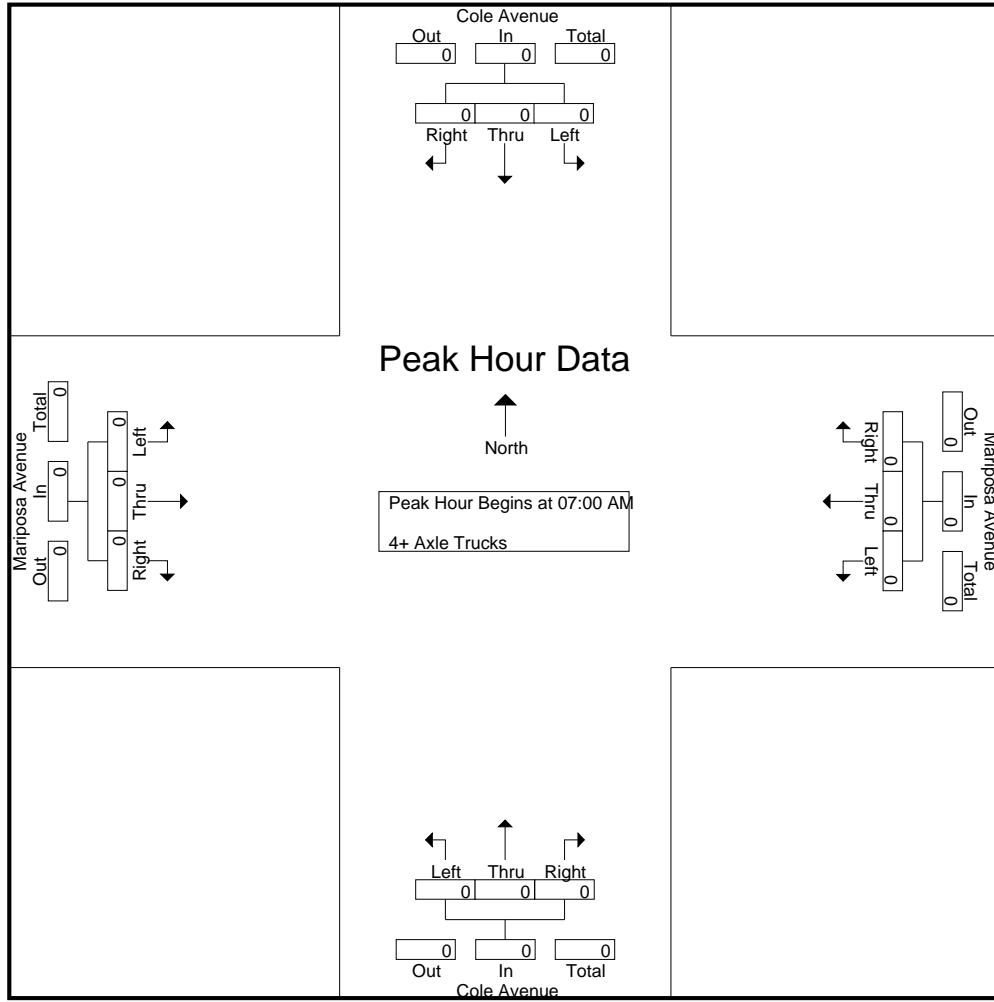
File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
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[illegible]

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa AM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

Each Hour For:	Each Approach Begins At:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

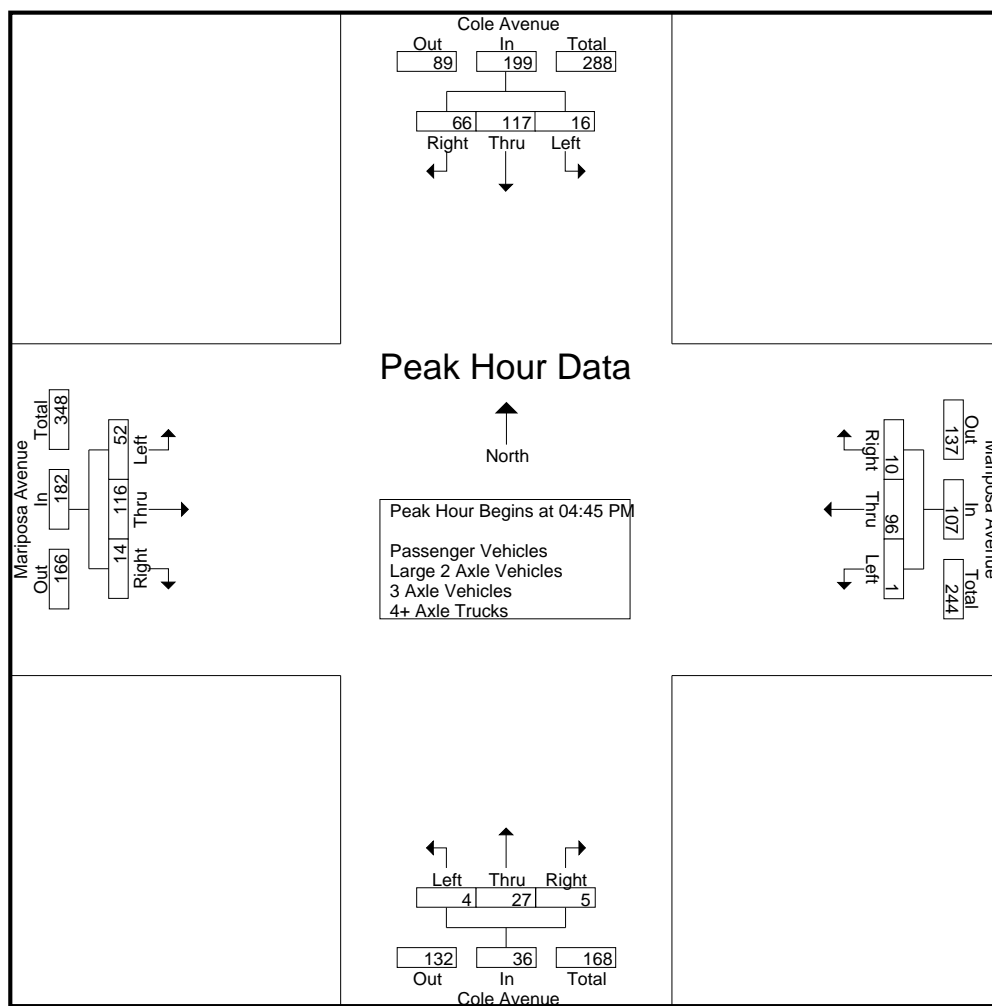
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	42	19	67	1	18	2	21	0	6	1	7	11	27	2	40	135
04:15 PM	6	25	16	47	0	17	2	19	3	6	0	9	5	20	2	27	102
04:30 PM	8	35	12	55	0	12	2	14	2	11	0	13	9	32	2	43	125
04:45 PM	6	33	20	59	0	21	0	21	0	8	0	8	11	26	3	40	128
Total	26	135	67	228	1	68	6	75	5	31	1	37	36	105	9	150	490
05:00 PM	6	34	12	52	0	20	5	25	1	6	1	8	11	30	6	47	132
05:15 PM	1	21	19	41	0	32	5	37	1	8	3	12	12	28	1	41	131
05:30 PM	3	29	15	47	1	23	0	24	2	5	1	8	18	32	4	54	133
05:45 PM	5	20	24	49	0	18	4	22	0	11	0	11	15	19	4	38	120
Total	15	104	70	189	1	93	14	108	4	30	5	39	56	109	15	180	516
Grand Total	41	239	137	417	2	161	20	183	9	61	6	76	92	214	24	330	1006
Apprch %	9.8	57.3	32.9		1.1	88	10.9		11.8	80.3	7.9		27.9	64.8	7.3		
Total %	4.1	23.8	13.6	41.5	0.2	16	2	18.2	0.9	6.1	0.6	7.6	9.1	21.3	2.4	32.8	
Passenger Vehicles	38	238	137	413	2	161	20	183	9	61	6	76	90	213	24	327	999
% Passenger Vehicles	92.7	99.6	100	99	100	100	100	100	100	100	100	100	97.8	99.5	100	99.1	99.3
Large 2 Axle Vehicles	2	1	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
% Large 2 Axle Vehicles	4.9	0.4	0	0.7	0	0	0	0	0	0	0	0	0	0.5	0	0.3	0.4
3 Axle Vehicles	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
% 3 Axle Vehicles	2.4	0	0	0.2	0	0	0	0	0	0	0	0	2.2	0	0	0.6	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	33	20	59	0	21	0	21	0	8	0	8	11	26	3	40	128
05:00 PM	6	34	12	52	0	20	5	25	1	6	1	8	11	30	6	47	132
05:15 PM	1	21	19	41	0	32	5	37	1	8	3	12	12	28	1	41	131
05:30 PM	3	29	15	47	1	23	0	24	2	5	1	8	18	32	4	54	133
Total Volume	16	117	66	199	1	96	10	107	4	27	5	36	52	116	14	182	524
% App. Total	8	58.8	33.2		0.9	89.7	9.3		11.1	75	13.9		28.6	63.7	7.7		
PHF	.667	.860	.825	.843	.250	.750	.500	.723	.500	.844	.417	.750	.722	.906	.583	.843	.985

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	6	42	19	67	0	20	5	25	2	11	0	13	11	26	3	40
+15 mins.	6	25	16	47	0	32	5	37	0	8	0	8	11	30	6	47
+30 mins.	8	35	12	55	1	23	0	24	1	6	1	8	12	28	1	41
+45 mins.	6	33	20	59	0	18	4	22	1	8	3	12	18	32	4	54
Total Volume	26	135	67	228	1	93	14	108	4	33	4	41	52	116	14	182
% App. Total	11.4	59.2	29.4		0.9	86.1	13		9.8	80.5	9.8		28.6	63.7	7.7	
PHF	.813	.804	.838	.851	.250	.727	.700	.730	.500	.750	.333	.788	.722	.906	.583	.843

