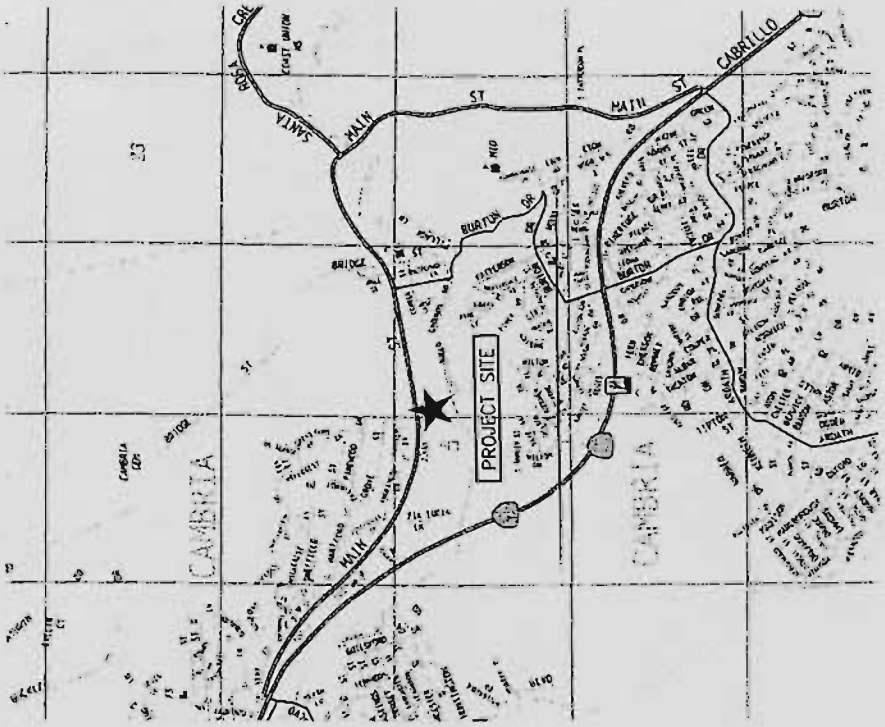
FISCALINI PARK MASTER PLAN
SAN LUIS OBISPO COUNTY, CALIFORNIA

TRAFFIC AND CIRCULATION STUDY



July 10, 2006

ATE Project #06048

Prepared for:
Morro Group
1422 Monterey Street, Suite C-200
San Luis Obispo, CA 93401

Prepared by:
Richard L. Pool, P.E.

ASSOCIATED TRANSPORTATION ENGINEERS
100 North Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.
Scott A. Schell, AICP

July 10, 2006

Mary Reentz
Morro Group
1422 Monterey Street, Suite C-200
San Luis Obispo, CA 93401

TRAFFIC AND PARKING STUDY FOR THE FISCALINI PARK MASTER PLAN, SAN LUIS OBISPO COUNTY, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit the following traffic and parking study for the Fiscalini Park Master Plan. It our understanding that the contents of this study will be incorporated into the environmental documents being prepared for the project by the Morro Group.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

By: Richard L. Pool, PE
President

EXECUTIVE SUMMARY

The Fiscalini Ranch totals about 420 acres, divided into an eastern and western section. The western portion of the ranch contains 350 acres and the eastern portion contains the remaining 70 acres. The western section would be for passive uses such as hiking and horseback riding. A ±25-acre community park in proposed on the eastern portion (17.5 acres of developed uses and 7.5 acres for the creek and hillside areas). The proposed park include sports fields (soccer, baseball, softball), tennis courts, basketball/volleyball courts, playgrounds, picnic areas, and a future community building. Access is proposed via Rodeo Grounds Road, which connects to Burton Drive south of the downtown area.

The study-area roadways and intersections currently operate at LOS A or B during Weekday and Summer Weekend peak periods. The proposed park uses would generate 875 trips, with 79 trips occurring during the P.M. peak hour period on weekdays. For the Summer Weekend period with the park fully utilized with 9 soccer fields as well as the other park uses, the project would generate 1,655 trips, with 270 trips occurring during the peak hour period.

The impact analysis found that all of the study-area roadways and intersections would operate at LOS C or better during Weekday and Summer Weekend peak periods. These service level meet the County standard and project traffic would not significantly impact the roadways and intersections in the project area. Similarly, the cumulative analysis found that all of the study-area roadways and intersections would operate at LOS C or better and cumulative traffic would not significantly impact the study-area roadways and intersections.

The project includes a concept plan with ±100 parking spaces for the park. This supply would accommodate the day-to-day peak parking demands but peak weekend demands would exceed the supply assuming that all 9 soccer fields are being used. The analysis shows a peak parking demand of 189 parking spaces assuming that the 9 soccer fields are fully utilized. There would also be a nominal amount of parking generated by the other park uses during the same time period. The project could mitigate this potential impact via one, or a combination of, the following measures:

1. Provide more permanent parking;
2. Provide overflow parking;
3. Construct the entry road at a width that would allow on-street parking; and/or
4. Limit the number of fields in use at any one time (4 fields maximum).

CONTENTS

TABLES

FIGURES

INTRODUCTION

The following report contains an analysis of the traffic and parking impacts associated with the Fiscalini Park Master Plan, proposed in the Community of Cambria in San Luis Obispo County. The report provides information relative to existing and future traffic conditions within the project study area. Potential project-specific and cumulative impacts were evaluated using County policies for roadways and intersections. A parking analysis was also prepared to determine the adequacy of the proposed parking supply.

In addition to the typical weekday traffic analysis completed for projects, County staff requested a summer weekend analysis for this project since Cambria experiences tourist activity on weekends during summer months. Traffic volumes were collected for the weekday period in May 2006 and for the summer weekend period in June 2006. The peak period for weekdays is between 4:00 and 6:00 P.M., while the peak period for summer weekends occurs between 11:00 A.M. and 4:00 P.M. The traffic count data is contained in the Technical Appendix for reference.

PROJECT DESCRIPTION

The project site location within Cambria is shown on Figure 1. The Fiscalini Ranch totals about 420 acres, divided into an eastern and western section. The western portion of the ranch contains 350 acres and the eastern portion contains the remaining 70 acres. The western section would be for passive uses such as hiking and horseback riding. A ±25-acre community park is proposed on the eastern portion (17.5 acres of developed uses and 7.5 acres for the creek and hillside areas). The proposed park include sports fields (soccer, baseball, softball), tennis courts, basketball/volleyball courts, playgrounds, picnic areas, and a future community building. Figure 2 shows the conceptual plan for the park. Access is proposed via Rodeo Grounds Road, which connects to Burton Drive south of the downtown area.

EXISTING CONDITIONS

Street Network

The circulation system adjacent to the site is comprised of Highway 1 (a State Route) and arterial and collector roads located within Cambria, as illustrated in Figure 3. The following text provides a brief discussion of the primary components of the study-area street network.

Highway 1 is a two-lane State Highway with asphalt shoulders within the Cambria area. The highway provides north-south regional access to the site via connections to Main Street.

Main Street, located to the north of the site, is a ±30-foot wide roadway. Main Street is a minor arterial roadway that extends from Highway 1 easterly through Cambria's downtown area. On-street parking is provided in portions of the downtown area. The Main Street/Cambria Drive intersection is a T-configuration and is controlled by stop signs (all-way stop). The Main Street/Burton Drive intersection is also a T-configuration and controlled by stop signs (all-way stop).