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

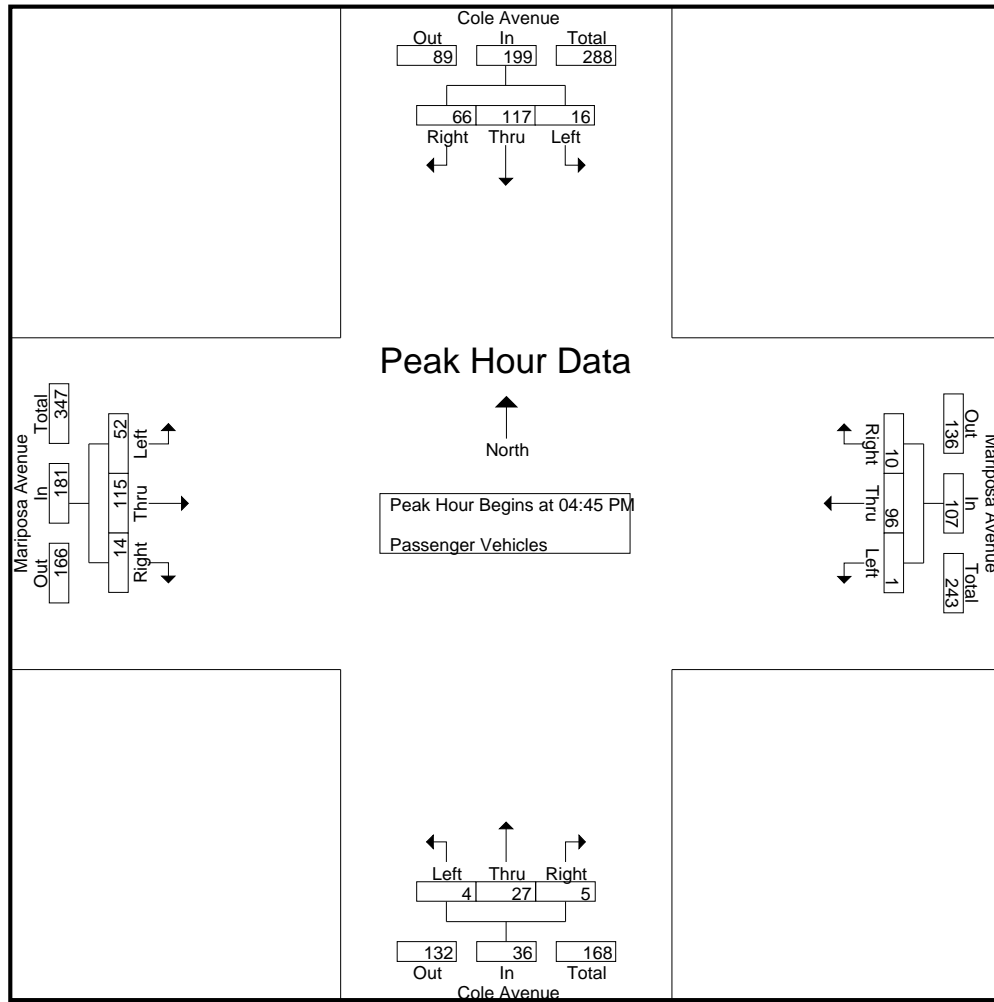
Groups Printed- Passenger Vehicles

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	42	19	67	1	18	2	21	0	6	1	7	9	27	2	38	133
04:15 PM	5	24	16	45	0	17	2	19	3	6	0	9	5	20	2	27	100
04:30 PM	6	35	12	53	0	12	2	14	2	11	0	13	9	32	2	43	123
04:45 PM	6	33	20	59	0	21	0	21	0	8	0	8	11	26	3	40	128
Total	23	134	67	224	1	68	6	75	5	31	1	37	34	105	9	148	484
05:00 PM	6	34	12	52	0	20	5	25	1	6	1	8	11	30	6	47	132
05:15 PM	1	21	19	41	0	32	5	37	1	8	3	12	12	28	1	41	131
05:30 PM	3	29	15	47	1	23	0	24	2	5	1	8	18	31	4	53	132
05:45 PM	5	20	24	49	0	18	4	22	0	11	0	11	15	19	4	38	120
Total	15	104	70	189	1	93	14	108	4	30	5	39	56	108	15	179	515
Grand Total	38	238	137	413	2	161	20	183	9	61	6	76	90	213	24	327	999
Apprch %	9.2	57.6	33.2		1.1	88	10.9		11.8	80.3	7.9		27.5	65.1	7.3		
Total %	3.8	23.8	13.7	41.3	0.2	16.1	2	18.3	0.9	6.1	0.6	7.6	9	21.3	2.4	32.7	

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	33	20	59	0	21	0	21	0	8	0	8	11	26	3	40	128
05:00 PM	6	34	12	52	0	20	5	25	1	6	1	8	11	30	6	47	132
05:15 PM	1	21	19	41	0	32	5	37	1	8	3	12	12	28	1	41	131
05:30 PM	3	29	15	47	1	23	0	24	2	5	1	8	18	31	4	53	132
Total Volume	16	117	66	199	1	96	10	107	4	27	5	36	52	115	14	181	523
% App. Total	8	58.8	33.2		0.9	89.7	9.3		11.1	75	13.9		28.7	63.5	7.7		
PHF	.667	.860	.825	.843	.250	.750	.500	.723	.500	.844	.417	.750	.722	.927	.583	.854	.991

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	6	33	20	59	0	21	0	21	0	8	0	8	11	26	3	40
+15 mins.	6	34	12	52	0	20	5	25	1	6	1	8	11	30	6	47
+30 mins.	1	21	19	41	0	32	5	37	1	8	3	12	12	28	1	41
+45 mins.	3	29	15	47	1	23	0	24	2	5	1	8	18	31	4	53
Total Volume	16	117	66	199	1	96	10	107	4	27	5	36	52	115	14	181
% App. Total	8	58.8	33.2		0.9	89.7	9.3		11.1	75	13.9		28.7	63.5	7.7	
PHF	.667	.860	.825	.843	.250	.750	.500	.723	.500	.844	.417	.750	.722	.927	.583	.854

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa PM
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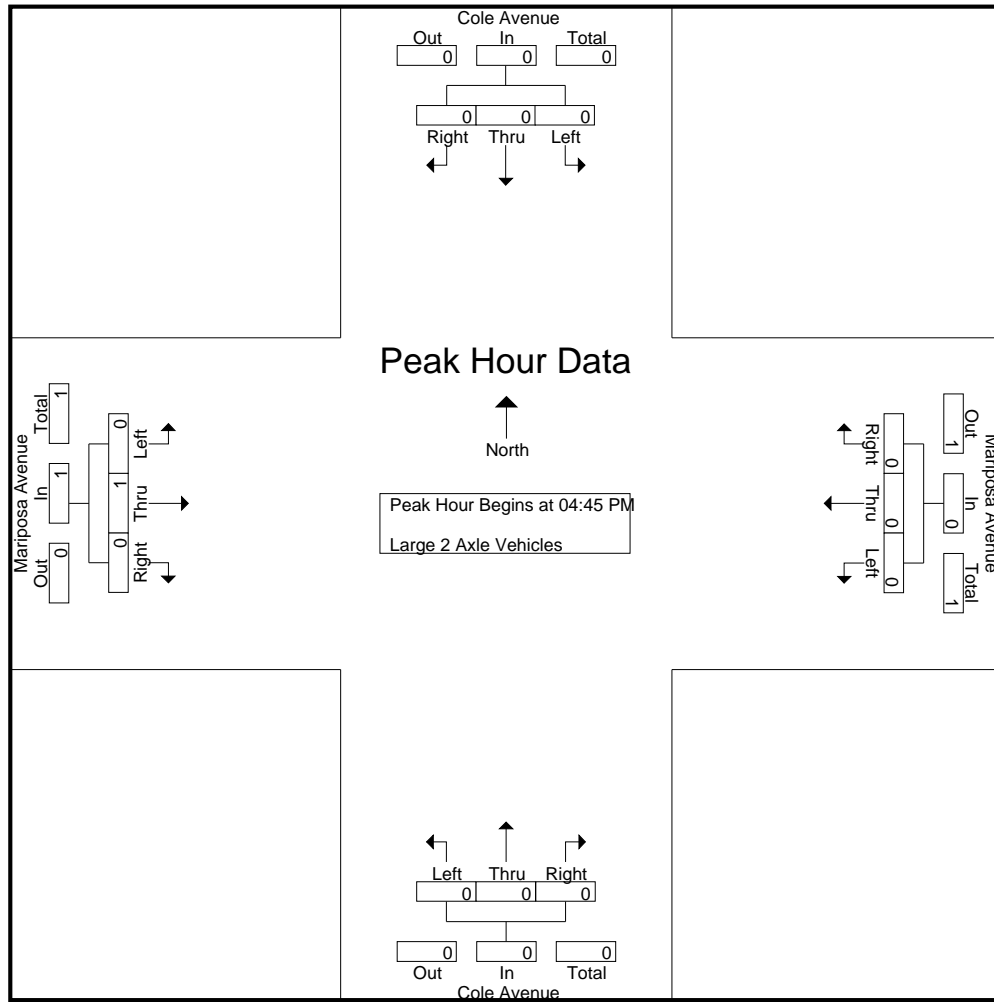
Groups Printed- Large 2 Axle Vehicles

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	2	1	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Apprch %	66.7	33.3	0		0	0	0		0	0	0		0	100	0		
Total %	50	25	0	75	0	0	0	0	0	0	0	0	0	25	0	25	

	Cole Avenue Southbound				Mariposa Avenue Westbound				Cole Avenue Northbound				Mariposa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

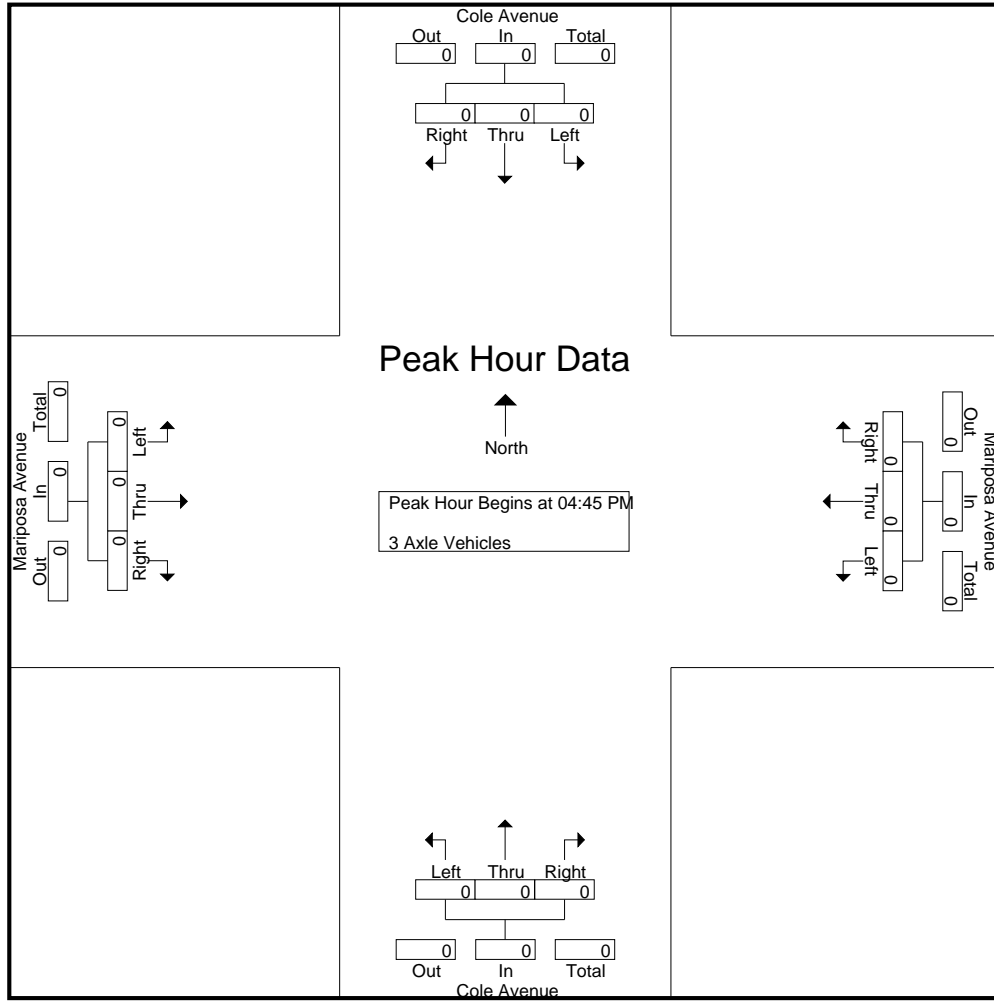
File Name : 05_RIV_Cole_Mariposa PM
Site Code : 00319578
Start Date : 8/28/2019
Page No : 1