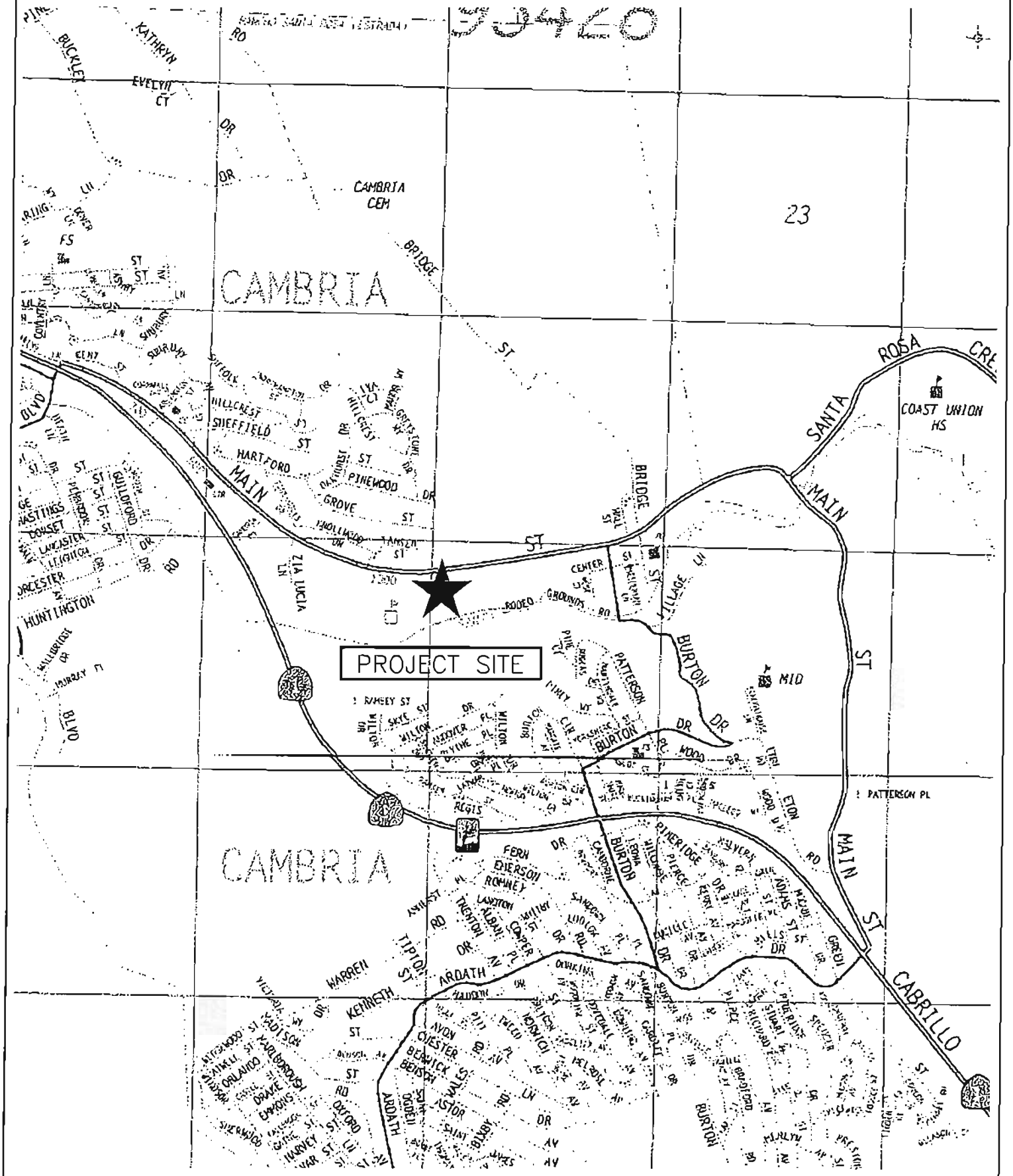


FIGURE 1

PROJECT SITE LOCATION

MF #06048

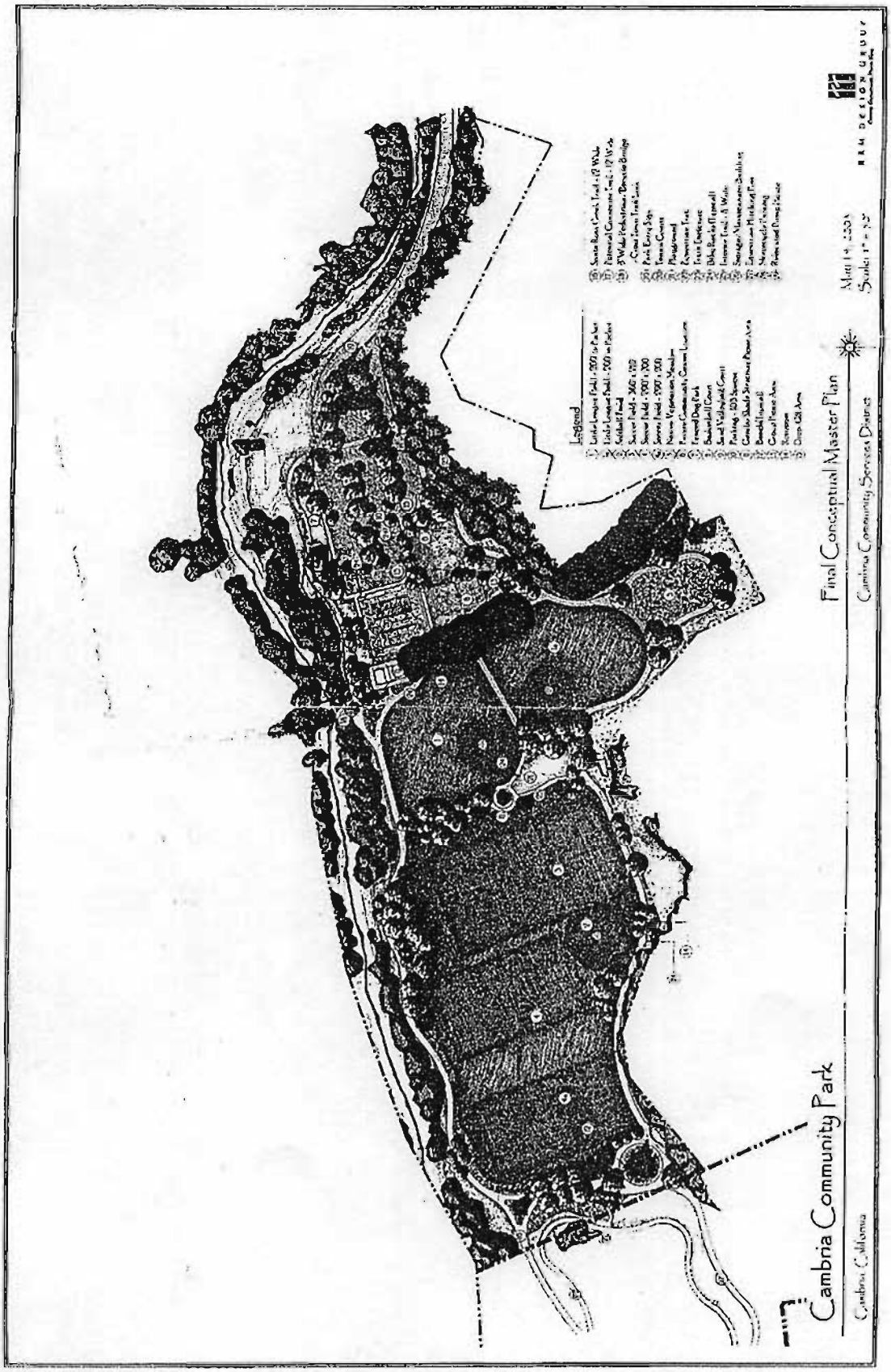


FIGURE 2

CONCEPTUAL SITE PLAN

MF #06048

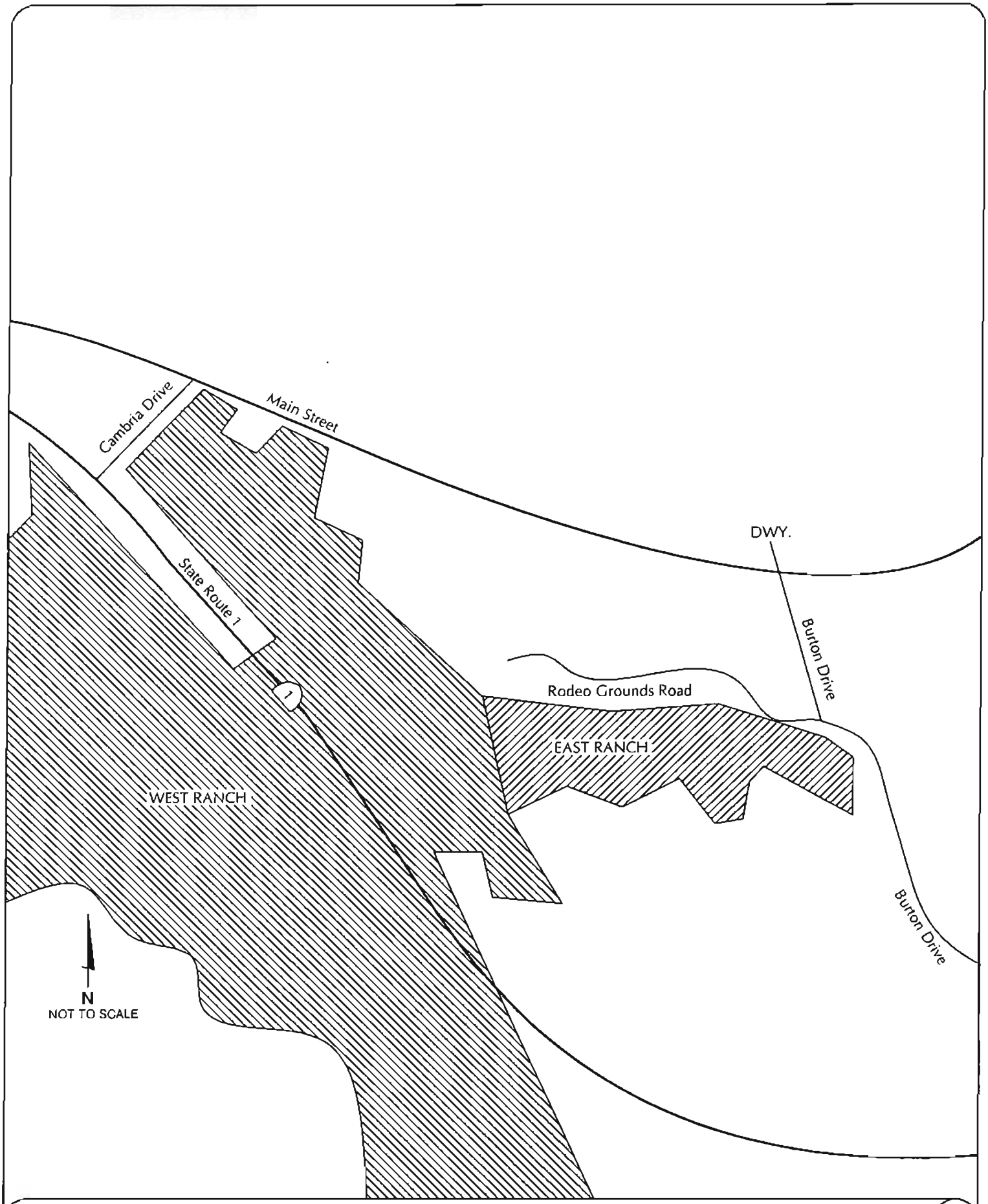


FIGURE 3

STREET NETWORK

MF #06048

Burton Drive is a north-south two-lane collector road with curb, gutter, and sidewalk adjacent to the commercial uses between Rodeo Grounds Road and Main Street. On-street parking is provided in this area. Burton Drive is a two-lane collector roadway with dirt shoulders south of Rodeo Ground Road. The Burton Drive/Rodeo Grounds Road intersection is a T-configuration and is stop-controlled on the Rodeo Grounds Road approach.

Rodeo Grounds Drive is an unpaved local road that extends west of Burton Drive into the area of the proposed park.

Roadway Operations

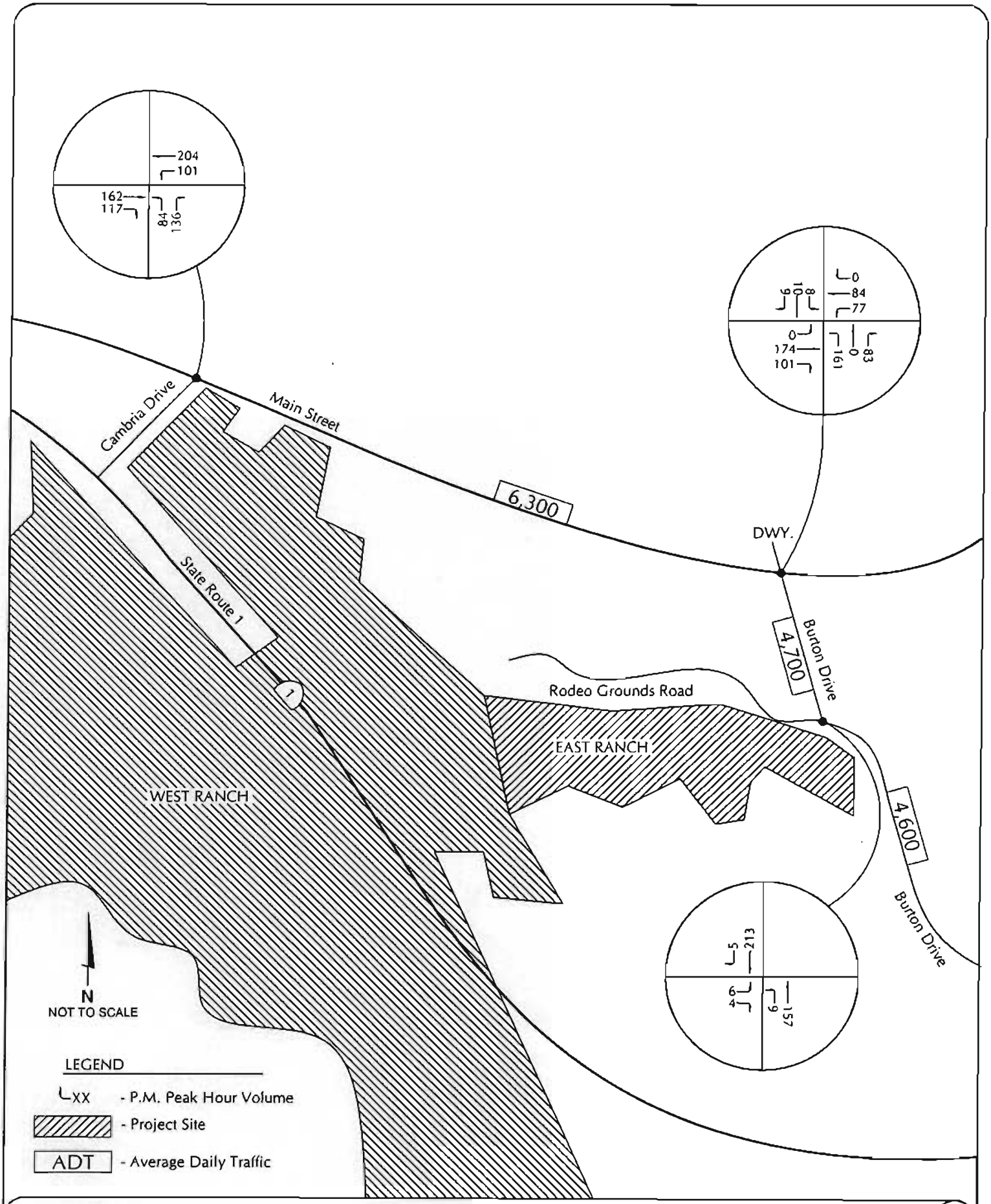
Existing average daily traffic (ADT) volumes and roadway operations are reviewed below. County policies state that the level of service standard for the Cambria area is LOS D.

The operational characteristics of the study-area roadways were analyzed using standard engineering roadway classifications and their corresponding roadway design capacities. The roadway classification system and design capacities are summarized in the Technical Appendix for reference. "Levels of Service" (LOS) A through F are used to rate roadway operations. LOS A and LOS B represent primarily free-flow operations, LOS C represents stable conditions, LOS D nears unstable operations with restrictions on maneuverability within traffic streams, LOS E represents unstable operations with maneuverability very limited, and LOS F represents breakdown or forced flow conditions.

The Existing Weekday and Existing Summer Weekend ADT volumes for the street segments in the vicinity of the project site are shown in Figures 4 and 5. Existing levels of service are summarized in Table 1. The study-area roadways operate at LOS A.

Table 1
Existing Roadway Operations

Roadway Segment	Weekday		Summer Weekend	
	Volume	LOS	Volume	LOS
Main St w/o Burton Dr	6,300 ADT	LOS A	8,200 ADT	LOS A
Burton Dr n/o Rodeo Grounds Rd	4,700 ADT	LOS A	4,200 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,600 ADT	LOS A	4,100 ADT	LOS A



EXISTING TRAFFIC VOLUMES - WEEKDAYS

FIGURE 4

MF #06048

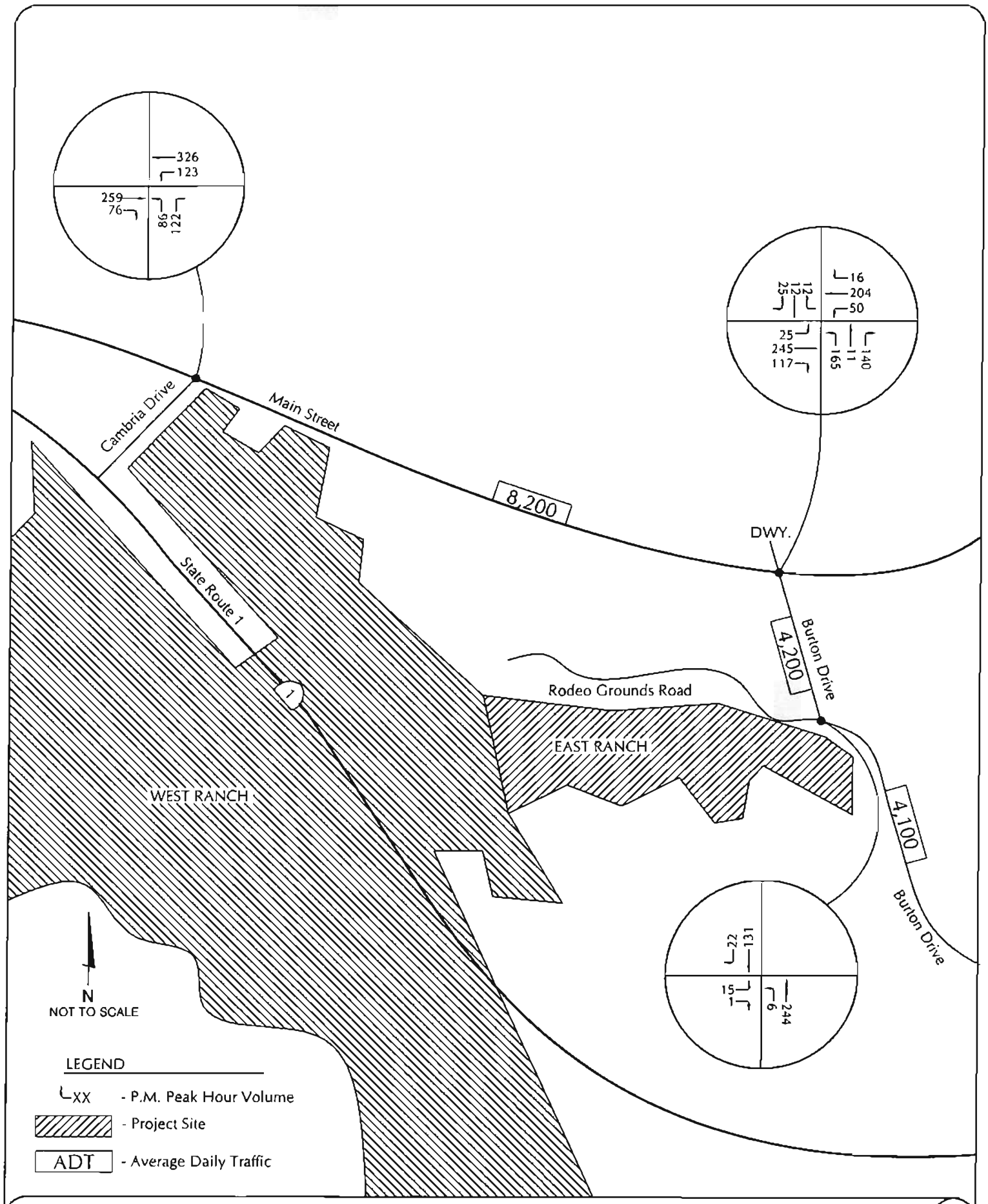


FIGURE 5

EXISTING TRAFFIC VOLUMES - SUMMER WEEKENDS

MF #06048

Intersection Operations

Traffic analyses examine operations at critical intersections during peak travel periods since traffic flow on street networks is most restricted at intersections. The level of service grading system (LOS A-F) discussed previously for roadway operations is also used to rate intersections.