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa PM
Site Code : 00319578
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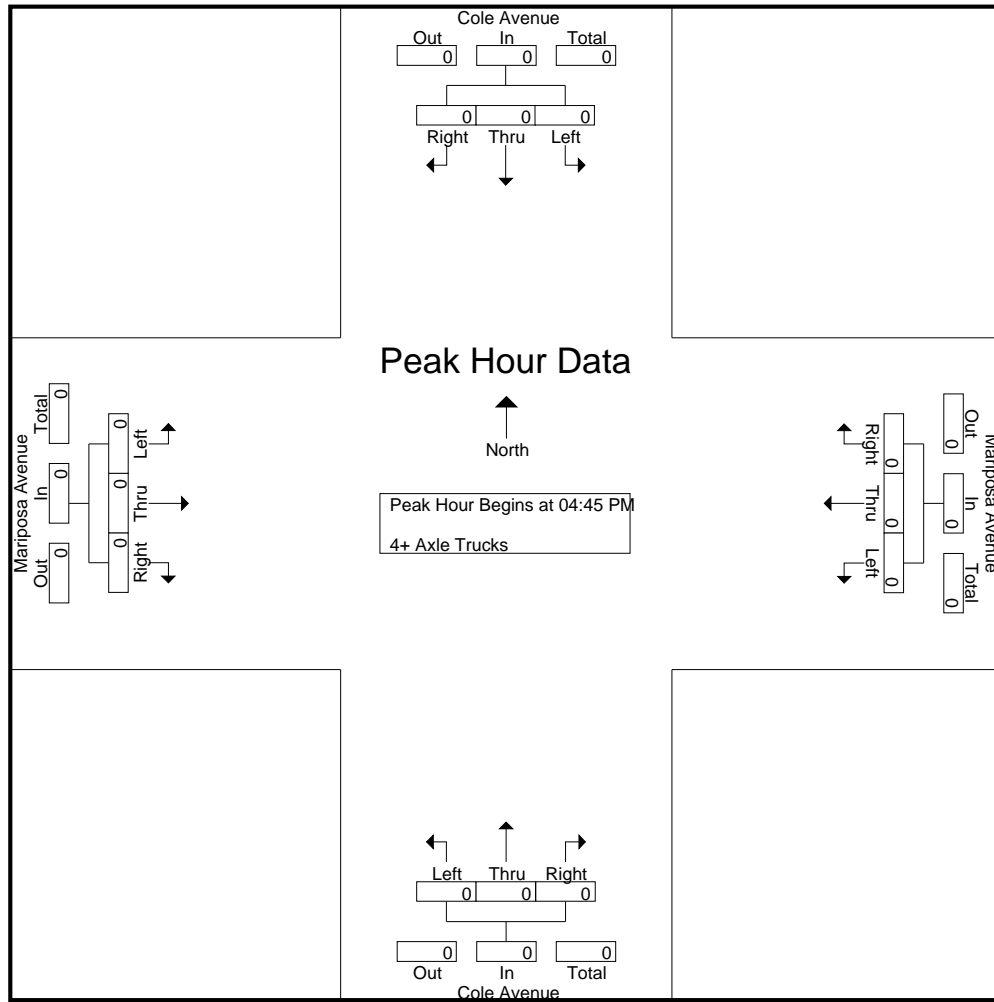
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

Each Hour For:	Each Approach Begins At:															
	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

File Name : 05_RIV_Cole_Mariposa PM
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City of Riverside
N/S: Cole Avenue
E/W: Mariposa Avenue
Weather: Clear

File Name : 05_RIV_Cole_Mariposa PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

Each Hour For:	Each Approach Begins At:															
	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Riverside
 N/S: Cole Avenue
 E/W: Mariposa Avenue



Date: 8/28/2019
 Day: Wednesday

PEDESTRIANS

	North Leg Cole Avenue	East Leg Mariposa Avenue	South Leg Cole Avenue	West Leg Mariposa Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Cole Avenue	East Leg Mariposa Avenue	South Leg Cole Avenue	West Leg Mariposa Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	2	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

Location: Riverside
 N/S: Cole Avenue
 E/W: Mariposa Avenue



Date: 8/28/2019
 Day: Wednesday

BICYCLES

	Southbound Cole Avenue			Westbound Mariposa Avenue			Northbound Cole Avenue			Eastbound Mariposa Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Cole Avenue			Westbound Mariposa Avenue			Northbound Cole Avenue			Eastbound Mariposa Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	2	0	0	0	0	0	3	0	6

APPENDIX C:

VOLUME DEVELOPMENT WORKSHEETS

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
1 Project Driveway 1 / Lurin Avenue						
NBL	0	23	23	0	15	15
NBT	0	0	0	0	0	0
NBR	0	4	4	0	3	3
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	124	0	124	39	0	39
EBR	0	8	8	0	26	26
WBL	0	1	1	0	4	4
WBT	149	0	149	33	0	33
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	27	27	0	18	18
Departure	0	9	9	0	30	30
Total	0	36	36	0	48	48
East Leg						
Approach	149	1	150	33	4	37
Departure	124	4	128	39	3	42
Total	273	5	278	72	7	79
West Leg						
Approach	124	8	132	39	26	65
Departure	149	23	172	33	15	48
Total	273	31	304	72	41	113
Total Approaches						
Approach	273	36	309	72	48	120
Departure	273	36	309	72	48	120
Total	546	72	618	144	96	240

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
2 Project Driveway 2 / Mariposa Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	1	0	1	1	0	1
SBL	0	15	15	0	10	10
SBT	0	0	0	0	0	0
SBR	0	4	4	0	3	3
EBL	0	1	1	0	4	4
EBT	265	0	265	187	0	187
EBR	1	0	1	0	0	0
WBL	0	0	0	0	0	0
WBT	261	0	261	164	0	164
WBR	0	5	5	0	17	17
North Leg						
Approach	0	19	19	0	13	13
Departure	0	6	6	0	21	21
Total	0	25	25	0	34	34
South Leg						
Approach	1	0	1	1	0	1
Departure	1	0	1	0	0	0
Total	2	0	2	1	0	1
East Leg						
Approach	261	5	266	164	17	181
Departure	266	15	281	188	10	198
Total	527	20	547	352	27	379
West Leg						
Approach	266	1	267	187	4	191
Departure	261	4	265	164	3	167
Total	527	5	532	351	7	358
Total Approaches						
Approach	528	25	553	352	34	386
Departure	528	25	553	352	34	386
Total	1,056	50	1,106	704	68	772

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
3 Cole Avenue / Lurin Avenue						
NBL	4	0	4	3	0	3
NBT	195	23	218	83	15	98
NBR	3	23	26	4	15	19
SBL	40	0	40	36	0	36
SBT	78	8	86	199	26	225
SBR	33	1	34	9	4	13
EBL	52	4	56	4	3	7
EBT	62	0	62	23	0	23
EBR	6	0	6	7	0	7
WBL	6	8	14	6	26	32
WBT	82	0	82	29	0	29
WBR	35	0	35	25	0	25
North Leg						
Approach	151	9	160	244	30	274
Departure	282	27	309	112	18	130
Total	433	36	469	356	48	404
South Leg						
Approach	202	46	248	90	30	120
Departure	90	16	106	212	52	264
Total	292	62	354	302	82	384
East Leg						
Approach	123	8	131	60	26	86
Departure	105	23	128	63	15	78
Total	228	31	259	123	41	164
West Leg						
Approach	120	4	124	34	3	37
Departure	119	1	120	41	4	45
Total	239	5	244	75	7	82
Total Approaches						
Approach	596	67	663	428	89	517
Departure	596	67	663	428	89	517
Total	1,192	134	1,326	856	178	1,034

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
4 Cole Avenue / Project Driveway 3						
NBL	0	0	0	0	0	0
NBT	202	15	217	90	10	100
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	90	5	95	212	17	229
SBR	0	10	10	0	34	34
EBL	0	30	30	0	20	20
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	90	15	105	212	51	263
Departure	202	45	247	90	30	120
Total	292	60	352	302	81	383
South Leg						
Approach	202	15	217	90	10	100
Departure	90	5	95	212	17	229
Total	292	20	312	302	27	329
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	30	30	0	20	20
Departure	0	10	10	0	34	34
Total	0	40	40	0	54	54
Total Approaches						
Approach	292	60	352	302	81	383
Departure	292	60	352	302	81	383
Total	584	120	704	604	162	766

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
5 Cole Avenue / Mariposa Avenue						
NBL	14	0	14	4	0	4
NBT	76	0	76	27	0	27
NBR	1	0	1	5	0	5
SBL	3	0	3	16	0	16
SBT	24	0	24	117	0	117
SBR	62	5	67	66	17	83
EBL	106	15	121	52	10	62
EBT	162	0	162	117	0	117
EBR	4	0	4	14	0	14
WBL	0	0	0	1	0	1
WBT	187	0	187	96	0	96
WBR	19	0	19	10	0	10
North Leg						
Approach	89	5	94	199	17	216
Departure	201	15	216	89	10	99
Total	290	20	310	288	27	315
South Leg						
Approach	91	0	91	36	0	36
Departure	28	0	28	132	0	132
Total	119	0	119	168	0	168
East Leg						
Approach	206	0	206	107	0	107
Departure	166	0	166	138	0	138
Total	372	0	372	245	0	245
West Leg						
Approach	272	15	287	183	10	193
Departure	263	5	268	166	17	183
Total	535	20	555	349	27	376
Total Approaches						
Approach	658	20	678	525	27	552
Departure	658	20	678	525	27	552
Total	1,316	40	1,356	1,050	54	1,104

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		AM Peak Hour			
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	OY With Project
1	Project Driveway 1 / Lurin Avenue				
NBL		0	0	0	23
NBT		0	0	0	0
NBR		0	0	0	4
SBL		0	0	0	0
SBT		0	0	0	0
SBR		0	0	0	0
EBL		0	0	0	0
EBT		124	5	129	0
EBR		0	0	0	8
WBL		0	0	0	1
WBT		149	6	155	0
WBR		0	0	0	0
North Leg					
Approach		0	0	0	0
Departure		0	0	0	0
Total		0	0	0	0
South Leg					
Approach		0	0	0	27
Departure		0	0	0	9
Total		0	0	0	36
East Leg					
Approach		149	6	155	1
Departure		124	5	129	4
Total		273	11	284	5
West Leg					
Approach		124	5	129	8
Departure		149	6	155	23
Total		273	11	284	31
Total Approaches					
Approach		273	11	284	36
Departure		273	11	284	36
Total		546	22	568	72

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	Project Trips	OY With Project
2	Project Driveway 2 / Mariposa Avenue					
NBL		0	0	0	0	0
NBT		0	0	0	0	0
NBR		1	0	1	0	1
SBL		0	0	0	15	15
SBT		0	0	0	0	0
SBR		0	0	0	4	4
EBL		0	0	0	1	1
EBT		265	11	276	0	276
EBR		1	0	1	0	1
WBL		0	0	0	0	0
WBT		261	10	271	0	271
WBR		0	0	0	5	5
North Leg						
	Approach	0	0	0	19	19
	Departure	0	0	0	6	6
	Total	0	0	0	25	25
South Leg						
	Approach	1	0	1	0	1
	Departure	1	0	1	0	1
	Total	2	0	2	0	2
East Leg						
	Approach	261	10	271	5	276
	Departure	266	11	277	15	292
	Total	527	21	548	20	568
West Leg						
	Approach	266	11	277	1	278
	Departure	261	10	271	4	275
	Total	527	21	548	5	553
Total Approaches						
	Approach	528	21	549	25	574
	Departure	528	21	549	25	574
	Total	1,056	42	1,098	50	1,148

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	Project Trips	OY With Project
3	Cole Avenue / Lurin Avenue					
NBL		4	0	4	0	4
NBT		195	8	203	23	226
NBR		3	0	3	23	26
SBL		40	2	42	0	42
SBT		78	3	81	8	89
SBR		33	1	34	1	35
EBL		52	2	54	4	58
EBT		62	2	64	0	64
EBR		6	0	6	0	6
WBL		6	0	6	8	14
WBT		82	3	85	0	85
WBR		35	1	36	0	36
North Leg						
	Approach	151	6	157	9	166
	Departure	282	11	293	27	320
	Total	433	17	450	36	486
South Leg						
	Approach	202	8	210	46	256
	Departure	90	3	93	16	109
	Total	292	11	303	62	365
East Leg						
	Approach	123	4	127	8	135
	Departure	105	4	109	23	132
	Total	228	8	236	31	267
West Leg						
	Approach	120	4	124	4	128
	Departure	119	4	123	1	124
	Total	239	8	247	5	252
Total Approaches						
	Approach	596	22	618	67	685
	Departure	596	22	618	67	685
	Total	1,192	44	1,236	134	1,370