Figures 4 and 5 show the Existing Weekday and Existing Summer Weekend peak hour traffic volumes at the three study-area intersections identified for analysis. Levels of service were calculated for the intersections using the unsignalized methodology outlined in the Highway Capacity Manual.[1] Existing levels of service are summarized in Table 2. As shown, the study-area intersections operate at LOS A or B during Weekday and Summer Weekend peak periods.

Table 2
Existing Intersection Operations

Intersection	Control	Delay / LOS	
		Weekday	Summer Weekend
Main St/Cambria Dr	All-Way Stop	9.9 Sec/LOS A	11.9 Sec/LOS B
Main St/Burton Dr	All-Way Stop	9.9 Sec/LOS A	13.9 Sec/LOS B
Rodeo Grounds Rd/Burton Dr NB Left Turn EB Left & Right Turn Overall LOS	1-Way Stop	 7.7 Sec/LOS A 10.3 Sec/LOS B 9.1 Sec/LOS A	 7.5 Sec/LOS A 10.9 Sec/LOS B 10.0 Sec/LOS A

LOS based on average delay per vehicle during peak period.

PROJECT-GENERATED TRAFFIC

Trip Generation

Weekday trip generation estimates for the park were developed using the data from public parks that were studied by SANDAG.[2] Weekend trip generation estimates were developed using the data published by the Institute of Transportation Engineers (ITE).[3] The weekend trip generation estimates assume that the park would be fully utilized with 9 soccer fields as well as the other park uses. Tables 3 and 4 show the daily and peak hour trip generation estimates for the Weekday and Summer Weekend periods.

---

1 Highway Capacity Manual, National Research Council, 2000.

2 Traffic Generators, San Diego Association of Governments, 2004.

3 Trip Generation, Institute of Transportation Engineer, 7th Edition, 2003.

Table 3
Fiscalini Park Master Plan – Weekday Trip Generation

Land Use	Size	ADT		Peak Hour	
		Rate	Trips	Rate	Trips
City Park	17.5 Acres	50	875	4.5	79

Table 4
Fiscalini Park Master Plan – Summer Weekend Trip Generation

Land Use	Size	ADT		Peak Hour	
		Rate	Trips	Rate	Trips
Soccer Fields	9 Fields	117.43	1,057	28.73	259
City Park	9 Acres	66.47	598	1.18	11
Total			**1,655**		**270**

Trip Distribution

Project traffic was distributed and assigned to the study-area roadways and intersections based upon the distribution pattern shown in Figure 6 and Table 5. This pattern was developed based on the residential development pattern in the Cambria area.

Table 5
Fiscalini Park Master Plan - Trip Distribution

Origin/Destination	Direction	Percentage
Main St w/o Cambria Dr	West	15%
Main St e/o Burton Dr	West	10%
Main St Local Area	West	10%
Cambria Dr s/o Main St	East	15%
Burton Dr s/o Rodeo Grounds Rd	South	50%
Total		100

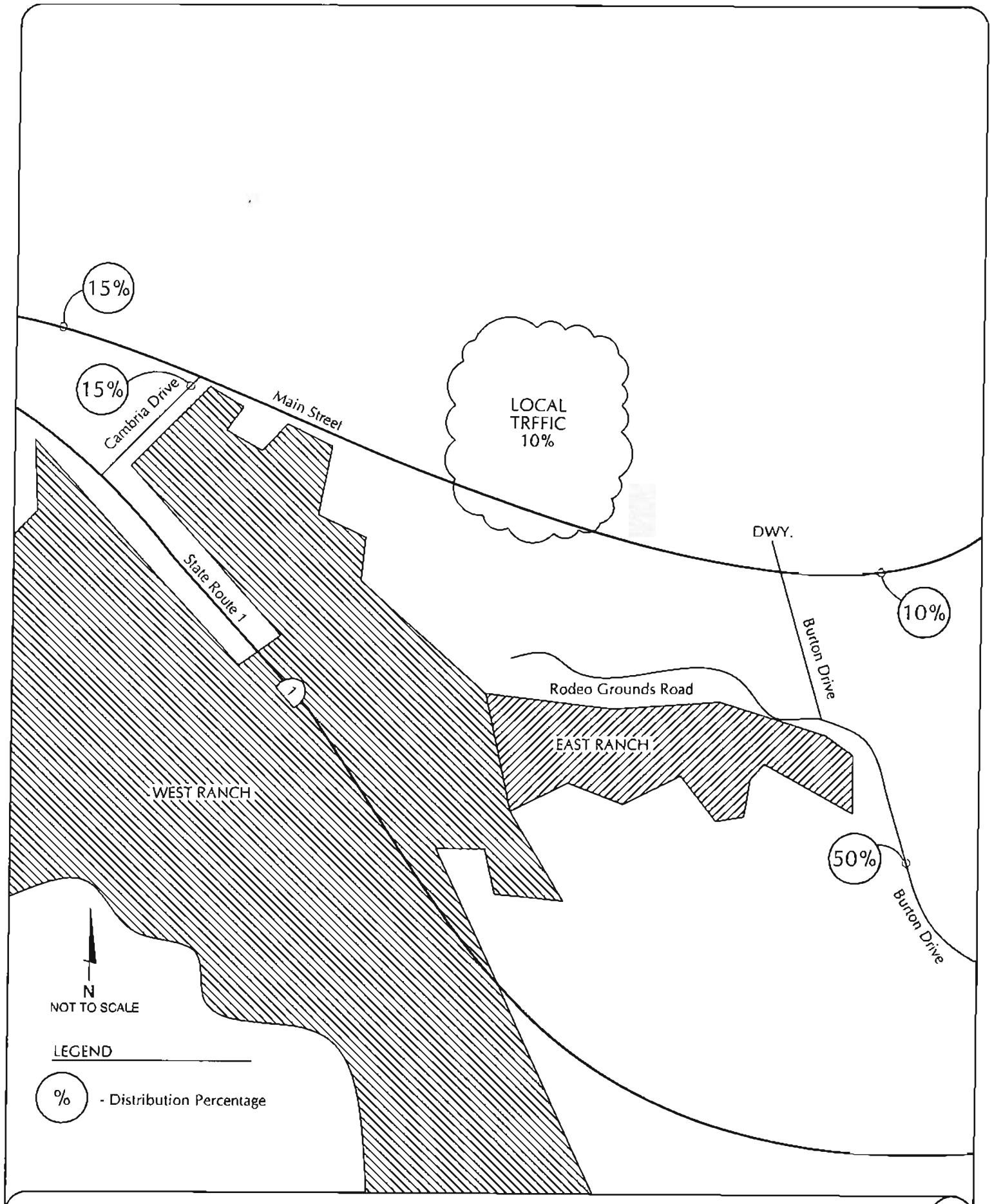


FIGURE 6

PROJECT TRIP DISTRIBUTION PERCENTAGES

MF #06048

IMPACT THRESHOLDS

County impact thresholds were used to assess the significance of the traffic generated by the project. County policies state that the level of service standard for Cambria is LOS D.

POTENTIAL-SPECIFIC IMPACTS

Roadways

Roadway volumes for the Existing + Project scenarios are shown in Figures 7 and 8. Existing and Existing + Project volumes and levels of service are compared in Tables 6 and 7. As described in the Existing Conditions section of the report, the study-area roadways currently operate at LOS A. The addition of project traffic would not significantly affect these facilities, as they would continue to operate at LOS A with project traffic.

Table 6
Existing & Existing + Project Roadway Operations - Weekdays

Roadway Segment	Traffic Volume			LOS
	Existing	Project-Added	Existing + Project	
Main St w/o Burton Dr	6,300 ADT	350 ADT	6,650 ADT	LOS A
Burton Dr n/o Rodeo Grounds Rd	4,700 ADT	438 ADT	5,138 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,600 ADT	438 ADT	5,038 ADT	LOS A

Table 7
Existing & Existing + Project Roadway Operations - Summer Weekends

Roadway Segment	Traffic Volume			LOS
	Existing	Project-Added	Existing + Project	
Main St w/o Burton Dr	8,200 ADT	662 ADT	8,862 ADT	LOS A
Burton Dr n/o Rodeo Grounds Rd	4,200 ADT	828 ADT	5,028 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,100 ADT	828 ADT	4,928 ADT	LOS A

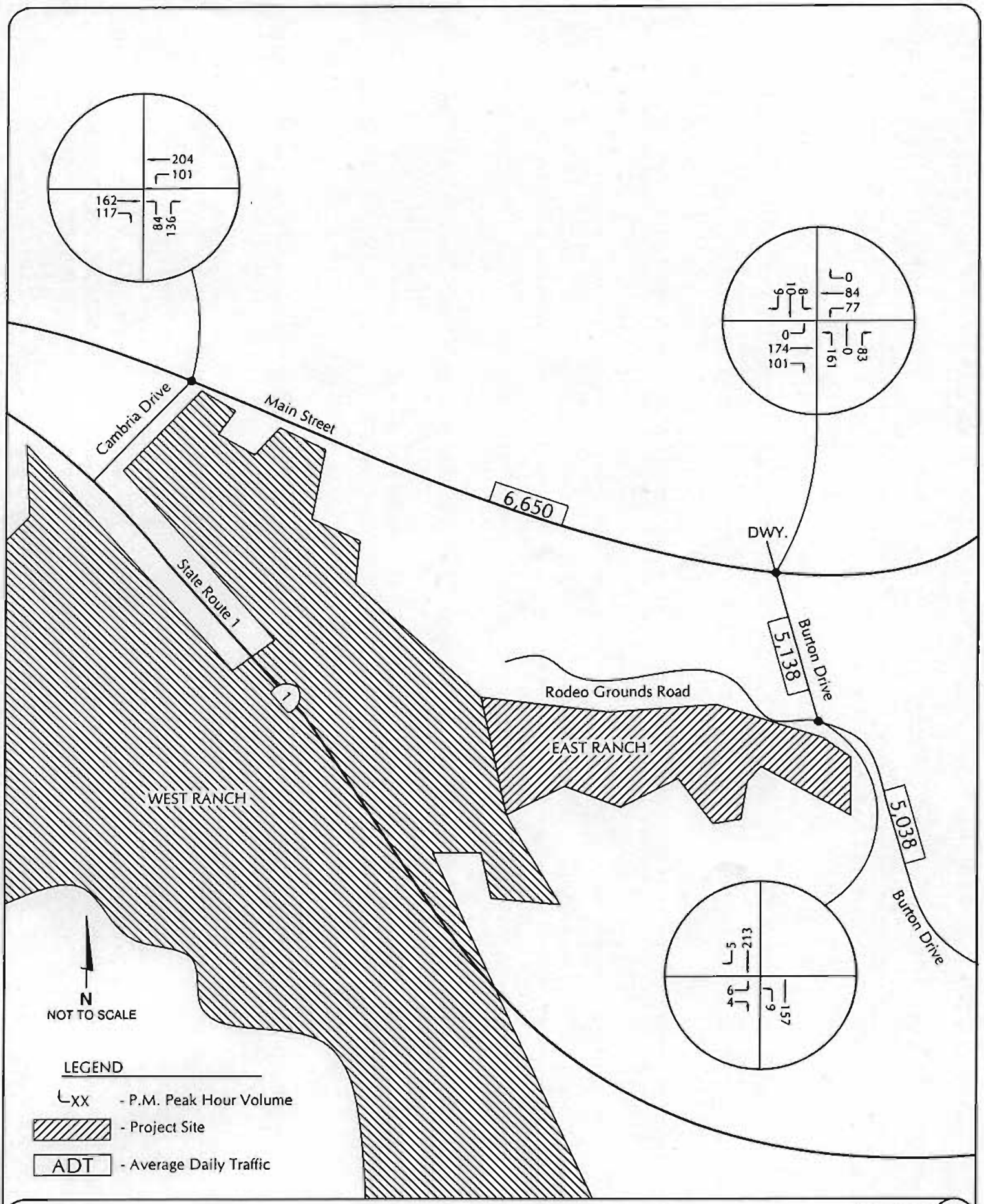


FIGURE 7

EXISTING + PROJECT TRAFFIC VOLUMES - WEEKDAYS

MF #06048

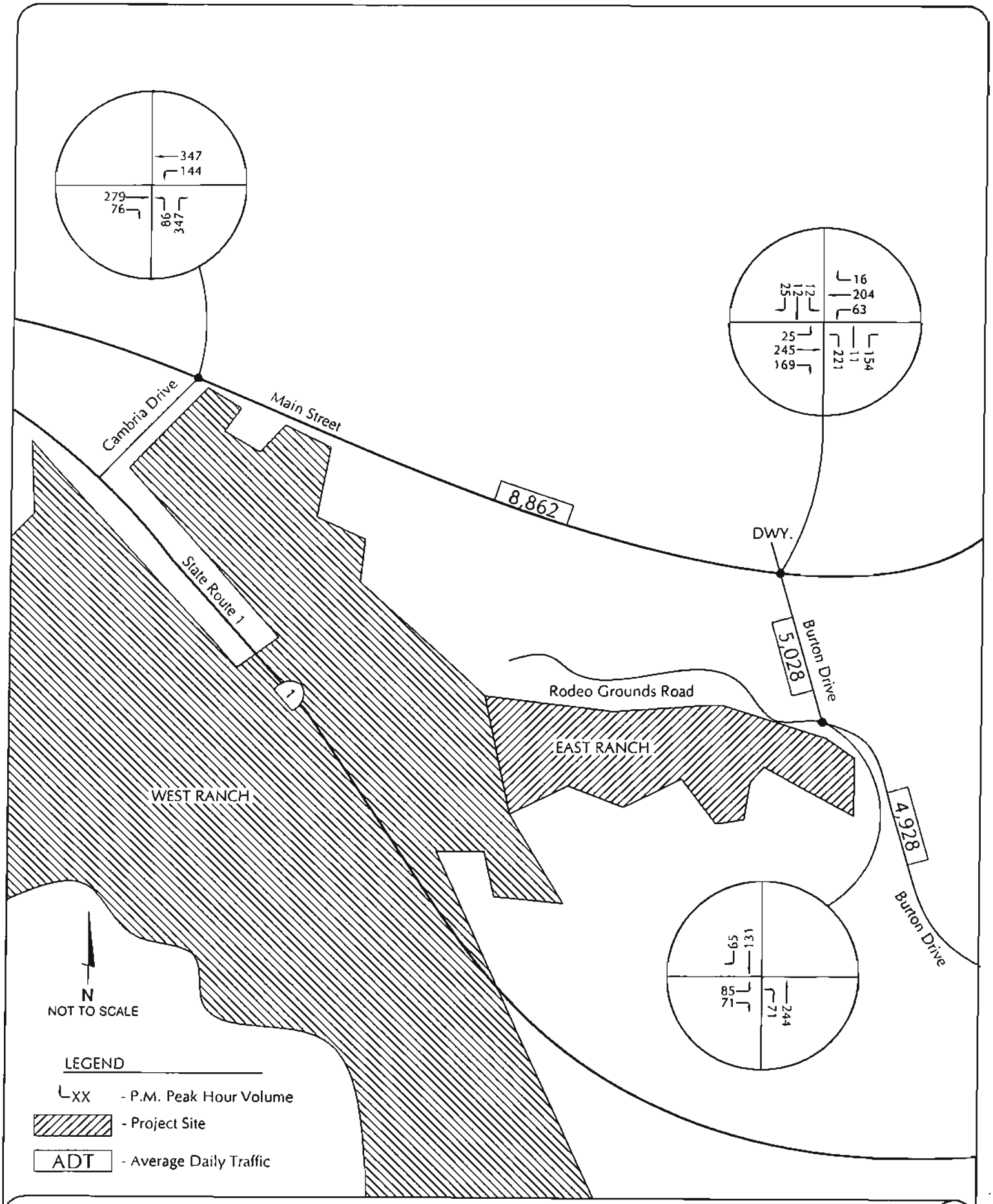


FIGURE 8

EXISTING + PROJECT TRAFFIC VOLUMES - SUMMER WEEKENDS

MF #06048

Intersections

The Existing + Project peak hour traffic volumes at the study-area intersections are shown in Figures 7 and 8 for the Weekday and Summer Weekend scenarios. The intersection levels of service for the Existing and Existing + Project scenarios are compared in Tables 8 and 9. The data show that the intersections are forecast to operate at LOS C or better with Existing + Project traffic. Traffic added by the project would not significantly impact the study-area intersections based on the County's LOS D standard.

Table 8
Existing & Existing + Project Intersection Operations - Weekdays

Intersection	Delay / LOS	
	Existing	Existing + Project
Main St/Cambria Dr	9.9 Sec/LOS A	10.1 Sec/LOS B
Main St/Burton Dr	9.9 Sec/LOS A	10.1 Sec/LOS B
Rodeo Grounds Rd/Burton Dr		
NB Left Turn	7.7 Sec/LOS A	7.7 Sec/LOS A
EB Left & Right Turn	10.3 Sec/LOS B	10.9 Sec/LOS B
Overall LOS	9.1 Sec/LOS A	9.7 Sec/LOS A

LOS based on average delay per vehicle during peak period.

Table 9
Existing & Existing + Project Intersection Operations - Summer Weekends

Intersection	Delay / LOS	
	Existing	Existing + Project
Main St/Cambria Dr	11.9 Sec/LOS B	12.7 Sec/LOS B
Main St/Burton Dr	13.9 Sec/LOS B	18.0 Sec/LOS C
Rodeo Grounds Rd/Burton Dr		
NB Left Turn	7.5 Sec/LOS A	7.7 Sec/LOS A
EB Left & Right Turn	10.9 Sec/LOS B	13.1 Sec/LOS B
Overall LOS	10.0 Sec/LOS A	11.4 Sec/LOS B

LOS based on average delay per vehicle during peak period.

CUMULATIVE ANALYSIS

The Cumulative traffic analysis is based on a list of projects provided by County staff. The County list shows two proposed projects in the Cambria Area (cumulative projects are shown in the Cumulative Trip Generation Calculation worksheet contained in the Technical Appendix). Figures 9 and 10 show the Cumulative volumes for the Weekday and Summer Weekend peak periods; and Figures 11 and 12 show the Cumulative + Project volumes.

Roadways

Roadway volumes and levels of service for the Cumulative and Cumulative + Project scenario are shown in Tables 10 and 11. As shown, the study-area roadways are forecast to operate at LOS A with Cumulative and Cumulative + Project traffic. The addition of cumulative traffic would not significantly affect these facilities based on the County's LOS D standard.

Table 10
Cumulative & Cumulative + Project Roadway Operations - Weekdays

Roadway Segment	Traffic Volume			LOS
	Cumulative	Project-Added	Cumulative + Project	
Main St w/o Burton Dr	6,800 ADT	350 ADT	7,150 ADT	LOS A
Burton Dr n/o Rodeo Grounds Rd	4,800 ADT	438 ADT	5,238 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,700 ADT	438 ADT	5,138 ADT	LOS A

Table 11
Cumulative & Cumulative + Project Roadway Operations - Summer Weekends

Roadway Segment	Traffic Volume			LOS
	Cumulative	Project-Added	Cumulative + Project	
Main St w/o Burton Dr	8,700 ADT	662 ADT	9,362 ADT	LOS A-B
Burton Dr n/o Rodeo Grounds Rd	4,300 ADT	828 ADT	5,128 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,200 ADT	828 ADT	5,028 ADT	LOS A