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	Project Trips	OY With Project
4	Cole Avenue / Project Driveway 3					
NBL		0	0	0	0	0
NBT		202	8	210	15	225
NBR		0	0	0	0	0
SBL		0	0	0	0	0
SBT		90	4	94	5	99
SBR		0	0	0	10	10
EBL		0	0	0	30	30
EBT		0	0	0	0	0
EBR		0	0	0	0	0
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		0	0	0	0	0
North Leg						
	Approach	90	4	94	15	109
	Departure	202	8	210	45	255
	Total	292	12	304	60	364
South Leg						
	Approach	202	8	210	15	225
	Departure	90	4	94	5	99
	Total	292	12	304	20	324
East Leg						
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
West Leg						
	Approach	0	0	0	30	30
	Departure	0	0	0	10	10
	Total	0	0	0	40	40
Total Approaches						
	Approach	292	12	304	60	364
	Departure	292	12	304	60	364
	Total	584	24	608	120	728

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		AM Peak Hour			
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	Project Trips
5	Cole Avenue / Mariposa Avenue				
NBL	14	1	15	0	15
NBT	76	3	79	0	79
NBR	1	0	1	0	1
SBL	3	0	3	0	3
SBT	24	1	25	0	25
SBR	62	2	64	5	69
EBL	106	4	110	15	125
EBT	162	6	168	0	168
EBR	4	0	4	0	4
WBL	0	0	0	0	0
WBT	187	7	194	0	194
WBR	19	1	20	0	20
North Leg					
Approach	89	3	92	5	97
Departure	201	8	209	15	224
Total	290	11	301	20	321
South Leg					
Approach	91	4	95	0	95
Departure	28	1	29	0	29
Total	119	5	124	0	124
East Leg					
Approach	206	8	214	0	214
Departure	166	6	172	0	172
Total	372	14	386	0	386
West Leg					
Approach	272	10	282	15	297
Departure	263	10	273	5	278
Total	535	20	555	20	575
Total Approaches					
Approach	658	25	683	20	703
Departure	658	25	683	20	703
Total	1,316	50	1,366	40	1,406

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	Project Trips	OY With Project
1	Project Driveway 1 / Lurin Avenue					
NBL		0	0	0	15	15
NBT		0	0	0	0	0
NBR		0	0	0	3	3
SBL		0	0	0	0	0
SBT		0	0	0	0	0
SBR		0	0	0	0	0
EBL		0	0	0	0	0
EBT		39	2	41	0	41
EBR		0	0	0	26	26
WBL		0	0	0	4	4
WBT		33	1	34	0	34
WBR		0	0	0	0	0
North Leg						
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
South Leg						
	Approach	0	0	0	18	18
	Departure	0	0	0	30	30
	Total	0	0	0	48	48
East Leg						
	Approach	33	1	34	4	38
	Departure	39	2	41	3	44
	Total	72	3	75	7	82
West Leg						
	Approach	39	2	41	26	67
	Departure	33	1	34	15	49
	Total	72	3	75	41	116
Total Approaches						
	Approach	72	3	75	48	123
	Departure	72	3	75	48	123
	Total	144	6	150	96	246

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	Project Trips	OY With Project
2	Project Driveway 2 / Mariposa Avenue					
NBL		0	0	0	0	0
NBT		0	0	0	0	0
NBR		1	0	1	0	1
SBL		0	0	0	10	10
SBT		0	0	0	0	0
SBR		0	0	0	3	3
EBL		0	0	0	4	4
EBT		187	7	194	0	194
EBR		0	0	0	0	0
WBL		0	0	0	0	0
WBT		164	7	171	0	171
WBR		0	0	0	17	17
North Leg						
Approach		0	0	0	13	13
Departure		0	0	0	21	21
Total		0	0	0	34	34
South Leg						
Approach		1	0	1	0	1
Departure		0	0	0	0	0
Total		1	0	1	0	1
East Leg						
Approach		164	7	171	17	188
Departure		188	7	195	10	205
Total		352	14	366	27	393
West Leg						
Approach		187	7	194	4	198
Departure		164	7	171	3	174
Total		351	14	365	7	372
Total Approaches						
Approach		352	14	366	34	400
Departure		352	14	366	34	400
Total		704	28	732	68	800

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		PM Peak Hour			
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	Project Trips
3	Cole Avenue / Lurin Avenue				
NBL	3	0	3	0	3
NBT	83	3	86	15	101
NBR	4	0	4	15	19
SBL	36	1	37	0	37
SBT	199	8	207	26	233
SBR	9	0	9	4	13
EBL	4	0	4	3	7
EBT	23	1	24	0	24
EBR	7	0	7	0	7
WBL	6	0	6	26	32
WBT	29	1	30	0	30
WBR	25	1	26	0	26
North Leg					
Approach	244	9	253	30	283
Departure	112	4	116	18	134
Total	356	13	369	48	417
South Leg					
Approach	90	3	93	30	123
Departure	212	8	220	52	272
Total	302	11	313	82	395
East Leg					
Approach	60	2	62	26	88
Departure	63	2	65	15	80
Total	123	4	127	41	168
West Leg					
Approach	34	1	35	3	38
Departure	41	1	42	4	46
Total	75	2	77	7	84
Total Approaches					
Approach	428	15	443	89	532
Departure	428	15	443	89	532
Total	856	30	886	178	1,064

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	Project Trips	OY With Project
4	Cole Avenue / Project Driveway 3					
NBL		0	0	0	0	0
NBT		90	4	94	10	104
NBR		0	0	0	0	0
SBL		0	0	0	0	0
SBT		212	8	220	17	237
SBR		0	0	0	34	34
EBL		0	0	0	20	20
EBT		0	0	0	0	0
EBR		0	0	0	0	0
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		0	0	0	0	0
North Leg						
	Approach	212	8	220	51	271
	Departure	90	4	94	30	124
	Total	302	12	314	81	395
South Leg						
	Approach	90	4	94	10	104
	Departure	212	8	220	17	237
	Total	302	12	314	27	341
East Leg						
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
West Leg						
	Approach	0	0	0	20	20
	Departure	0	0	0	34	34
	Total	0	0	0	54	54
Total Approaches						
	Approach	302	12	314	81	395
	Departure	302	12	314	81	395
	Total	604	24	628	162	790

Table C-2 - Proj Comp Year (2021) Peak Hour PCE Volume Summary

		PM Peak Hour			
		Existing (2019) PCE	2019- 2021 Growth	OY Without Project	Project Trips
5	Cole Avenue / Mariposa Avenue				
NBL	4	0	4	0	4
NBT	27	1	28	0	28
NBR	5	0	5	0	5
SBL	16	1	17	0	17
SBT	117	5	122	0	122
SBR	66	3	69	17	86
EBL	52	2	54	10	64
EBT	117	5	122	0	122
EBR	14	1	15	0	15
WBL	1	0	1	0	1
WBT	96	4	100	0	100
WBR	10	0	10	0	10
North Leg					
Approach	199	9	208	17	225
Departure	89	3	92	10	102
Total	288	12	300	27	327
South Leg					
Approach	36	1	37	0	37
Departure	132	6	138	0	138
Total	168	7	175	0	175
East Leg					
Approach	107	4	111	0	111
Departure	138	6	144	0	144
Total	245	10	255	0	255
West Leg					
Approach	183	8	191	10	201
Departure	166	7	173	17	190
Total	349	15	364	27	391
Total Approaches					
Approach	525	22	547	27	574
Departure	525	22	547	27	574
Total	1,050	44	1,094	54	1,148

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Project	Cumulative
	Year 2021	Project Trips	Without Project	Project Trips	With Project
1 Project Driveway 1 / Lurin Avenue					
NBL	0	0	0	23	23
NBT	0	0	0	0	0
NBR	0	0	0	4	4
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	129	2	131	0	131
EBR	0	0	0	8	8
WBL	0	0	0	1	1
WBT	155	5	160	0	160
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	27	27
Departure	0	0	0	9	9
Total	0	0	0	36	36
East Leg					
Approach	155	5	160	1	161
Departure	129	2	131	4	135
Total	284	7	291	5	296
West Leg					
Approach	129	2	131	8	139
Departure	155	5	160	23	183
Total	284	7	291	31	322
Total Approaches					
Approach	284	7	291	36	327
Departure	284	7	291	36	327
Total	568	14	582	72	654

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Project	Cumulative
	Year 2021	Project Trips	Without Project	Trips	With Project
2 Project Driveway 2 / Mariposa Avenue					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	1	0	1	0	1
SBL	0	0	0	15	15
SBT	0	0	0	0	0
SBR	0	0	0	4	4
EBL	0	0	0	1	1
EBT	276	1	277	0	277
EBR	1	0	1	0	1
WBL	0	0	0	0	0
WBT	271	0	271	0	271
WBR	0	0	0	5	5
North Leg					
Approach	0	0	0	19	19
Departure	0	0	0	6	6
Total	0	0	0	25	25
South Leg					
Approach	1	0	1	0	1
Departure	1	0	1	0	1
Total	2	0	2	0	2
East Leg					
Approach	271	0	271	5	276
Departure	277	1	278	15	293
Total	548	1	549	20	569
West Leg					
Approach	277	1	278	1	279
Departure	271	0	271	4	275
Total	548	1	549	5	554
Total Approaches					
Approach	549	1	550	25	575
Departure	549	1	550	25	575
Total	1,098	2	1,100	50	1,150

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Project	Cumulative
	Year 2021	Project Trips	Without Project	Project Trips	With Project
3 Cole Avenue / Lurin Avenue					
NBL	4	0	4	0	4
NBT	203	29	232	23	255
NBR	3	0	3	23	26
SBL	42	10	52	0	52
SBT	81	26	107	8	115
SBR	34	0	34	1	35
EBL	54	0	54	4	58
EBT	64	2	66	0	66
EBR	6	0	6	0	6
WBL	6	0	6	8	14
WBT	85	5	90	0	90
WBR	36	22	58	0	58
North Leg					
Approach	157	36	193	9	202
Departure	293	51	344	27	371
Total	450	87	537	36	573
South Leg					
Approach	210	29	239	46	285
Departure	93	26	119	16	135
Total	303	55	358	62	420
East Leg					
Approach	127	27	154	8	162
Departure	109	12	121	23	144
Total	236	39	275	31	306
West Leg					
Approach	124	2	126	4	130
Departure	123	5	128	1	129
Total	247	7	254	5	259
Total Approaches					
Approach	618	94	712	67	779
Departure	618	94	712	67	779
Total	1,236	188	1,424	134	1,558

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Project	Cumulative
	Year 2021	Project Trips	Without Project	Project Trips	With Project
4 Cole Avenue / Project Driveway 3					
NBL	0	0	0	0	0
NBT	210	29	239	15	254
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	94	26	120	5	125
SBR	0	0	0	10	10
EBL	0	0	0	30	30
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	94	26	120	15	135
Departure	210	29	239	45	284
Total	304	55	359	60	419
South Leg					
Approach	210	29	239	15	254
Departure	94	26	120	5	125
Total	304	55	359	20	379
East Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
West Leg					
Approach	0	0	0	30	30
Departure	0	0	0	10	10
Total	0	0	0	40	40
Total Approaches					
Approach	304	55	359	60	419
Departure	304	55	359	60	419
Total	608	110	718	120	838