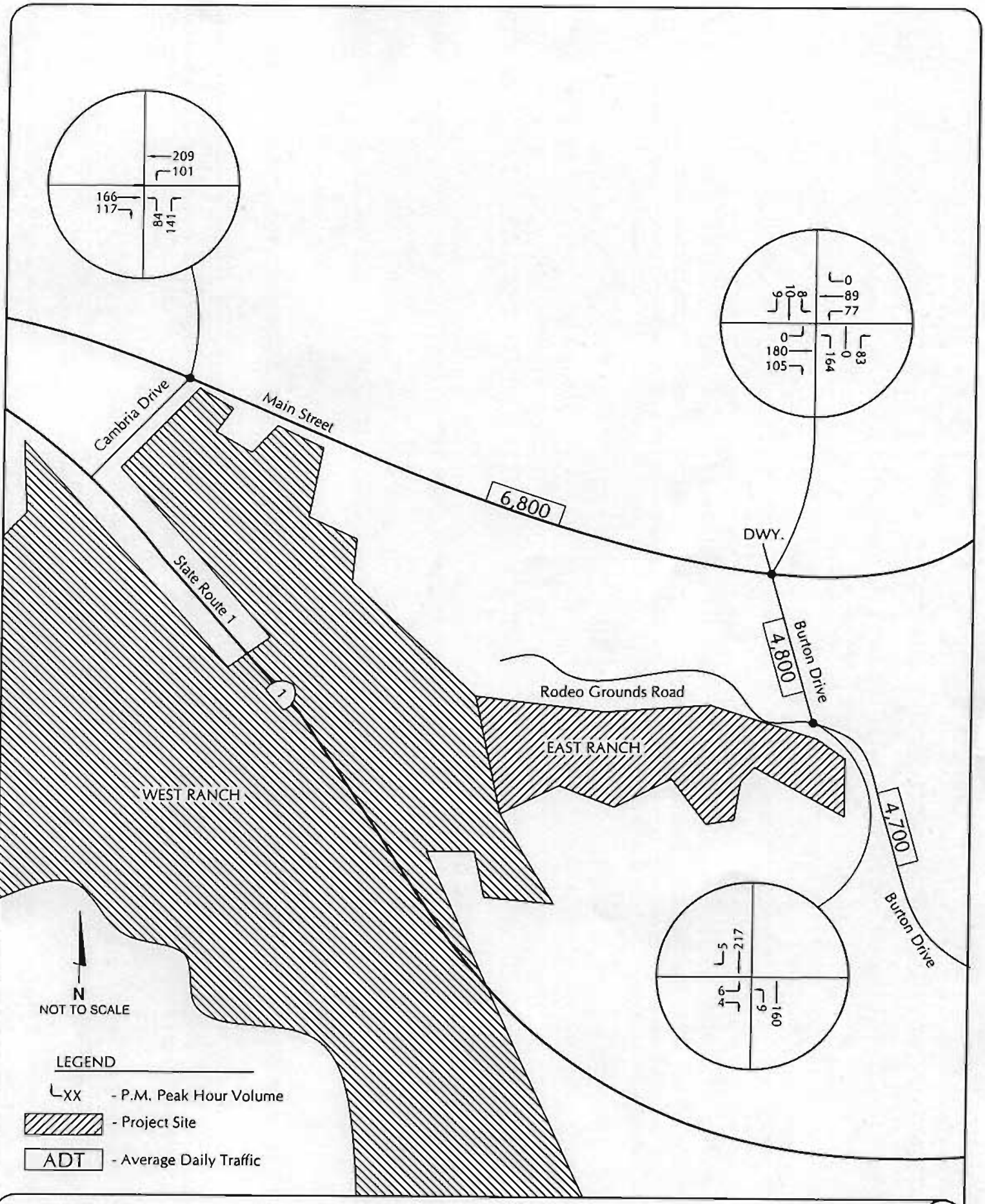


FIGURE 9

CUMULATIVE TRAFFIC VOLUMES - WEEKDAYS

MF #06048

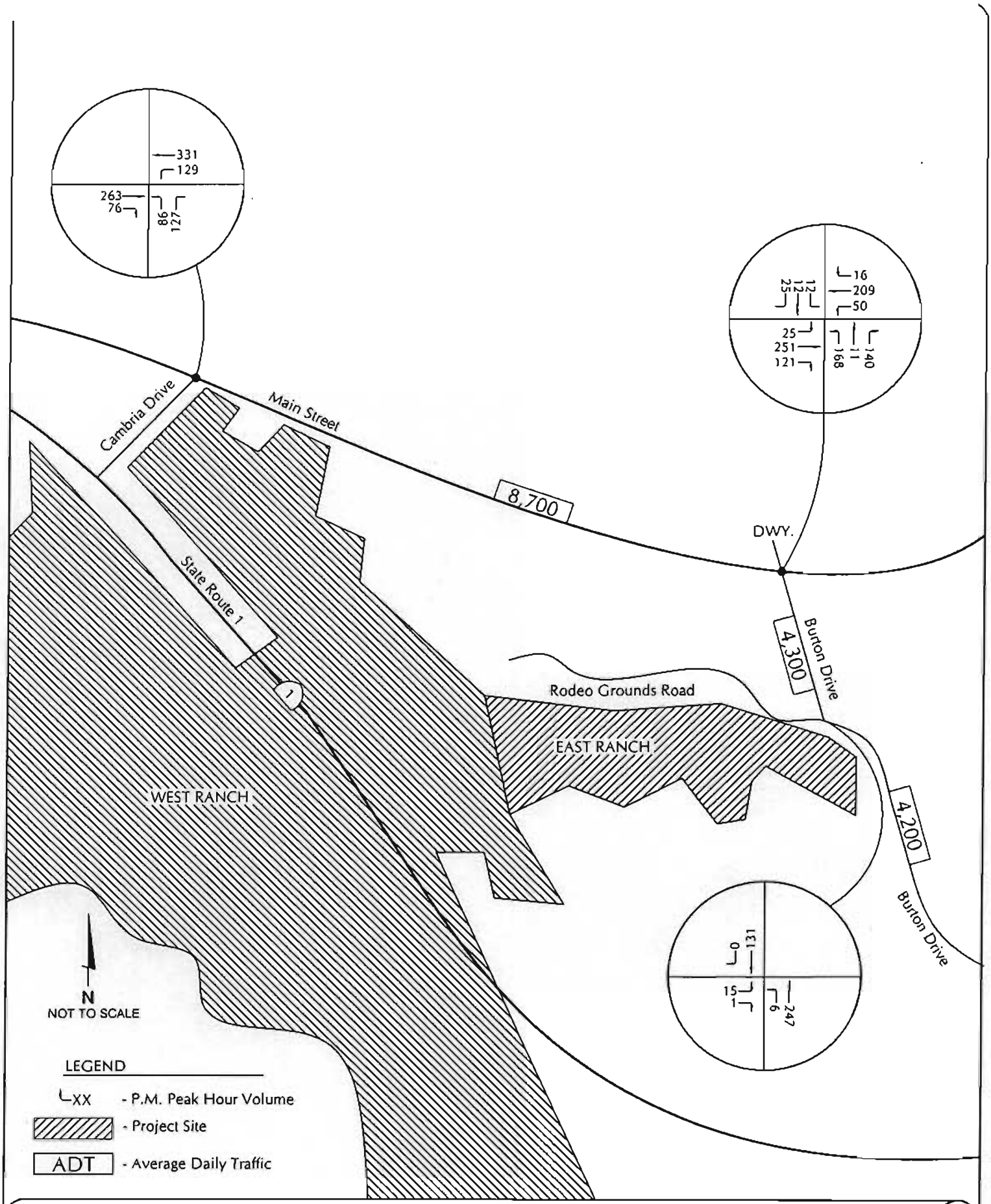
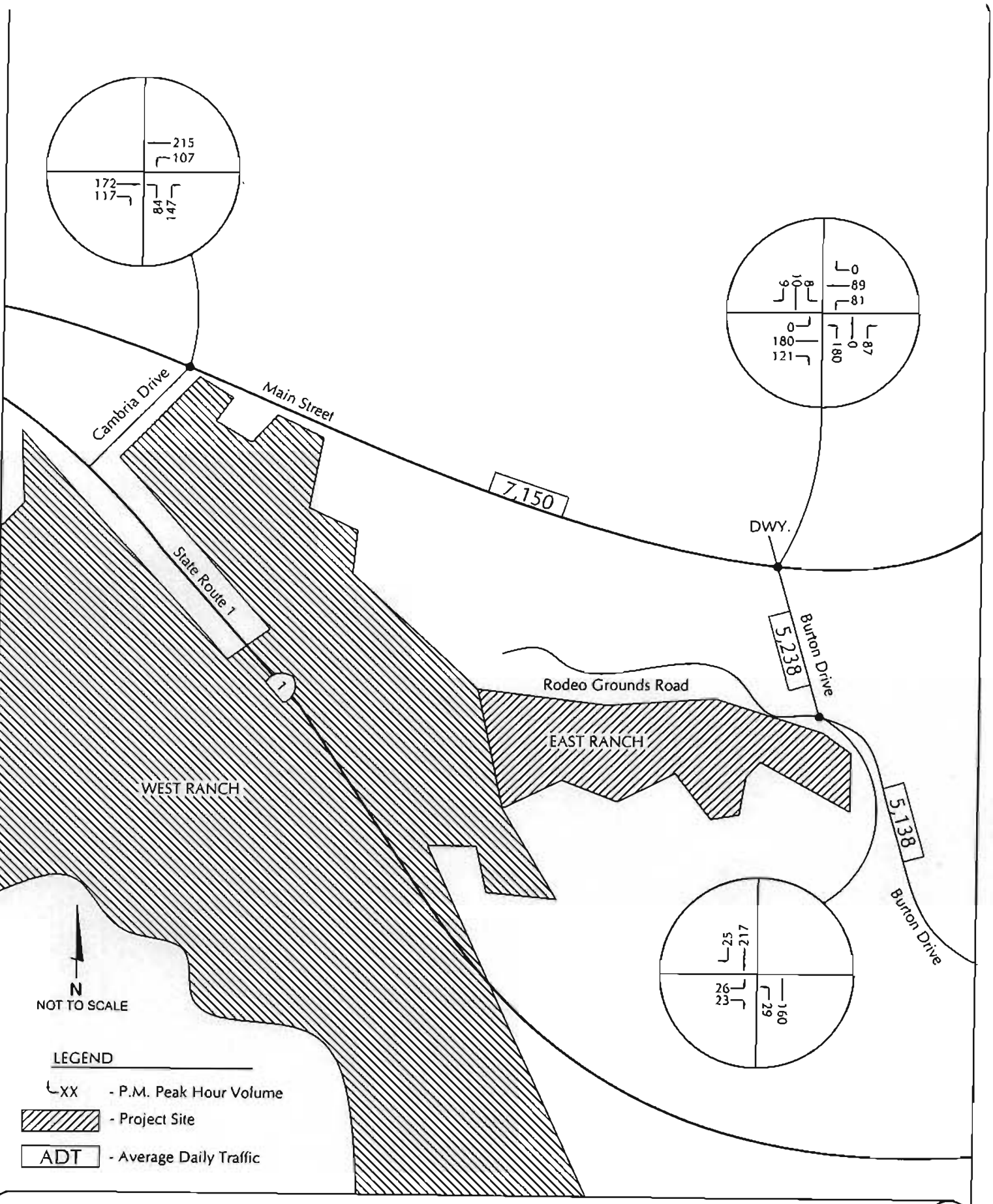


FIGURE 10

CUMULATIVE TRAFFIC VOLUMES - SUMMER WEEKENDS

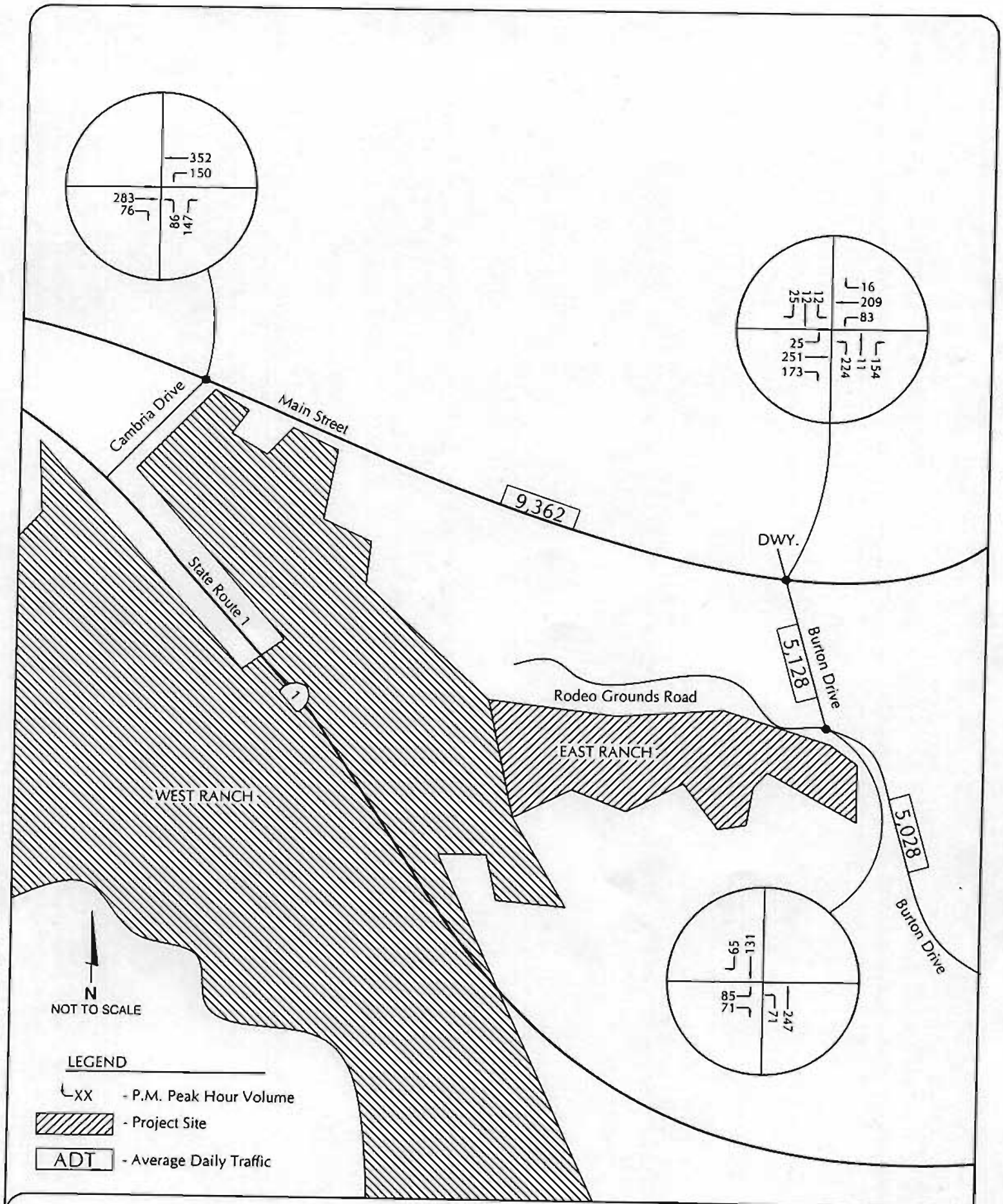
MF #06048



CUMULATIVE + PROJECT TRAFFIC VOLUMES - WEEKDAYS

FIGURE 11

MF #06048



CUMULATIVE + PROJECT TRAFFIC VOLUMES - SUMMER WEEKDAYS

FIGURE 12

MF #06048

Intersections

The Cumulative and Cumulative + Project levels of service for the study-area intersections are compared in Tables 12 and 13 for the Weekday and Summer Weekend scenarios. The data show that the intersections are forecast to operate at LOS C or better with Cumulative and Cumulative + Project traffic. Cumulative traffic would not significantly impact the study-area intersections based on the County's LOS D standard.

Table 12
Cumulative & Cumulative + Project Intersection Operations - Weekdays

Intersection	Delay / LOS	
	Cumulative	Cumulative + Project
Main St/Cambria Dr	10.0 Sec/LOS A	10.1 Sec/LOS B
Main St/Burton Dr	10.1 Sec/LOS B	10.3 Sec/LOS B
Rodeo Grounds Rd/Burton Dr		
NB Left Turn	7.7 Sec/LOS A	7.8 Sec/LOS A
EB Left & Right Turn	10.4 Sec/LOS B	10.9 Sec/LOS B
Overall LOS	9.1 Sec/LOS A	9.8 Sec/LOS A

LOS based on average delay per vehicle during peak period.

Table 13
Cumulative & Cumulative + Project Intersection Operations - Summer Weekends

Intersection	Delay / LOS	
	Cumulative	Cumulative + Project
Main St/Cambria Dr	12.0 Sec/LOS B	13.0 Sec/LOS B
Main St/Burton Dr	14.2 Sec/LOS B	19.4 Sec/LOS C
Rodeo Grounds Rd/Burton Dr		
NB Left Turn	7.7 Sec/LOS A	7.7 Sec/LOS A
EB Left & Right Turn	10.9 Sec/LOS B	13.1 Sec/LOS B
Overall LOS	10.0 Sec/LOS A	11.4 Sec/LOS B

LOS based on average delay per vehicle during peak period.

SITE PARKING

The Fiscalini Ranch Master Plan includes a concept plan with ±100 parking spaces for the park. This supply would accommodate the day-to-day peak parking demands based on demand data published by ITE.[4] The ITE data is based on studies of similar City parks. The park study selected as being representative of the Fiscalini park contained 25 acres and had three softball fields, two soccer fields, an outdoor group areas, children play areas/structures and pathways. The peak parking demand ratio developed from that study was 5.1 vehicles per developed acre. This rate yields a peak parking demand estimate of 89 spaces for the 17.5-acre park on the Fiscalini Ranch site.

Peak weekend demands were forecasted assuming that the soccer fields are fully used on Saturdays during the AYSO soccer season, since those parking demand will be higher than the typical day-to-day peak demands. Peak parking demand forecasts for this scenario were calculated based on rates developed by ATE from parking studies completed at similar sports complexes. The rates were applied to the 9 soccer fields proposed at the Fiscalini Ranch park site. The peak parking demand analysis assumes 2 teams per field, 13 players per team, 2 coaches per team, 4 spectators per team in addition to those arriving with players, and 1 referee per field. A worksheet showing the peak parking demand calculations is contained in the Technical Appendix for reference.

The analysis shows a peak parking demand of 189 parking spaces assuming that the 9 soccer fields are fully utilized. There would also be a nominal amount of parking generated by the other park uses during the same time period. Thus, the peak parking demands would exceed the ±100 parking spaces conceptually envisioned for the park area. The project could mitigate this potential impact via one, or a combination of, the following measures:

1. Provide more permanent parking;
2. Provide overflow parking;
3. Construct the entry road at a width that would allow on-street parking;
4. Limit the number of fields in use at any one time (4 fields maximum).

■ ■ ■

[4] Parking Generation, Institute of Transportation Engineers, 3rd Edition, 2003.

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

Richard L. Pool, P.E., Principal Engineer
Dan Dawson, Supervising Transportation Planner
Matthew Farrington, Traffic Technician

References

Highway Capacity Manual, National Research Council, 2000.

North Coast Circulation Study, San Luis Obispo County Engineering Department, 1992.

Parking Generation, Institute of Transportation Engineers, 3rd Edition, 2003.

Traffic Generators, San Diego Association of Governments, 2004.

Trip Generation, Institute of Transportation Engineer, 7th Edition, 2003.

Persons Contacted

Marshall, Richard, SLO County Engineering Department
Mary Rentz, Morro Group

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE DEFINITIONS

"Levels of Service" (LOS) A through F are used to rate roadway and intersection operating conditions, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions are:

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

STANDARD ENGINEERING ROADWAY DESIGN CAPACITIES

STANDARD ENGINEERING ROADWAY DESIGN CAPACITIES

Roadway Type	# of Lanes	LOS A		LOS B		LOS C		LOS D		LOS E	
		Low	High	Low	High	Low	High	Low	High	Low	High
Arterial	2 Lanes	8,100	12,000	9,400	14,000	10,800	16,000	12,100	18,000	13,500	20,000
Arterial	4 Lanes	16,100	23,900	18,900	27,900	21,600	31,900	24,300	35,900	27,000	39,900
Major	2 Lanes	6,500	9,600	7,500	11,200	8,600	12,800	9,700	14,400	10,800	16,000
Major	4 Lanes	12,900	19,200	15,100	22,300	17,200	25,500	19,400	28,700	21,600	31,900
Collector	2 Lanes	4,600	7,100	5,400	8,200	6,200	9,400	6,900	10,600	7,700	11,800

The roadway capacities listed above are "rule of thumb" figures only. Some factors which affect these capacities are intersections (numbers and configuration), degrees of access control, roadway grades, design geometries (horizontal and vertical alignment standards), sight distance, level of truck and bus traffic and level of pedestrian and bicycle traffic.

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Cambria Drive/Main Street
Reference 2 - Main Street/Burton Drive
Reference 3 – Burton Drive/Rodeo Grounds Drive

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	CAMBRIA/MAIN
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project ID EXISTING

East/West Street: CAMBRIA DRIVE | North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	84	0	136	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	101	204	0	0	162	117
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	220				101	204	162	117
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.20				0.09	0.18	0.14	0.10
hd, final value (s)	4.95				5.91	5.41	5.46	4.76
x, final value	0.30				0.17	0.31	0.25	0.15
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	2.9				3.6	3.1	3.2	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	470				351	454	412	367
Delay (s/veh)	10.08				9.78	10.48	9.93	8.32
LOS	B				A	B	A	A
Approach: Delay (s/veh)	10.08				10.25		9.26	
LOS	B				B		A	
Intersection Delay (s/veh)	9.86							
Intersection LOS	A							

A6

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	CAMBRIA/MAIN
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project ID EXISTING - SUMMER

East/West Street: CAMBRIA DRIVE | North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	86	0	122	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	123	326	0	0	259	76
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	208				123	326	259	76
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, Initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.18				0.11	0.29	0.23	0.07
hd, final value (s)	5.43				6.02	5.52	5.67	4.96
x, final value	0.31				0.21	0.50	0.41	0.10
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	3.4				3.7	3.2	3.4	2.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	458				373	576	509	326
Delay (s/veh)	10.89				10.27	13.59	12.22	8.24
LOS	B				B	B	B	A
Approach: Delay (s/veh)	10.89				12.68		11.31	
LOS	B				B		B	
Intersection Delay (s/veh)	11.85							
Intersection LOS	B							

A7

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	CAMBRIA/MAIN
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project ID EXISTING + PROJECT

East/West Street: CAMBRIA DRIVE | North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	84	0	142	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	107	210	0	0	168	117
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	226				107	210	168	117
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.20				0.10	0.19	0.15	0.10
hd, final value (s)	4.98				5.95	5.44	5.50	4.80
x, final value	0.31				0.18	0.32	0.26	0.16
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	3.0				3.6	3.1	3.2	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	476				357	460	418	367
Delay (s/veh)	10.23				9.92	10.65	10.09	8.38
LOS	B				A	B	B	A
Approach: Delay (s/veh)	10.23				10.40		9.39	
LOS	B				B		A	
Intersection Delay (s/veh)	10.01							
Intersection LOS	B							

A8

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	CAMBRIA/MAIN
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project ID EXISTING + PROJECT - SUMMER

East/West Street: CAMBRIA DRIVE | North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	86	0	142	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	144	347	0	0	279	76
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	228				144	347	279	76
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.20				0.13	0.31	0.25	0.07
hd, final value (s)	5.55				6.15	5.64	5.82	5.11
x, final value	0.35				0.25	0.54	0.45	0.11
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	3.5				3.8	3.3	3.5	2.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	478				394	597	529	326
Delay (s/veh)	11.52				10.84	14.85	13.23	8.43
LOS	B				B	B	B	A
Approach: Delay (s/veh)	11.52				13.68		12.20	
LOS	B				B		B	
Intersection Delay (s/veh)	12.73							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	CAMBRIA/MAIN
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project ID CUMULATIVE

East/West Street: CAMBRIA DRIVE | North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	84	0	141	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	101	209	0	0	166	117
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	225				101	209	166	117
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.20				0.09	0.19	0.15	0.10
hd, final value (s)	4.96				5.94	5.43	5.49	4.78
x, final value	0.31				0.17	0.32	0.25	0.16
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	3.0				3.6	3.1	3.2	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	475				351	459	416	367
Delay (s/veh)	10.18				9.82	10.61	10.04	8.36
LOS	B				A	B	B	A
Approach: Delay (s/veh)	10.18				10.35		9.34	
LOS	B				B		A	
Intersection Delay (s/veh)	9.96							
Intersection LOS	A							

A10

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	CAMBRIA/MAIN
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project ID CUMULATIVE - SUMMER

East/West Street: CAMBRIA DRIVE | North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	86	0	127	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	129	331	0	0	263	76
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	213				129	331	263	76
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, Initial value (s)	3.20				3.20	3.20	3.20	3.20
x, Initial	0.19				0.11	0.29	0.23	0.07
hd, final value (s)	5.46				6.05	5.55	5.71	5.00
x, final value	0.32				0.22	0.51	0.42	0.11
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	3.5				3.8	3.2	3.4	2.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	463				379	581	513	326
Delay (s/veh)	11.04				10.42	13.87	12.43	8.29
LOS	B				B	B	B	A
Approach: Delay (s/veh)	11.04				12.90		11.50	
LOS	B				B		B	
Intersection Delay (s/veh)	12.04							
Intersection LOS	B							

A11

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	CAMBRIA/MAIN
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project ID CUMULATIVE + PROJECT

East/West Street: CAMBRIA DRIVE | North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	84	0	147	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	107	215	0	0	172	117
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	231				107	215	172	117
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.21				0.10	0.19	0.15	0.10
hd, final value (s)	5.00				5.97	5.46	5.53	4.82
x, final value	0.32				0.18	0.33	0.26	0.16
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	3.0				3.7	3.2	3.2	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	481				357	465	422	367
Delay (s/veh)	10.34				9.95	10.79	10.20	8.42
LOS	B				A	B	B	A
Approach: Delay (s/veh)	10.34				10.51		9.48	
LOS	B				B		A	
Intersection Delay (s/veh)	10.11							
Intersection LOS	B							

A12

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	CAMBRIA/MAIN
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project ID CUMULATIVE + PROJECT - SUMMER

East/West Street: CAMBRIA DRIVE | North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	86	0	147	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	150	352	0	0	283	76
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	233				150	352	283	76
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.21				0.13	0.31	0.25	0.07
hd, final value (s)	5.57				6.18	5.67	5.86	5.16
x, final value	0.36				0.26	0.55	0.46	0.11
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_s (s)	3.6				3.9	3.4	3.6	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	483				400	602	533	326
Delay (s/veh)	11.68				11.00	15.20	13.48	8.48
LOS	B				B	C	B	A
Approach: Delay (s/veh)	11.68				13.94		12.42	
LOS	B				B		B	
Intersection Delay (s/veh)	12.96							
Intersection LOS	B							

A13

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	MAIN/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project ID EXISTING

East/West Street: MAIN STREET | North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	174	101	77	84	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	161	0	83	8	10	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		L	R	LTR	
PHF	1.00	1.00	1.00		1.00	1.00	1.00	
Flow Rate (veh/h)	174	101	161		161	83	27	
% Heavy Vehicles	0	0	0		0	0	0	
No. Lanes	2		1		2		1	
Geometry Group	5		4b		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5		1.0	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0		0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.1		0.5	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	
x, initial	0.15	0.09	0.14		0.14	0.07	0.02	
hd, final value (s)	5.48	4.78	5.71		6.18	4.97	5.89	
x, final value	0.27	0.13	0.26		0.28	0.11	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.2	2.5	3.4		3.9	2.7	3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	424	351	411		411	333	277	
Delay (s/veh)	10.15	8.22	10.36		11.22	8.32	8.86	
LOS	B	A	B		B	A	A	
Approach: Delay (s/veh)	9.44		10.36		10.23		8.86	
LOS	A		B		B		A	
Intersection Delay (s/veh)	9.90							
Intersection LOS	A							

A14

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	MAIN/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project ID EXISTING - SUMMER

East/West Street: MAIN STREET | North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	25	245	117	50	204	16
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	165	11	140	12	12	25
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	387		270		316		49	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.5		0.2	
Prop. Right-Turns	0.3		0.1		0.4		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		-0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.34		0.24		0.28		0.04	
hd, final value (s)	5.29		5.63		5.62		6.14	
x, final value	0.57		0.42		0.49		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.3		3.6		3.6		4.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	637		520		566		299	
Delay (s/veh)	15.05		12.69		13.98		9.70	
LOS	C		B		B		A	
Approach: Delay (s/veh)	15.05		12.69		13.98		9.70	
LOS	C		B		B		A	
Intersection Delay (s/veh)	13.84							
Intersection LOS	B							

A15

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	MAIN/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project ID EXISTING + PROJECT

East/West Street: MAIN STREET | North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	174	117	77	84	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	177	0	87	8	10	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		L	R	LTR	
PHF	1.00	1.00	1.00		1.00	1.00	1.00	
Flow Rate (veh/h)	174	117	161		177	87	27	
% Heavy Vehicles	0	0	0		0	0	0	
No. Lanes	2		1		2		1	
Geometry Group	5		4b		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5		1.0	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0		0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.1		0.5	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	
x, initial	0.15	0.10	0.14		0.16	0.08	0.02	
hd, final value (s)	5.56	4.85	5.80		6.23	5.02	5.98	
x, final value	0.27	0.16	0.26		0.31	0.12	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.3	2.6	3.5		3.9	2.7	3.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	424	367	411		427	337	277	
Delay (s/veh)	10.28	8.46	10.52		11.65	8.41	8.96	
LOS	B	A	B		B	A	A	
Approach: Delay (s/veh)	9.55		10.52		10.58		8.96	
LOS	A		B		B		A	
Intersection Delay (s/veh)	10.10							
Intersection LOS	B							

A16

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	MAIN/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project ID EXISTING + PROJECT

East/West Street: MAIN STREET | North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	25	245	169	63	204	16
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	221	11	154	12	12	25
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	439		283		386		49	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.1		0.2		0.6		0.2	
Prop. Right-Turns	0.4		0.1		0.4		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		-0.1		-0.3	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, Initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.39		0.25		0.34		0.04	
hd, final value (s)	5.64		6.13		5.97		6.75	
x, final value	0.69		0.48		0.64		0.09	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.6		4.1		4.0		4.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	614		533		571		299	
Delay (s/veh)	20.13		14.68		18.99		10.44	
LOS	C		B		C		B	
Approach: Delay (s/veh)	20.13		14.68		18.99		10.44	
LOS	C		B		C		B	
Intersection Delay (s/veh)	18.00							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	MAIN/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project ID CUMULATIVE

East/West Street: MAIN STREET | North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	180	105	77	89	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	164	0	83	8	10	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		L	R	LTR	
PHF	1.00	1.00	1.00		1.00	1.00	1.00	
Flow Rate (veh/h)	180	105	166		164	83	27	
% Heavy Vehicles	0	0	0		0	0	0	
No. Lanes	2		1		2		1	
Geometry Group	5		4b		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5		1.0	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0		0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.1		0.5	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	
x, initial	0.16	0.09	0.15		0.15	0.07	0.02	
hd, final value (s)	5.51	4.80	5.74		6.22	5.01	5.94	
x, final value	0.28	0.14	0.26		0.28	0.12	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.2	2.5	3.4		3.9	2.7	3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	430	355	416		414	333	277	
Delay (s/veh)	10.29	8.28	10.49		11.36	8.37	8.92	
LOS	B	A	B		B	A	A	
Approach: Delay (s/veh)	9.55		10.49		10.35		8.92	
LOS	A		B		B		A	
Intersection Delay (s/veh)	10.02							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	MAIN/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project ID CUMULATIVE - SUMMER

East/West Street: MAIN STREET | North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	25	251	121	50	209	16
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	168	11	140	12	12	25
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	397		275		319		49	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.1		0.2		0.5		0.2	
Prop. Right-Turns	0.3		0.1		0.4		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		-0.2		-0.3	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.35		0.24		0.28		0.04	
hd, final value (s)	5.33		5.68		5.68		6.22	
x, final value	0.59		0.43		0.50		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.3		3.7		3.7		4.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	646		525		569		299	
Delay (s/veh)	15.64		12.96		14.29		9.79	
LOS	C		B		B		A	
Approach: Delay (s/veh)	15.64		12.96		14.29		9.79	
LOS	C		B		B		A	
Intersection Delay (s/veh)	14.24							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	MAIN/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	MAY 2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project ID CUMULATIVE+PROJECT

East/West Street: MAIN STREET | North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	180	121	81	89	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	180	0	87	8	10	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		L	R	LTR	
PHF	1.00	1.00	1.00		1.00	1.00	1.00	
Flow Rate (veh/h)	180	121	170		180	87	27	
% Heavy Vehicles	0	0	0		0	0	0	
No. Lanes	2		1		2		1	
Geometry Group	5		4b		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5		1.0	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0		0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.1		0.5	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	
x, initial	0.16	0.11	0.15		0.16	0.08	0.02	
hd, final value (s)	5.59	4.88	5.83		6.28	5.07	6.04	
x, final value	0.28	0.16	0.28		0.31	0.12	0.05	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.3	2.6	3.5		4.0	2.8	3.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	430	371	420		430	337	277	
Delay (s/veh)	10.44	8.54	10.73		11.83	8.48	9.03	
LOS	B	A	B		B	A	A	
Approach: Delay (s/veh)	9.67		10.73		10.74		9.03	
LOS	A		B		B		A	
Intersection Delay (s/veh)	10.26							
Intersection LOS	B							

A20

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	MAIN/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project ID CUMULATIVE + PROJECT

East/West Street: MAIN STREET | North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	25	251	173	83	209	16
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	224	11	154	12	12	25
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	449		308		389		49	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.6		0.2	
Prop. Right-Turns	0.4		0.1		0.4		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		-0.1		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.40		0.27		0.35		0.04	
hd, final value (s)	5.75		6.23		6.11		6.97	
x, final value	0.72		0.53		0.66		0.09	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.8		4.2		4.1		5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	604		542		559		299	
Delay (s/veh)	21.98		16.10		20.20		10.70	
LOS	C		C		C		B	
Approach: Delay (s/veh)	21.98		16.10		20.20		10.70	
LOS	C		C		C		B	
Intersection Delay (s/veh)	19.42							
Intersection LOS	C							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	5/24/2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project Description: EXISTING