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Project	Cumulative
	Year 2021	Project Trips	Without Project	Project Trips	With Project
5 Cole Avenue / Mariposa Avenue					
NBL	15	0	15	0	15
NBT	79	28	107	0	107
NBR	1	0	1	0	1
SBL	3	0	3	0	3
SBT	25	26	51	0	51
SBR	64	0	64	5	69
EBL	110	1	111	15	126
EBT	168	0	168	0	168
EBR	4	0	4	0	4
WBL	0	0	0	0	0
WBT	194	0	194	0	194
WBR	20	0	20	0	20
North Leg					
Approach	92	26	118	5	123
Departure	209	29	238	15	253
Total	301	55	356	20	376
South Leg					
Approach	95	28	123	0	123
Departure	29	26	55	0	55
Total	124	54	178	0	178
East Leg					
Approach	214	0	214	0	214
Departure	172	0	172	0	172
Total	386	0	386	0	386
West Leg					
Approach	282	1	283	15	298
Departure	273	0	273	5	278
Total	555	1	556	20	576
Total Approaches					
Approach	683	55	738	20	758
Departure	683	55	738	20	758
Total	1,366	110	1,476	40	1,516

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Project	Cumulative
	Year 2021	Project Trips	Without Project	Trips	With Project
1 Project Driveway 1 / Lurin Avenue					
NBL	0	0	0	15	15
NBT	0	0	0	0	0
NBR	0	0	0	3	3
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	41	5	46	0	46
EBR	0	0	0	26	26
WBL	0	0	0	4	4
WBT	34	3	37	0	37
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	18	18
Departure	0	0	0	30	30
Total	0	0	0	48	48
East Leg					
Approach	34	3	37	4	41
Departure	41	5	46	3	49
Total	75	8	83	7	90
West Leg					
Approach	41	5	46	26	72
Departure	34	3	37	15	52
Total	75	8	83	41	124
Total Approaches					
Approach	75	8	83	48	131
Departure	75	8	83	48	131
Total	150	16	166	96	262

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Project	Cumulative
	Year 2021	Project Trips	Without Project	Trips	With Project
2 Project Driveway 2 / Mariposa Avenue					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	1	0	1	0	1
SBL	0	0	0	10	10
SBT	0	0	0	0	0
SBR	0	0	0	3	3
EBL	0	0	0	4	4
EBT	194	1	195	0	195
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	171	1	172	0	172
WBR	0	0	0	17	17
North Leg					
Approach	0	0	0	13	13
Departure	0	0	0	21	21
Total	0	0	0	34	34
South Leg					
Approach	1	0	1	0	1
Departure	0	0	0	0	0
Total	1	0	1	0	1
East Leg					
Approach	171	1	172	17	189
Departure	195	1	196	10	206
Total	366	2	368	27	395
West Leg					
Approach	194	1	195	4	199
Departure	171	1	172	3	175
Total	365	2	367	7	374
Total Approaches					
Approach	366	2	368	34	402
Departure	366	2	368	34	402
Total	732	4	736	68	804

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Project	Cumulative
	Year 2021	Project Trips	Without Project	Trips	With Project
3 Cole Avenue / Lurin Avenue					
NBL	3	0	3	0	3
NBT	86	25	111	15	126
NBR	4	0	4	15	19
SBL	37	26	63	0	63
SBT	207	27	234	26	260
SBR	9	0	9	4	13
EBL	4	0	4	3	7
EBT	24	5	29	0	29
EBR	7	0	7	0	7
WBL	6	0	6	26	32
WBT	30	3	33	0	33
WBR	26	19	45	0	45
North Leg					
Approach	253	53	306	30	336
Departure	116	44	160	18	178
Total	369	97	466	48	514
South Leg					
Approach	93	25	118	30	148
Departure	220	27	247	52	299
Total	313	52	365	82	447
East Leg					
Approach	62	22	84	26	110
Departure	65	31	96	15	111
Total	127	53	180	41	221
West Leg					
Approach	35	5	40	3	43
Departure	42	3	45	4	49
Total	77	8	85	7	92
Total Approaches					
Approach	443	105	548	89	637
Departure	443	105	548	89	637
Total	886	210	1,096	178	1,274

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Opening Year 2021	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative With Project
4	Cole Avenue / Project Driveway 3					
NBL		0	0	0	0	0
NBT		94	25	119	10	129
NBR		0	0	0	0	0
SBL		0	0	0	0	0
SBT		220	27	247	17	264
SBR		0	0	0	34	34
EBL		0	0	0	20	20
EBT		0	0	0	0	0
EBR		0	0	0	0	0
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		0	0	0	0	0
North Leg						
Approach		220	27	247	51	298
Departure		94	25	119	30	149
Total		314	52	366	81	447
South Leg						
Approach		94	25	119	10	129
Departure		220	27	247	17	264
Total		314	52	366	27	393
East Leg						
Approach		0	0	0	0	0
Departure		0	0	0	0	0
Total		0	0	0	0	0
West Leg						
Approach		0	0	0	20	20
Departure		0	0	0	34	34
Total		0	0	0	54	54
Total Approaches						
Approach		314	52	366	81	447
Departure		314	52	366	81	447
Total		628	104	732	162	894

Table C-3 - Cumulative (2021) Peak Hour PCE Volume Summary




		PM Peak Hour				
		Opening Year 2021	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative With Project
5	Cole Avenue / Mariposa Avenue					
NBL		4	0	4	0	4
NBT		28	24	52	0	52
NBR		5	0	5	0	5
SBL		17	0	17	0	17
SBT		122	26	148	0	148
SBR		69	1	70	17	87
EBL		54	1	55	10	65
EBT		122	0	122	0	122
EBR		15	0	15	0	15
WBL		1	0	1	0	1
WBT		100	0	100	0	100
WBR		10	0	10	0	10
North Leg						
Approach		208	27	235	17	252
Departure		92	25	117	10	127
Total		300	52	352	27	379
South Leg						
Approach		37	24	61	0	61
Departure		138	26	164	0	164
Total		175	50	225	0	225
East Leg						
Approach		111	0	111	0	111
Departure		144	0	144	0	144
Total		255	0	255	0	255
West Leg						
Approach		191	1	192	10	202
Departure		173	1	174	17	191
Total		364	2	366	27	393
Total Approaches						
Approach		547	52	599	27	626
Departure		547	52	599	27	626
Total		1,094	104	1,198	54	1,252

APPENDIX D:

LEVEL OF SERVICE WORKSHEETS

HCM 6th TWSC
2: Exist Driveway & Mariposa Ave

TTM37731 Cole Development
Existing (2019) without Project - AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	1	0	261	0	1
Future Vol, veh/h	265	1	0	261	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	291	1	0	287	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	292
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.1	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.2	-
Pot Cap-1 Maneuver	-	1281	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1281	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-







Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1281	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

TTM37731 Cole Development
Existing (2019) without Project - AM Peak Hour

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	62	6	6	82	35	4	195	3	40	78	33
Future Vol, veh/h	52	62	6	6	82	35	4	195	3	40	78	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	54	65	6	6	85	36	4	203	3	42	81	34
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1





Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	10	9.5	10.6	8.8
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	43%	5%	100%	0%	0%
Vol Thru, %	97%	52%	67%	0%	100%	0%
Vol Right, %	1%	5%	28%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	120	123	40	78	33
LT Vol	4	52	6	40	0	0
Through Vol	195	62	82	0	78	0
RT Vol	3	6	35	0	0	33
Lane Flow Rate	210	125	128	42	81	34
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.315	0.2	0.193	0.069	0.123	0.045
Departure Headway (Hd)	5.384	5.77	5.418	5.939	5.434	4.727
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	663	618	656	599	655	750
Service Time	3.157	3.551	3.199	3.716	3.21	2.503
HCM Lane V/C Ratio	0.317	0.202	0.195	0.07	0.124	0.045
HCM Control Delay	10.6	10	9.5	9.2	9	7.7
HCM Lane LOS	B	A	A	A	A	A
HCM 95th-tile Q	1.3	0.7	0.7	0.2	0.4	0.1

Intersection

Intersection Delay, s/veh 10.9

Intersection LOS B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	162	4	0	187	19	14	76	1	3	24	62
Future Vol, veh/h	106	162	4	0	187	19	14	76	1	3	24	62
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	133	203	5	0	234	24	18	95	1	4	30	78
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.1	10.6	9.8	9.2
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	39%	0%	3%
Vol Thru, %	84%	60%	91%	27%
Vol Right, %	1%	1%	9%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	272	206	89
LT Vol	14	106	0	3
Through Vol	76	162	187	24
RT Vol	1	4	19	62
Lane Flow Rate	114	340	258	111
Geometry Grp	1	1	1	1
Degree of Util (X)	0.177	0.459	0.354	0.16
Departure Headway (Hd)	5.603	4.967	4.947	5.182
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	643	731	731	694
Service Time	3.621	2.967	2.947	3.201
HCM Lane V/C Ratio	0.177	0.465	0.353	0.16
HCM Control Delay	9.8	12.1	10.6	9.2
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.6	2.4	1.6	0.6

HCM 6th TWSC
2: Exist Driveway & Mariposa Ave







TTM37731 Cole Development
Existing (2019) without Project - PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	187	0	0	164	0	1
Future Vol, veh/h	187	0	0	164	0	1
Conflicting Peds, #/hr	0	2	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	205	0	0	180	0	1
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	207	0	389	207
Stage 1	-	-	-	-	207	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1376	-	619	839
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1373	-	617	837
Mov Cap-2 Maneuver	-	-	-	-	617	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	852	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		9.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	837	-	-	1373	-	
HCM Lane V/C Ratio	0.001	-	-	-	-	
HCM Control Delay (s)	9.3	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

TTM37731 Cole Development
Existing (2019) without Project - PM Peak Hour

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	23	7	6	29	25	3	83	4	36	199	9
Future Vol, veh/h	4	23	7	6	29	25	3	83	4	36	199	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	24	7	6	31	27	3	88	4	38	212	10
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1





Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	8.4	8.4	8.5	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	12%	10%	100%	0%	0%
Vol Thru, %	92%	68%	48%	0%	100%	0%
Vol Right, %	4%	21%	42%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	34	60	36	199	9
LT Vol	3	4	6	36	0	0
Through Vol	83	23	29	0	199	0
RT Vol	4	7	25	0	0	9
Lane Flow Rate	96	36	64	38	212	10
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.132	0.054	0.091	0.057	0.285	0.011
Departure Headway (Hd)	4.974	5.338	5.149	5.351	4.849	4.146
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	722	672	697	671	743	864
Service Time	2.697	3.063	2.873	3.069	2.568	1.865
HCM Lane V/C Ratio	0.133	0.054	0.092	0.057	0.285	0.012
HCM Control Delay	8.5	8.4	8.4	8.4	9.5	6.9
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.5	0.2	0.3	0.2	1.2	0

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	117	14	1	96	10	4	27	5	16	117	66
Future Vol, veh/h	52	117	14	1	96	10	4	27	5	16	117	66
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	53	119	14	1	98	10	4	28	5	16	119	67
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	8.4	8.1	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	28%	1%	8%
Vol Thru, %	75%	64%	90%	59%
Vol Right, %	14%	8%	9%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	183	107	199
LT Vol	4	52	1	16
Through Vol	27	117	96	117
RT Vol	5	14	10	66
Lane Flow Rate	37	187	109	203
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.238	0.14	0.251
Departure Headway (Hd)	4.774	4.594	4.62	4.453
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	748	781	775	806
Service Time	2.815	2.627	2.657	2.484
HCM Lane V/C Ratio	0.049	0.239	0.141	0.252
HCM Control Delay	8.1	9.1	8.4	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.9	0.5	1

HCM 6th TWSC
1: Project Driveway 1 & Lurin Avenue

TTM37731 Cole Development
Existing (2019) with Project - AM Peak Hour







Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	124	8	1	149	23	4
Future Vol, veh/h	124	8	1	149	23	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	124	8	1	149	23	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	279	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1466	-	715	927
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1466	-	714	927
Mov Cap-2 Maneuver	-	-	-	-	714	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	881	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	739	-	-	1466	-	
HCM Lane V/C Ratio	0.037	-	-	0.001	-	
HCM Control Delay (s)	10.1	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
2: Exist Driveway/Project Driveway 2 & Mariposa Ave

TTM37731 Cole Development
Existing (2019) with Project - AM Peak Hour

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	265	1	0	261	5	0	0	1	15	0	4
Future Vol, veh/h	1	265	1	0	261	5	0	0	1	15	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	265	1	0	261	5	0	0	1	15	0	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	266	0	0	266	0	0	534	534	266	532	532	264
Stage 1	-	-	-	-	-	-	268	268	-	264	264	-
Stage 2	-	-	-	-	-	-	266	266	-	268	268	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1310	-	-	1310	-	-	460	455	778	461	456	780
Stage 1	-	-	-	-	-	-	742	691	-	746	694	-
Stage 2	-	-	-	-	-	-	744	692	-	742	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1310	-	-	457	455	778	460	456	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	457	455	-	460	456	-
Stage 1	-	-	-	-	-	-	741	690	-	745	694	-
Stage 2	-	-	-	-	-	-	740	692	-	740	690	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.6			12.4		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	778	1310	-	-	1310	-	-	503				
HCM Lane V/C Ratio	0.001	0.001	-	-	-	-	-	0.038				
HCM Control Delay (s)	9.6	7.8	0	-	0	-	-	12.4				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	62	6	14	82	35	4	218	26	40	86	34
Future Vol, veh/h	56	62	6	14	82	35	4	218	26	40	86	34
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	58	65	6	15	85	36	4	227	27	42	90	35
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	10.5	10	11.7	9
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	45%	11%	100%	0%	0%
Vol Thru, %	88%	50%	63%	0%	100%	0%
Vol Right, %	10%	5%	27%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	248	124	131	40	86	34
LT Vol	4	56	14	40	0	0
Through Vol	218	62	82	0	86	0
RT Vol	26	6	35	0	0	34
Lane Flow Rate	258	129	136	42	90	35
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.394	0.217	0.217	0.071	0.141	0.049
Departure Headway (Hd)	5.491	6.053	5.724	6.164	5.658	4.95
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	659	594	628	584	637	727
Service Time	3.195	3.779	3.45	3.87	3.364	2.656
HCM Lane V/C Ratio	0.392	0.217	0.217	0.072	0.141	0.048
HCM Control Delay	11.7	10.5	10	9.3	9.3	7.9
HCM Lane LOS	B	B	A	A	A	A
HCM 95th-tile Q	1.9	0.8	0.8	0.2	0.5	0.2

HCM 6th TWSC
4: Cole Ave & Project Driveway 3

TTM37731 Cole Development
Existing (2019) with Project - AM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	217	95	10
Future Vol, veh/h	30	0	0	217	95	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	0	0	217	95	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	317	100	105	0	-	0
Stage 1	100	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	680	961	1499	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	680	961	1499	-	-	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1499	-	680	-	-	
HCM Lane V/C Ratio	-	-	0.044	-	-	
HCM Control Delay (s)	0	-	10.5	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	121	162	4	0	187	19	14	76	1	3	24	67
Future Vol, veh/h	121	162	4	0	187	19	14	76	1	3	24	67
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	151	203	5	0	234	24	18	95	1	4	30	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.9	10.8	10	9.4
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	42%	0%	3%
Vol Thru, %	84%	56%	91%	26%
Vol Right, %	1%	1%	9%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	287	206	94
LT Vol	14	121	0	3
Through Vol	76	162	187	24
RT Vol	1	4	19	67
Lane Flow Rate	114	359	258	118
Geometry Grp	1	1	1	1
Degree of Util (X)	0.179	0.498	0.358	0.171
Departure Headway (Hd)	5.675	4.997	5.003	5.233
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	631	725	721	685
Service Time	3.715	3.005	3.014	3.273
HCM Lane V/C Ratio	0.181	0.495	0.358	0.172
HCM Control Delay	10	12.9	10.8	9.4
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.6	2.8	1.6	0.6





HCM 6th TWSC
1: Project Driveway 1 & Lurin Avenue

TTM37731 Cole Development
Existing (2019) with Project - PM Peak Hour







Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	26	4	33	15	3
Future Vol, veh/h	39	26	4	33	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	26	4	33	15	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	93	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1550	-	912	1021
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	909	1021
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	984	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	926	-	-	1550	-	
HCM Lane V/C Ratio	0.019	-	-	0.003	-	
HCM Control Delay (s)	9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
2: Exist Driveway/Project Driveway 2 & Mariposa Ave

TTM37731 Cole Development
Existing (2019) with Project - PM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	187	0	0	164	17	0	0	1	10	0	3
Future Vol, veh/h	4	187	0	0	164	17	0	0	1	10	0	3
Conflicting Peds, #/hr	0	0	2	0	0	0	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	187	0	0	164	17	0	0	1	10	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	189	0	0	373	378	189	369	370	175
Stage 1	-	-	-	-	-	-	197	197	-	173	173	-
Stage 2	-	-	-	-	-	-	176	181	-	196	197	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1407	-	-	1397	-	-	588	557	858	591	563	874
Stage 1	-	-	-	-	-	-	809	742	-	834	760	-
Stage 2	-	-	-	-	-	-	831	754	-	810	742	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1394	-	-	582	554	856	589	560	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	582	554	-	589	560	-
Stage 1	-	-	-	-	-	-	805	738	-	831	760	-
Stage 2	-	-	-	-	-	-	827	754	-	807	738	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			9.2			10.8		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	856	1407	-	-	1394	-	-	637				
HCM Lane V/C Ratio	0.001	0.003	-	-	-	-	-	0.02				
HCM Control Delay (s)	9.2	7.6	0	-	0	-	-	10.8				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	23	7	32	29	25	3	98	19	36	225	13
Future Vol, veh/h	7	23	7	32	29	25	3	98	19	36	225	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	24	7	34	31	27	3	104	20	38	239	14
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	8.7	9.2	8.9	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	19%	37%	100%	0%	0%
Vol Thru, %	82%	62%	34%	0%	100%	0%
Vol Right, %	16%	19%	29%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	37	86	36	225	13
LT Vol	3	7	32	36	0	0
Through Vol	98	23	29	0	225	0
RT Vol	19	7	25	0	0	13
Lane Flow Rate	128	39	91	38	239	14
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.179	0.061	0.141	0.058	0.331	0.016
Departure Headway (Hd)	5.036	5.584	5.532	5.485	4.983	4.279
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	711	640	647	653	720	835
Service Time	2.775	3.334	3.276	3.218	2.715	2.012
HCM Lane V/C Ratio	0.18	0.061	0.141	0.058	0.332	0.017
HCM Control Delay	8.9	8.7	9.2	8.6	10.2	7.1
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.6	0.2	0.5	0.2	1.4	0

HCM 6th TWSC
4: Cole Ave & Project Driveway 3

TTM37731 Cole Development
Existing (2019) with Project - PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	100	229	34
Future Vol, veh/h	20	0	0	100	229	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	0	0	100	229	34

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	346	246	263	0	-	0
Stage 1	246	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	655	798	1313	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	655	798	1313	-	-	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1313	-	655	-	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	62	117	14	1	96	10	4	27	5	16	117	83
Future Vol, veh/h	62	117	14	1	96	10	4	27	5	16	117	83
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	63	119	14	1	98	10	4	28	5	16	119	85
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	8.5	8.1	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	32%	1%	7%
Vol Thru, %	75%	61%	90%	54%
Vol Right, %	14%	7%	9%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	193	107	216
LT Vol	4	62	1	16
Through Vol	27	117	96	117
RT Vol	5	14	10	83
Lane Flow Rate	37	197	109	220
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.254	0.142	0.272
Departure Headway (Hd)	4.825	4.642	4.673	4.45
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	772	765	807
Service Time	2.872	2.681	2.716	2.485
HCM Lane V/C Ratio	0.05	0.255	0.142	0.273
HCM Control Delay	8.1	9.3	8.5	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1	0.5	1.1

HCM 6th TWSC
2: Exist Driveway & Mariposa Ave







TTM37731 Cole Development
Opening Year (2021) without Project - AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	1	0	271	0	1
Future Vol, veh/h	276	1	0	271	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	341	1	0	335	0	1
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	342	0	677	342
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1228	-	421	705
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1228	-	421	705
Mov Cap-2 Maneuver	-	-	-	-	421	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	729	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	705	-	-	1228	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Control Delay (s)	10.1	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

TTM37731 Cole Development
Opening Year (2021) without Project - AM Peak Hour

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	64	6	6	85	36	4	203	3	42	81	34
Future Vol, veh/h	54	64	6	6	85	36	4	203	3	42	81	34
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	56	67	6	6	89	38	4	211	3	44	84	35
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1





Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	10.2	9.6	10.9	8.8
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	44%	5%	100%	0%	0%
Vol Thru, %	97%	52%	67%	0%	100%	0%
Vol Right, %	1%	5%	28%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	124	127	42	81	34
LT Vol	4	54	6	42	0	0
Through Vol	203	64	85	0	81	0
RT Vol	3	6	36	0	0	34
Lane Flow Rate	219	129	132	44	84	35
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.33	0.209	0.201	0.073	0.128	0.047
Departure Headway (Hd)	5.423	5.819	5.466	5.98	5.475	4.768
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	658	611	650	594	649	743
Service Time	3.201	3.609	3.255	3.764	3.258	2.551
HCM Lane V/C Ratio	0.333	0.211	0.203	0.074	0.129	0.047
HCM Control Delay	10.9	10.2	9.6	9.2	9.1	7.8
HCM Lane LOS	B	B	A	A	A	A
HCM 95th-tile Q	1.4	0.8	0.7	0.2	0.4	0.1

Intersection

Intersection Delay, s/veh 11.4

Intersection LOS B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	168	4	0	194	20	15	79	1	3	25	64
Future Vol, veh/h	110	168	4	0	194	20	15	79	1	3	25	64
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	138	210	5	0	243	25	19	99	1	4	31	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.8	11	10	9.4
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	39%	0%	3%
Vol Thru, %	83%	60%	91%	27%
Vol Right, %	1%	1%	9%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	282	214	92
LT Vol	15	110	0	3
Through Vol	79	168	194	25
RT Vol	1	4	20	64
Lane Flow Rate	119	352	268	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.187	0.491	0.372	0.168
Departure Headway (Hd)	5.682	5.014	5.006	5.265
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	631	723	722	680
Service Time	3.724	3.023	3.017	3.306
HCM Lane V/C Ratio	0.189	0.487	0.371	0.169
HCM Control Delay	10	12.8	11	9.4
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.7	2.7	1.7	0.6

HCM 6th TWSC
2: Exist Driveway & Mariposa Ave







TTM37731 Cole Development
Opening Year (2021) without Project - PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	194	0	0	171	0	1
Future Vol, veh/h	194	0	0	171	0	1
Conflicting Peds, #/hr	0	2	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	213	0	0	188	0	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	405	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1367	-	606	830
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1364	-	604	828
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	845	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	828	-	-	1364	-	
HCM Lane V/C Ratio	0.001	-	-	-	-	
HCM Control Delay (s)	9.4	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

TTM37731 Cole Development
Opening Year (2021) without Project - PM Peak Hour

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	24	7	6	30	26	3	86	4	37	207	9
Future Vol, veh/h	4	24	7	6	30	26	3	86	4	37	207	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	26	7	6	32	28	3	91	4	39	220	10
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1





Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	8.4	8.4	8.5	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	11%	10%	100%	0%	0%
Vol Thru, %	92%	69%	48%	0%	100%	0%
Vol Right, %	4%	20%	42%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	35	62	37	207	9
LT Vol	3	4	6	37	0	0
Through Vol	86	24	30	0	207	0
RT Vol	4	7	26	0	0	9
Lane Flow Rate	99	37	66	39	220	10
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.137	0.056	0.095	0.059	0.297	0.011
Departure Headway (Hd)	4.992	5.373	5.176	5.361	4.859	4.157
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	718	667	693	669	740	861
Service Time	2.72	3.103	2.904	3.085	2.583	1.88
HCM Lane V/C Ratio	0.138	0.055	0.095	0.058	0.297	0.012
HCM Control Delay	8.5	8.4	8.4	8.4	9.6	6.9
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.5	0.2	0.3	0.2	1.2	0