East/West Street: RODEO GROUNDS | North/South Street: BURTON ROAD

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	9	157			213	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	6	0	4	0	0	0
Percent Heavy Vehicles	0	–	–	0	–	–
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6		4			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	213	5	9	157	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	9						10	
C (m) (veh/h)	1364						684	
v/c	0.01						0.01	
95% queue length	0.02						0.04	
Control Delay (s/veh)	7.7						10.3	
LOS	A						B	
Approach Delay (s/veh)	–	–					10.3	
Approach LOS	--	--					B	

AWD = 9.07 LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	5/24/2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project Description	EXISTING - SUMMER
East/West Street:	RODEO GROUNDS
North/South Street:	BURTON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	244			131	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	0	1	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15		1			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	131	0	6	244	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	6						16	
C (m) (veh/h)	1467						630	
v/c	0.00						0.03	
95% queue length	0.01						0.08	
Control Delay (s/veh)	7.5						10.9	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.9		
Approach LOS	--	--				B		

AWD = 9.97 LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	5/24/2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project Description	EXISTING + PROJECT
East/West Street:	RODEO GROUNDS
North/South Street:	BURTON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	29	157			213	25
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	0	23	0	0	0
Percent Heavy Vehicles	0	–	–	0	–	–
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	26		23			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	213	25	29	157	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	29						49	
C (m) (veh/h)	1341						661	
v/c	0.02						0.07	
95% queue length	0.07						0.24	
Control Delay (s/veh)	7.7						10.9	
LOS	A						B	
Approach Delay (s/veh)	–	–					10.9	
Approach LOS	–	–					B	

AWD = 9.71 LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project Description	EXISTING + PROJECT - SUMMER
East/West Street:	RODEO GROUNDS
North/South Street:	BURTON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	71	244			131	65
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	85	0	71	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	85		71			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	131	65	71	244	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	71						156	
C (m) (veh/h)	1389						601	
v/c	0.05						0.26	
95% queue length	0.16						1.03	
Control Delay (s/veh)	7.7						13.1	
LOS	A						B	
Approach Delay (s/veh)	--	--					13.1	
Approach LOS	--	--					B	

AWD = 11.41 LOS B

A25

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	5/24/2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project Description	CUMULATIVE
East/West Street:	RODEO GROUNDS
North/South Street:	BURTON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	9	160			217	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	6	0	4	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6		4			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	217	5	9	160	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	9						10	
C (m) (veh/h)	1359						679	
v/c	0.01						0.01	
95% queue length	0.02						0.04	
Control Delay (s/veh)	7.7						10.4	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.4		
Approach LOS	--	--				B		

AWD = 9.12 LOS A

A26

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project Description	CUMULATIVE - SUMMER
East/West Street:	RODEO GROUNDS
North/South Street:	BURTON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	247			131	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	0	1	0	0	0
Percent Heavy Vehicles	0	–	–	0	–	–
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15		1			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	131	0	6	247	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	6						16	
C (m) (veh/h)	1467						628	
v/c	0.00						0.03	
95% queue length	0.01						0.08	
Control Delay (s/veh)	7.5						10.9	
LOS	A						B	
Approach Delay (s/veh)	–	–					10.9	
Approach LOS	–	–					B	

AWD = 9.97 LOS A

A27

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	5/24/2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project Description	CUMULATIVE+PROJECT
East/West Street:	RODEO GROUNDS
North/South Street:	BURTON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	29	160			217	25
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	0	23	0	0	0
Percent Heavy Vehicles	0	–	–	0	–	–
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	26		23			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	217	25	29	160	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	29						49	
C (m) (veh/h)	1336						656	
v/c	0.02						0.07	
95% queue length	0.07						0.24	
Control Delay (s/veh)	7.8						10.9	
LOS	A						B	
Approach Delay (s/veh)	–	–					10.9	
Approach LOS	–	–					B	

AWD = 9.75 LOS A

A28

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMF*	Intersection	*RODEO GROUNDS/BURTON*
Agency/Co.	*ATE*	Jurisdiction	*SLO COUNTY*
Date Performed	*JULY 2006*	Analysis Year	*2006*
Analysis Time Period	*SUMMER WEEKEND PEAK*		

Project Description *CUMULATIVE + PROJECT*

East/West Street: *RODEO GROUNDS*	North/South Street: *BURTON ROAD*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*71*	*247*			*131*	*65*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*85*	*0*	*71*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	–	–	*0*	–	–
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*85*		*71*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*131*	*65*	*71*	*247*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*71*						*156*	
C (m) (veh/h)	*1389*						*600*	
v/c	*0.05*						*0.26*	
95% queue length	*0.16*						*1.03*	
Control Delay (s/veh)	*7.7*						*13.1*	
LOS	*A*						*B*	
Approach Delay (s/veh)	–	–					*13.1*	
Approach LOS	–	–					*B*	

AWD = 11.41 LOS B

A29

CUMULATIVE TRIP GENERATION CALCULATIONS

Redevelopment of Rod & Reel/Mobile Home/RV Park

Land Use	Size	Average Daily		A.M. Peak		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Proposed							
Single Family Residences	13 Units	9.57	124	0.75	10	1.01	13
Apartments	5 Units	6.72	34	0.51	3	0.62	3
Specialty Retail	10,000 SF	46.55	465	1.4	14	4.55	45
Existing							
Mobile Homes	10 Spaces	5.00	50	0.40	4	0.55	6
Recreational Vehicles	10 Spaces	3.16	32	0.20	2	0.37	4
Total			**82**		**6**		**10**
Net Trip Generation			**541**		**21**		**51**

Cambria Pines Lodge

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Cambria Pines Lodge	N/A	N/A	N/A	N/A	N/A	N/A	N/A

N/A - No new hotel rooms; amenity improvements only.

WEEKEND PARKING DEMAND CALCULATIONS

WEEKEND PARKING GENERATION

FISCALINI PARK MASTER PLAN

Weekend Parking Generation: 9 AYSO Soccer Fields

Use	# Persons	# Vehicles
Soccer (9 fields)		
Players (18 teams)(a)	234	117
Coaches (2 per team)(b)	36	27
Spectators (4 per team)(c)	72	36
Referee (1 per game)	9	9
Total		**189**

a Number of vehicles assumes 13 players per team; 50% of players share rides.

b Number of vehicles assumes 25% of coaches share rides.

c Number of spectators that do not travel with players. Assume 2 per vehicle.

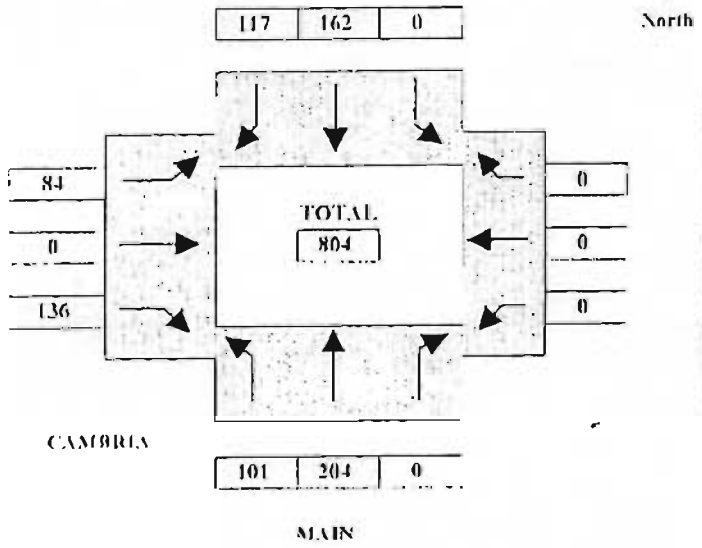
COUNT DATA

BAYMETRICS TRAFFIC RESOURCES

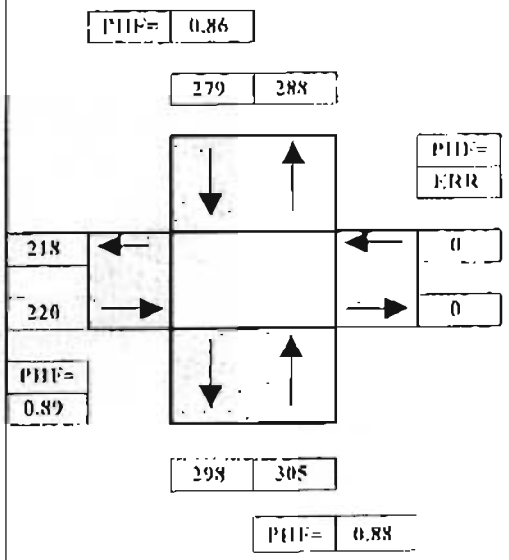
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	CAMBRIA TS	SURVEY DATE: 5/10/2006	DAY: WEDNESDAY
N-S Approach:	MAIN	SURVEY TIME: 4:00 PM	TO 6:00 PM
E-W Approach:	CAMBRIA	CITY: CAMBRIA	FILE: MACBCBPM

PEAK HOUR
04:30 PM TO 05:30 PM



ARRIVAL / DEPARTURE VOLUMES



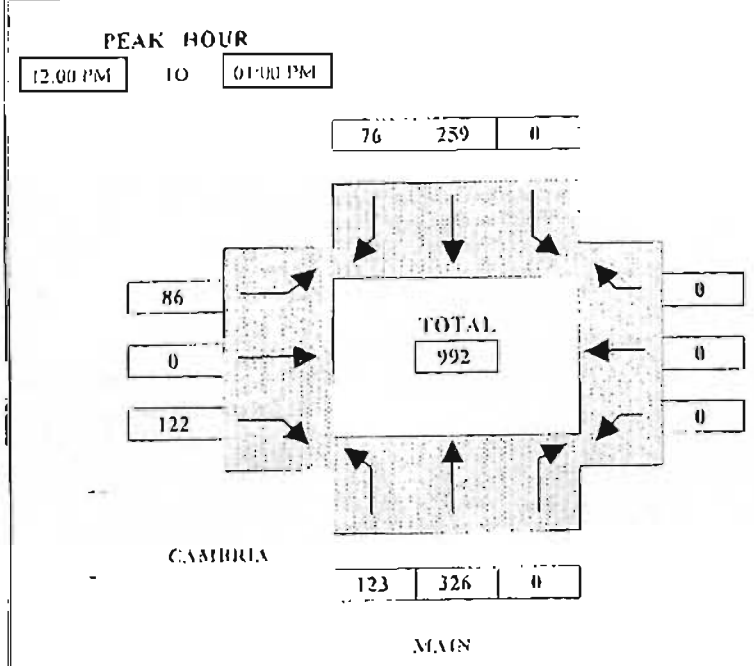
TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
04:00 PM	--	04:15 PM	20	43	0	0	35	15	11	0	31	0	0	0	155
04:15 PM	--	04:30 PM	45	95	0	0	77	35	29	0	66	0	0	0	347
04:30 PM	--	04:45 PM	76	151	0	0	127	66	39	0	95	0	0	0	564
04:45 PM	--	05:00 PM	102	201	0	0	170	93	68	0	129	0	0	0	763
05:00 PM	--	05:15 PM	122	254	0	0	202	118	92	0	167	0	0	0	955
05:15 PM	--	05:30 PM	146	299	0	0	239	152	113	0	202	0	0	0	1,151
05:30 PM	--	05:45 PM	165	349	0	0	267	179	138	0	235	0	0	0	1,333
05:45 PM	--	06:00 PM	187	392	0	0	295	205	156	0	266	0	0	0	1,501
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	20	43	0	0	35	15	11	0	31	0	0	0	155
04:15 PM	---	04:30 PM	25	52	0	0	42	20	18	0	35	0	0	0	192
04:30 PM	---	04:45 PM	31	56	0	0	50	31	20	0	29	0	0	0	217
04:45 PM	---	05:00 PM	26	50	0	0	43	27	19	0	34	0	0	0	199
05:00 PM	---	05:15 PM	20	53	0	0	32	25	24	0	38	0	0	0	192
05:15 PM	---	05:30 PM	24	45	0	0	37	34	21	0	35	0	0	0	196
05:30 PM	---	05:45 PM	19	50	0	0	28	27	25	0	33	0	0	0	182
05:45 PM	---	06:00 PM	22	43	0	0	28	26	18	0	31	0	0	0	168
HOURLY TOTALS															
04:00 PM	---	05:00 PM	102	201	0	0	170	93	68	0	129	0	0	0	763
04:15 PM	--	05:15 PM	102	211	0	0	167	103	81	0	136	0	0	0	800
04:30 PM	--	05:30 PM	101	204	0	0	162	117	84	0	136	0	0	0	804
04:45 PM	---	05:45 PM	89	198	0	0	140	113	80	0	140	0	0	0	760
05:00 PM	---	06:00 PM	85	191	0	0	125	112	88	0	137	0	0	0	738