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	122	15	1	100	10	4	28	5	17	122	69
Future Vol, veh/h	54	122	15	1	100	10	4	28	5	17	122	69
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	55	124	15	1	102	10	4	29	5	17	124	70
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	8.5	8.1	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	28%	1%	8%
Vol Thru, %	76%	64%	90%	59%
Vol Right, %	14%	8%	9%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	191	111	208
LT Vol	4	54	1	17
Through Vol	28	122	100	122
RT Vol	5	15	10	69
Lane Flow Rate	38	195	113	212
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.25	0.147	0.265
Departure Headway (Hd)	4.821	4.626	4.661	4.487
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	740	776	767	800
Service Time	2.869	2.664	2.703	2.522
HCM Lane V/C Ratio	0.051	0.251	0.147	0.265
HCM Control Delay	8.1	9.2	8.5	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1	0.5	1.1





HCM 6th TWSC
1: Project Driveway 1 & Lurin Avenue

TTM37731 Cole Development
Opening Year (2021) with Project - AM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	8	1	155	23	4
Future Vol, veh/h	129	8	1	155	23	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	129	8	1	155	23	4
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	137	0	290	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	157	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1459	-	705	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1459	-	704	922
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	875	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	730	-	-	1459	-	
HCM Lane V/C Ratio	0.037	-	-	0.001	-	
HCM Control Delay (s)	10.1	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
2: Exist Driveway/Project Driveway 2 & Mariposa Ave







TTM37731 Cole Development
Opening Year (2021) with Project - AM Peak Hour

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	276	1	0	271	5	0	0	1	15	0	4
Future Vol, veh/h	1	276	1	0	271	5	0	0	1	15	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	276	1	0	271	5	0	0	1	15	0	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	277	0	0	555	555	277	553	553	274
Stage 1	-	-	-	-	-	-	279	279	-	274	274	-
Stage 2	-	-	-	-	-	-	276	276	-	279	279	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1299	-	-	1298	-	-	445	443	767	447	444	770
Stage 1	-	-	-	-	-	-	732	683	-	736	687	-
Stage 2	-	-	-	-	-	-	735	685	-	732	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1299	-	-	1298	-	-	442	443	767	446	444	770
Mov Cap-2 Maneuver	-	-	-	-	-	-	442	443	-	446	444	-
Stage 1	-	-	-	-	-	-	731	682	-	735	687	-
Stage 2	-	-	-	-	-	-	731	685	-	730	682	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.7			12.7		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	767	1299	-	-	1298	-	-	489				
HCM Lane V/C Ratio	0.001	0.001	-	-	-	-	-	0.039				
HCM Control Delay (s)	9.7	7.8	0	-	0	-	-	12.7				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

TTM37731 Cole Development
Opening Year (2021) with Project - AM Peak Hour

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	64	6	14	85	36	4	226	26	42	89	35
Future Vol, veh/h	58	64	6	14	85	36	4	226	26	42	89	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	67	6	15	89	38	4	235	27	44	93	36
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	10.6	10.2	12.1	9.1
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	45%	10%	100%	0%	0%
Vol Thru, %	88%	50%	63%	0%	100%	0%
Vol Right, %	10%	5%	27%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	256	128	135	42	89	35
LT Vol	4	58	14	42	0	0
Through Vol	226	64	85	0	89	0
RT Vol	26	6	36	0	0	35
Lane Flow Rate	267	133	141	44	93	36
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.411	0.226	0.226	0.075	0.147	0.05
Departure Headway (Hd)	5.543	6.11	5.78	6.196	5.69	4.981
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	653	588	622	579	631	719
Service Time	3.243	3.841	3.509	3.923	3.417	2.708
HCM Lane V/C Ratio	0.409	0.226	0.227	0.076	0.147	0.05
HCM Control Delay	12.1	10.6	10.2	9.4	9.4	8
HCM Lane LOS	B	B	B	A	A	A
HCM 95th-tile Q	2	0.9	0.9	0.2	0.5	0.2

HCM 6th TWSC
4: Cole Ave & Project Driveway 3

TTM37731 Cole Development
Opening Year (2021) with Project - AM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	225	99	10
Future Vol, veh/h	30	0	0	225	99	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	0	0	225	99	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	329	104	109	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	670	956	1494	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	670	956	1494	-	-	-
Mov Cap-2 Maneuver	670	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	670	-	-
HCM Lane V/C Ratio	-	-	0.045	-	-
HCM Control Delay (s)	0	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	125	168	4	0	194	20	15	79	1	3	25	69
Future Vol, veh/h	125	168	4	0	194	20	15	79	1	3	25	69
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	156	210	5	0	243	25	19	99	1	4	31	86
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.5	11.1	10.2	9.5
HCM LOS	B	B	B	A




Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	42%	0%	3%
Vol Thru, %	83%	57%	91%	26%
Vol Right, %	1%	1%	9%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	297	214	97
LT Vol	15	125	0	3
Through Vol	79	168	194	25
RT Vol	1	4	20	69
Lane Flow Rate	119	371	268	121
Geometry Grp	1	1	1	1
Degree of Util (X)	0.19	0.522	0.375	0.179
Departure Headway (Hd)	5.758	5.061	5.046	5.318
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	622	717	712	673
Service Time	3.801	3.061	3.079	3.363
HCM Lane V/C Ratio	0.191	0.517	0.376	0.18
HCM Control Delay	10.2	13.5	11.1	9.5
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	0.7	3.1	1.7	0.6

HCM 6th TWSC
1: Project Driveway 1 & Lurin Avenue

TTM37731 Cole Development
Opening Year (2021) with Project - PM Peak Hour

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	26	4	34	15	3
Future Vol, veh/h	41	26	4	34	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	41	26	4	34	15	3





Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	67
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1547
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1547
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	922	-	-	1547	-
HCM Lane V/C Ratio	0.02	-	-	0.003	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
2: Exist Driveway/Project Driveway 2 & Mariposa Ave







TTM37731 Cole Development
Opening Year (2021) with Project - PM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	194	0	0	171	17	0	0	1	10	0	3
Future Vol, veh/h	4	194	0	0	171	17	0	0	1	10	0	3
Conflicting Peds, #/hr	0	0	2	0	0	0	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	194	0	0	171	17	0	0	1	10	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	196	0	0	387	392	196	383	384	182
Stage 1	-	-	-	-	-	-	204	204	-	180	180	-
Stage 2	-	-	-	-	-	-	183	188	-	203	204	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1398	-	-	1389	-	-	575	547	850	579	553	866
Stage 1	-	-	-	-	-	-	803	737	-	826	754	-
Stage 2	-	-	-	-	-	-	823	748	-	804	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1398	-	-	1386	-	-	569	544	848	577	550	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	569	544	-	577	550	-
Stage 1	-	-	-	-	-	-	799	733	-	824	754	-
Stage 2	-	-	-	-	-	-	819	748	-	801	733	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			9.3			10.9		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	848	1398	-	-	1386	-	-	625				
HCM Lane V/C Ratio	0.001	0.003	-	-	-	-	-	0.021				
HCM Control Delay (s)	9.3	7.6	0	-	0	-	-	10.9				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

TTM37731 Cole Development
Opening Year (2021) with Project - PM Peak Hour

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	24	7	32	30	26	3	101	19	37	233	13
Future Vol, veh/h	7	24	7	32	30	26	3	101	19	37	233	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	26	7	34	32	28	3	107	20	39	248	14
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	8.8	9.3	8.9	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	18%	36%	100%	0%	0%
Vol Thru, %	82%	63%	34%	0%	100%	0%
Vol Right, %	15%	18%	30%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	38	88	37	233	13
LT Vol	3	7	32	37	0	0
Through Vol	101	24	30	0	233	0
RT Vol	19	7	26	0	0	13
Lane Flow Rate	131	40	94	39	248	14
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.184	0.063	0.145	0.06	0.344	0.016
Departure Headway (Hd)	5.06	5.622	5.559	5.499	4.996	4.293
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	708	635	644	651	719	832
Service Time	2.801	3.374	3.304	3.234	2.731	2.027
HCM Lane V/C Ratio	0.185	0.063	0.146	0.06	0.345	0.017
HCM Control Delay	8.9	8.8	9.3	8.6	10.3	7.1
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.7	0.2	0.5	0.2	1.5	0

HCM 6th TWSC
4: Cole Ave & Project Driveway 3

TTM37731 Cole Development
Opening Year (2021) with Project - PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	104	237	34
Future Vol, veh/h	20	0	0	104	237	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	0	0	104	237	34
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	358	254	271	0	-	0
Stage 1	254	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	644	790	1304	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	644	790	1304	-	-	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.8	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1304	-	644	-	-	
HCM Lane V/C Ratio	-	-	0.031	-	-	
HCM Control Delay (s)	0	-	10.8	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	122	15	1	100	10	4	28	5	17	122	86
Future Vol, veh/h	64	122	15	1	100	10	4	28	5	17	122	86
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	65	124	15	1	102	10	4	29	5	17	124	88
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	8.6	8.2	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	32%	1%	8%
Vol Thru, %	76%	61%	90%	54%
Vol Right, %	14%	7%	9%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	201	111	225
LT Vol	4	64	1	17
Through Vol	28	122	100	122
RT Vol	5	15	10	86
Lane Flow Rate	38	205	113	230
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.266	0.148	0.286
Departure Headway (Hd)	4.874	4.676	4.717	4.485
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	732	767	758	799
Service Time	2.925	2.717	2.762	2.522
HCM Lane V/C Ratio	0.052	0.267	0.149	0.288
HCM Control Delay	8.2	9.4	8.6	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.1	0.5	1.2

HCM 6th TWSC
2: Exist Driveway & Mariposa Ave







TTM37731 Cole Development
Cumulative (2021) without Project - AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	277	1	0	271	0	1
Future Vol, veh/h	277	1	0	271	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	277	1	0	271	0	1
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	278	0	549	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	271	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1296	-	500	766
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1296	-	500	766
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	779	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	766	-	-	1296	-	
HCM Lane V/C Ratio	0.001	-	-	-	-	
HCM Control Delay (s)	9.7	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

TTM37731 Cole Development
Cumulative (2021) without Project - AM Peak Hour

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	66	6	6	90	58	4	232	3	52	107	34
Future Vol, veh/h	54	66	6	6	90	58	4	232	3	52	107	34
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	56	69	6	6	94	60	4	242	3	54	111	35
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	10.7	10.4	12.1	9.4
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	43%	4%	100%	0%	0%
Vol Thru, %	97%	52%	58%	0%	100%	0%
Vol Right, %	1%	5%	38%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	239	126	154	52	107	34
LT Vol	4	54	6	52	0	0
Through Vol	232	66	90	0	107	0
RT Vol	3	6	58	0	0	34
Lane Flow Rate	249	131	160	54	111	35
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.393	0.225	0.255	0.094	0.177	0.049
Departure Headway (Hd)	5.68	6.173	5.713	6.238	5.732	5.023
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	635	583	629	575	626	713
Service Time	3.406	3.904	3.442	3.967	3.46	2.752
HCM Lane V/C Ratio	0.392	0.225	0.254	0.094	0.177	0.049
HCM Control Delay	12.1	10.7	10.4	9.6	9.7	8
HCM Lane LOS	B	B	B	A	A	A
HCM 95th-tile Q	1.9	0.9	1	0.3	0.6	0.2

Intersection

Intersection Delay, s/veh 12.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	111	168	4	0	194	20	15	107	1	3	51	64
Future Vol, veh/h	111	168	4	0	194	20	15	107	1	3	51	64
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	139	210	5	0	243	25	19	134	1	4	64	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.8	11.7	10.8	10.2
HCM LOS	B	B	B	B




Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	39%	0%	3%
Vol Thru, %	87%	59%	91%	43%
Vol Right, %	1%	1%	9%	54%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	283	214	118
LT Vol	15	111	0	3
Through Vol	107	168	194	51
RT Vol	1	4	20	64
Lane Flow Rate	154	354	268	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.249	0.516	0.391	0.226
Departure Headway (Hd)	5.825	5.25	5.256	5.512
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	615	686	682	649
Service Time	3.88	3.291	3.3	3.566
HCM Lane V/C Ratio	0.25	0.516	0.393	0.228
HCM Control Delay	10.8	13.8	11.7	10.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1	3	1.9	0.9

HCM 6th TWSC
2: Exist Driveway & Mariposa Ave

04/28/2020

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	0	0	172	0	1
Future Vol, veh/h	195	0	0	172	0	1
Conflicting Peds, #/hr	0	2	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	214	0	0	189	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	216
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.1	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.2	-
Pot Cap-1 Maneuver	-	1366	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1363	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-







Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	827	-	-	1363	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

04/28/2020

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	29	7	6	33	45	3	111	4	63	234	9
Future Vol, veh/h	4	29	7	6	33	45	3	111	4	63	234	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	31	7	6	35	48	3	118	4	67	249	10
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	8.8	8.8	9	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	10%	7%	100%	0%	0%
Vol Thru, %	94%	72%	39%	0%	100%	0%
Vol Right, %	3%	17%	54%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	40	84	63	234	9
LT Vol	3	4	6	63	0	0
Through Vol	111	29	33	0	234	0
RT Vol	4	7	45	0	0	9
Lane Flow Rate	126	43	89	67	249	10
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.18	0.066	0.131	0.102	0.344	0.011
Departure Headway (Hd)	5.151	5.621	5.293	5.475	4.973	4.269
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	695	635	676	655	722	837
Service Time	2.89	3.371	3.037	3.208	2.705	2.002
HCM Lane V/C Ratio	0.181	0.068	0.132	0.102	0.345	0.012
HCM Control Delay	9	8.8	8.8	8.8	10.3	7
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.7	0.2	0.4	0.3	1.5	0





HCM 6th AWSC
5: Cole Avenue & Mariposa Ave

04/28/2020

Intersection

Intersection Delay, s/veh 9.3

Intersection LOS A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	122	15	1	100	10	4	52	5	17	148	70
Future Vol, veh/h	55	122	15	1	100	10	4	52	5	17	148	70
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	56	124	15	1	102	10	4	53	5	17	151	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	8.7	8.4	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	29%	1%	7%
Vol Thru, %	85%	64%	90%	63%
Vol Right, %	8%	8%	9%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	192	111	235
LT Vol	4	55	1	17
Through Vol	52	122	100	148
RT Vol	5	15	10	70
Lane Flow Rate	62	196	113	240
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.259	0.151	0.303
Departure Headway (Hd)	4.899	4.757	4.798	4.554
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	727	752	743	787
Service Time	2.958	2.808	2.856	2.6
HCM Lane V/C Ratio	0.085	0.261	0.152	0.305
HCM Control Delay	8.4	9.5	8.7	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1	0.5	1.3





HCM 6th TWSC
1: Project Driveway 1 & Lurin Avenue

TTM37731 Cole Development
Cumulative (2021) with Project - AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	131	8	1	160	23	4
Future Vol, veh/h	131	8	1	160	23	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	131	8	1	160	23	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	297	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	162	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1457	-	698	919
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	872	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	697	919
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	871	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	723	-	-	1457	-	
HCM Lane V/C Ratio	0.037	-	-	0.001	-	
HCM Control Delay (s)	10.2	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
2: Exist Driveway/Project Driveway 2 & Mariposa Ave







TTM37731 Cole Development
Cumulative (2021) with Project - AM Peak Hour

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	277	1	0	271	5	0	0	1	15	0	4
Future Vol, veh/h	1	277	1	0	271	5	0	0	1	15	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	277	1	0	271	5	0	0	1	15	0	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	278	0	0	556	556	278	554	554	274
Stage 1	-	-	-	-	-	-	280	280	-	274	274	-
Stage 2	-	-	-	-	-	-	276	276	-	280	280	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1299	-	-	1296	-	-	445	442	766	446	443	770
Stage 1	-	-	-	-	-	-	731	683	-	736	687	-
Stage 2	-	-	-	-	-	-	735	685	-	731	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1299	-	-	1296	-	-	442	442	766	445	443	770
Mov Cap-2 Maneuver	-	-	-	-	-	-	442	442	-	445	443	-
Stage 1	-	-	-	-	-	-	730	682	-	735	687	-
Stage 2	-	-	-	-	-	-	731	685	-	729	682	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.7			12.7		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	766	1299	-	-	1296	-	-	488				
HCM Lane V/C Ratio	0.001	0.001	-	-	-	-	-	0.039				
HCM Control Delay (s)	9.7	7.8	0	-	0	-	-	12.7				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

TTM37731 Cole Development
Cumulative (2021) with Project - AM Peak Hour

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	66	6	14	90	58	4	255	26	52	115	35
Future Vol, veh/h	58	66	6	14	90	58	4	255	26	52	115	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	69	6	15	94	60	4	266	27	54	120	36
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	11.2	11	13.5	9.7
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	1%	45%	9%	100%	0%	0%
Vol Thru, %	89%	51%	56%	0%	100%	0%
Vol Right, %	9%	5%	36%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	285	130	162	52	115	35
LT Vol	4	58	14	52	0	0
Through Vol	255	66	90	0	115	0
RT Vol	26	6	58	0	0	35
Lane Flow Rate	297	135	169	54	120	36
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.471	0.24	0.279	0.096	0.196	0.052
Departure Headway (Hd)	5.716	6.392	5.945	6.385	5.878	5.168
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	629	562	604	561	611	692
Service Time	3.45	4.132	3.683	4.123	3.615	2.905
HCM Lane V/C Ratio	0.472	0.24	0.28	0.096	0.196	0.052
HCM Control Delay	13.5	11.2	11	9.8	10.1	8.2
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	2.5	0.9	1.1	0.3	0.7	0.2

HCM 6th TWSC
4: Cole Ave & Project Driveway 3

TTM37731 Cole Development
Cumulative (2021) with Project - AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	254	125	10
Future Vol, veh/h	30	0	0	254	125	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	0	0	254	125	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	384	130	135	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	623	925	1462	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	623	925	1462	-	-	-
Mov Cap-2 Maneuver	623	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1462	-	623	-	-	
HCM Lane V/C Ratio	-	-	0.048	-	-	
HCM Control Delay (s)	0	-	11.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	126	168	4	0	194	20	15	107	1	3	51	69
Future Vol, veh/h	126	168	4	0	194	20	15	107	1	3	51	69
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	158	210	5	0	243	25	19	134	1	4	64	86
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.6	11.8	11	10.4
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	42%	0%	2%
Vol Thru, %	87%	56%	91%	41%
Vol Right, %	1%	1%	9%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	298	214	123
LT Vol	15	126	0	3
Through Vol	107	168	194	51
RT Vol	1	4	20	69
Lane Flow Rate	154	372	268	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.252	0.547	0.395	0.238
Departure Headway (Hd)	5.901	5.287	5.315	5.563
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	682	674	643
Service Time	3.962	3.333	3.366	3.625
HCM Lane V/C Ratio	0.254	0.545	0.398	0.24
HCM Control Delay	11	14.6	11.8	10.4
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1	3.3	1.9	0.9

HCM 6th TWSC
1: Project Driveway 1 & Lurin Avenue

TTM37731 Cole Development
Cumulative (2021) with Project - PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	26	4	37	15	3
Future Vol, veh/h	46	26	4	37	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	26	4	37	15	3
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	72	0	104	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1541	-	899	1012
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	896	1012
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	980	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.7		9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	913	-	-	1541	-	
HCM Lane V/C Ratio	0.02	-	-	0.003	-	
HCM Control Delay (s)	9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
2: Exist Driveway/Project Driveway 2 & Mariposa Ave







TTM37731 Cole Development
Cumulative (2021) with Project - PM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	195	0	0	172	17	0	0	1	10	0	3
Future Vol, veh/h	4	195	0	0	172	17	0	0	1	10	0	3
Conflicting Peds, #/hr	0	0	2	0	0	0	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	195	0	0	172	17	0	0	1	10	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	189	0	0	197	0	0	389	394	197	385	386	183
Stage 1	-	-	-	-	-	-	205	205	-	181	181	-
Stage 2	-	-	-	-	-	-	184	189	-	204	205	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1397	-	-	1388	-	-	574	546	849	577	551	865
Stage 1	-	-	-	-	-	-	802	736	-	825	754	-
Stage 2	-	-	-	-	-	-	822	748	-	803	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1397	-	-	1385	-	-	568	543	847	575	548	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	543	-	575	548	-
Stage 1	-	-	-	-	-	-	798	732	-	823	754	-
Stage 2	-	-	-	-	-	-	818	748	-	800	732	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			9.3			10.9		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	847	1397	-	-	1385	-	-	623				
HCM Lane V/C Ratio	0.001	0.003	-	-	-	-	-	0.021				
HCM Control Delay (s)	9.3	7.6	0	-	0	-	-	10.9				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th AWSC
3: Cole Avenue & Lurin Avenue

TTM37731 Cole Development
Cumulative (2021) with Project - PM Peak Hour

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	29	7	32	33	45	3	126	19	63	260	13
Future Vol, veh/h	7	29	7	32	33	45	3	126	19	63	260	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	31	7	34	35	48	3	134	20	67	277	14
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay	9.1	9.7	9.6	10.6
HCM LOS	A	A	A	B





Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	16%	29%	100%	0%	0%
Vol Thru, %	85%	67%	30%	0%	100%	0%
Vol Right, %	13%	16%	41%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	43	110	63	260	13
LT Vol	3	7	32	63	0	0
Through Vol	126	29	33	0	260	0
RT Vol	19	7	45	0	0	13
Lane Flow Rate	157	46	117	67	277	14
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.229	0.075	0.184	0.105	0.393	0.017
Departure Headway (Hd)	5.236	5.869	5.652	5.616	5.113	4.408
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	682	606	631	636	700	807
Service Time	3.004	3.651	3.423	3.372	2.868	2.163
HCM Lane V/C Ratio	0.23	0.076	0.185	0.105	0.396	0.017
HCM Control Delay	9.6	9.1	9.7	9	11.2	7.2
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.9	0.2	0.7	0.4	1.9	0.1

HCM 6th TWSC
4: Cole Ave & Project Driveway 3

TTM37731 Cole Development
Cumulative (2021) with Project - PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	129	264	34
Future Vol, veh/h	20	0	0	129	264	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	0	0	129	264	34
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	410	281	298	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	602	763	1275	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	602	763	1275	-	-	-
Mov Cap-2 Maneuver	602	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1275	-	602	-	-	
HCM Lane V/C Ratio	-	-	0.033	-	-	
HCM Control Delay (s)	0	-	11.2	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	122	15	1	100	10	4	52	5	17	148	87
Future Vol, veh/h	65	122	15	1	100	10	4	52	5	17	148	87
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	66	124	15	1	102	10	4	53	5	17	151	89
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	8.8	8.5	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	32%	1%	7%
Vol Thru, %	85%	60%	90%	59%
Vol Right, %	8%	7%	9%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	202	111	252
LT Vol	4	65	1	17
Through Vol	52	122	100	148
RT Vol	5	15	10	87
Lane Flow Rate	62	206	113	257
Geometry Grp	1	1	1	1
Degree of Util (X)	0.086	0.275	0.153	0.325
Departure Headway (Hd)	4.952	4.809	4.856	4.556
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	718	742	734	784
Service Time	3.018	2.865	2.919	2.606
HCM Lane V/C Ratio	0.086	0.278	0.154	0.328
HCM Control Delay	8.5	9.7	8.8	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.1	0.5	1.4