BAYMETRICS TRAFFIC RESOURCES

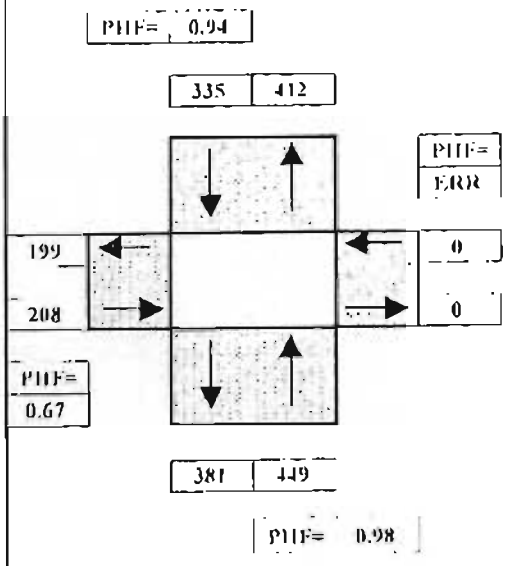
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: CAMBRIA TS
SURVEY DATE: 6/24/2006 DAY: SATURDAY
N-S Approach: MAIN
SURVEY TIME: 11:00 AM TO 1:00 PM
E-W Approach: CAMBRIA
CITY: CAMBRIA FILE: CBMACBNN

PEAK HOUR
12:00 PM TO 01:00 PM



ARRIVAL / DEPARTURE VOLUMES



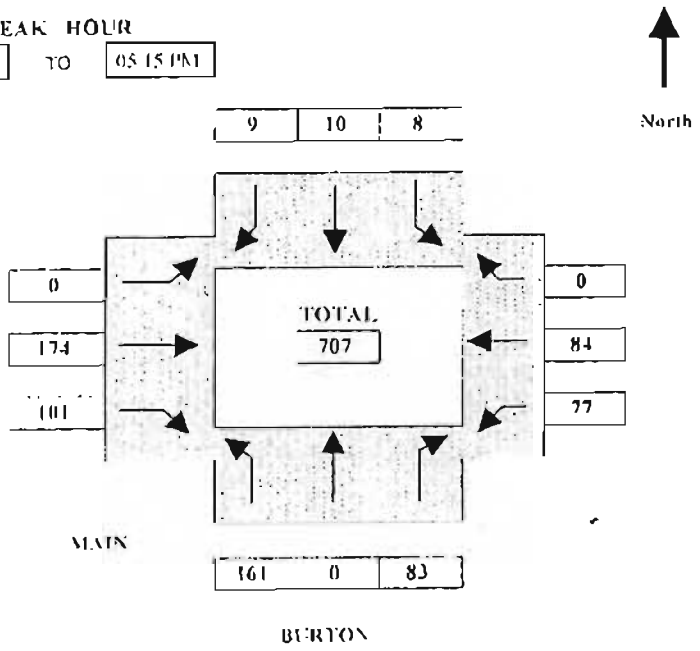
TIME PERIOD From	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA														
11:00 AM	11:15 AM	25	76	0	0	20	6	28	0	28	0	0	0	183
11:15 AM	11:30 AM	58	138	0	0	39	13	40	0	68	0	0	0	356
11:30 AM	11:45 AM	103	196	0	0	69	33	64	0	122	0	0	0	585
11:45 AM	12:00 PM	131	268	0	0	114	51	85	0	164	0	0	0	813
12:00 PM	12:15 PM	159	349	0	0	174	66	104	0	200	0	0	0	1,052
12:15 PM	12:30 PM	185	435	0	0	246	83	126	0	228	0	0	0	1,303
12:30 PM	12:45 PM	221	512	0	0	311	103	146	0	260	0	0	0	1,553
12:45 PM	01:00 PM	254	594	0	0	373	127	171	0	286	0	0	0	1,805
TOTAL BY PERIOD														
11:00 AM	11:15 AM	25	76	0	0	20	6	28	0	28	0	0	0	183
11:15 AM	11:30 AM	33	62	0	0	19	7	12	0	40	0	0	0	173
11:30 AM	11:45 AM	43	58	0	0	30	20	24	0	54	0	0	0	229
11:45 AM	12:00 PM	30	72	0	0	45	18	21	0	42	0	0	0	228
12:00 PM	12:15 PM	28	81	0	0	60	15	19	0	36	0	0	0	239
12:15 PM	12:30 PM	26	86	0	0	72	17	22	0	28	0	0	0	251
12:30 PM	12:45 PM	36	77	0	0	65	20	20	0	32	0	0	0	250
12:45 PM	01:00 PM	33	82	0	0	62	24	25	0	26	0	0	0	252
HOURLY TOTALS														
11:00 AM	12:00 PM	131	268	0	0	114	51	85	0	164	0	0	0	813
11:15 AM	12:15 PM	134	273	0	0	154	60	76	0	172	0	0	0	869
11:30 AM	12:30 PM	127	297	0	0	207	70	86	0	160	0	0	0	947
11:45 AM	12:45 PM	120	316	0	0	242	70	82	0	138	0	0	0	968
12:00 PM	01:00 PM	123	326	0	0	259	76	86	0	122	0	0	0	992

BAYMETRICS TRAFFIC RESOURCES

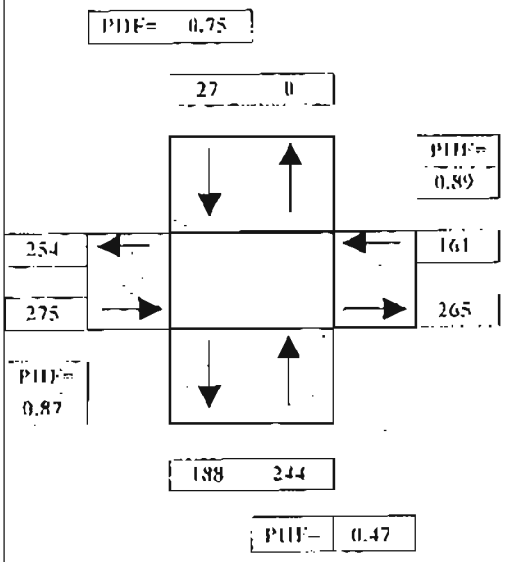
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: CAMBRIA TS
SURVEY DATE: 5/10/2006 DAY: WEDNESDAY
N-S Approach: BURTON
SURVEY TIME: 4:00 PM TO 6:00 PM
E-W Approach: MAIN
CITY: CAMBRIA FILE: MABTCBPM

PEAK HOUR
04:15 PM TO 05:15 PM



ARRIVAL/DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
04:00 PM	---	04:15 PM	31	0	19	2	2	2	0	45	20	20	19	0	160
04:15 PM	---	04:30 PM	72	0	43	3	6	6	0	99	45	45	39	0	358
04:30 PM	---	04:45 PM	114	0	63	7	7	8	0	144	67	67	61	0	538
04:45 PM	---	05:00 PM	153	0	80	8	8	11	0	184	97	84	79	0	704
05:00 PM	---	05:15 PM	192	0	102	10	12	11	0	219	121	97	103	0	867
05:15 PM	---	05:30 PM	232	0	127	12	13	15	0	260	139	106	120	0	1,024
05:30 PM	---	05:45 PM	262	0	149	12	14	16	0	303	153	118	134	0	1,161
05:45 PM	---	06:00 PM	294	0	170	13	15	18	0	342	169	126	150	0	1,297
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	31	0	19	2	2	2	0	45	20	20	19	0	160
04:15 PM	---	04:30 PM	41	0	24	1	4	4	0	54	25	25	20	0	198
04:30 PM	---	04:45 PM	42	0	20	4	1	2	0	45	22	22	22	0	180
04:45 PM	---	05:00 PM	39	0	17	1	1	3	0	40	30	17	18	0	166
05:00 PM	---	05:15 PM	39	0	22	2	4	0	0	35	24	13	24	0	163
05:15 PM	---	05:30 PM	40	0	25	2	1	4	0	41	18	9	17	0	157
05:30 PM	---	05:45 PM	30	0	22	0	1	1	0	43	14	12	14	0	137
05:45 PM	---	06:00 PM	32	0	21	1	1	2	0	39	16	8	16	0	136
HOURLY TOTALS															
04:00 PM	---	05:00 PM	153	0	80	8	8	11	0	184	97	84	79	0	704
04:15 PM	---	05:15 PM	161	0	83	8	10	9	0	174	101	77	84	0	707
04:30 PM	---	05:30 PM	160	0	84	9	7	9	0	161	91	61	81	0	666
04:45 PM	---	05:45 PM	148	0	86	5	7	8	0	159	86	51	75	0	623
05:00 PM	---	06:00 PM	141	0	90	5	7	7	0	158	72	42	71	0	593

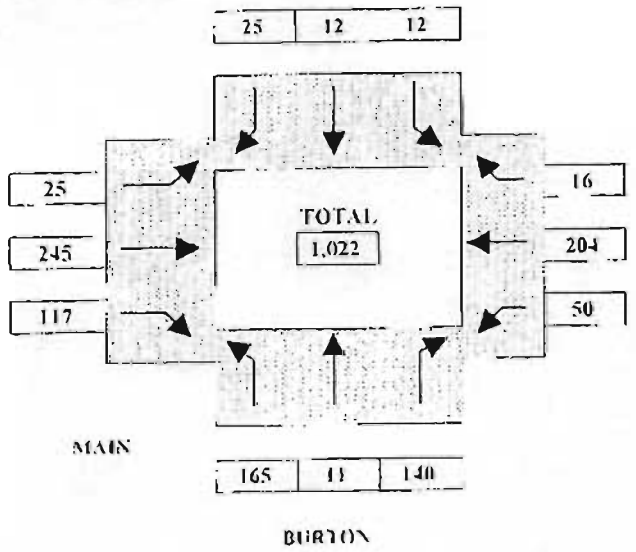
A36

BAYMETRICS TRAFFIC RESOURCES

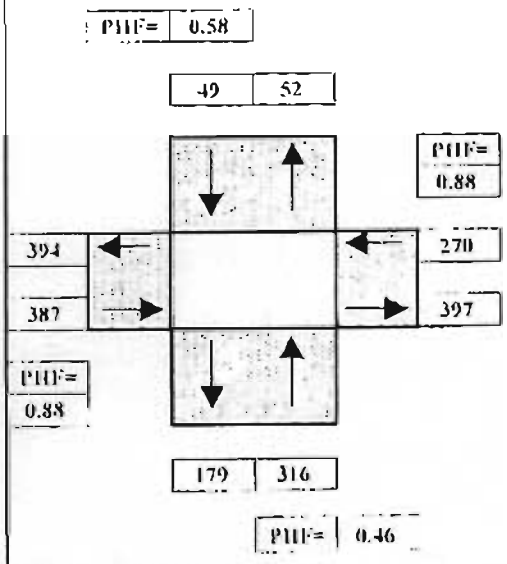
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	CAMBRIA TS	SURVEY DATE: 6/24/2006	DAY: SATURDAY
N-S Approach:	BURTON	SURVEY TIME: 11:00 AM	TO 1:00 PM
E-W Approach:	MAIN	CITY: CAMBRIA	FILE: BTMACBNN

PEAK HOUR: 11:15 AM TO 12:15 PM



ARRIVAL/DEPARTURE VOLUMES



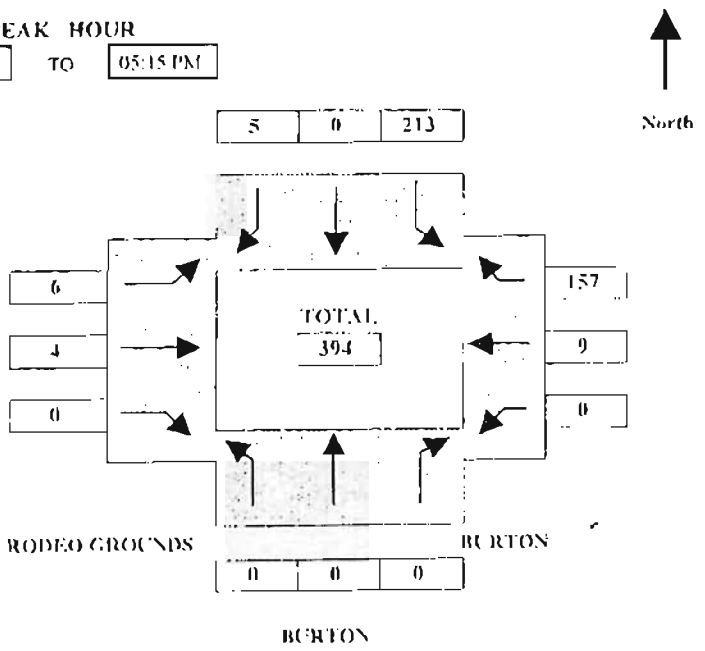
TIME PERIOD From	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA														
11:00 AM	11:15 AM	41	5	39	0	4	5	6	47	23	5	47	0	222
11:15 AM	11:30 AM	85	7	78	6	5	17	13	110	56	19	96	4	496
11:30 AM	11:45 AM	133	8	113	6	8	23	21	171	76	27	140	6	732
11:45 AM	12:00 PM	171	13	146	7	12	29	25	225	103	42	191	12	976
12:00 PM	12:15 PM	206	16	179	12	16	30	31	292	140	55	251	16	1,244
12:15 PM	12:30 PM	241	17	216	14	19	46	33	345	174	61	296	20	1,485
12:30 PM	12:45 PM	291	20	246	18	22	53	39	405	204	73	352	27	1,750
12:45 PM	01:00 PM	328	24	278	19	25	64	44	467	231	83	401	31	1,995
TOTAL BY PERIOD														
11:00 AM	11:15 AM	41	5	39	0	4	5	6	47	23	5	47	0	222
11:15 AM	11:30 AM	44	2	39	6	1	12	7	63	33	14	49	4	274
11:30 AM	11:45 AM	48	1	35	0	3	6	8	61	20	8	44	2	236
11:45 AM	12:00 PM	38	5	33	1	4	6	4	54	27	15	51	6	244
12:00 PM	12:15 PM	35	3	33	5	4	1	6	67	37	13	60	4	268
12:15 PM	12:30 PM	38	1	37	2	3	16	2	53	34	6	45	4	241
12:30 PM	12:45 PM	47	3	30	4	3	7	6	60	30	12	56	7	265
12:45 PM	01:00 PM	37	4	32	1	3	11	5	62	27	10	49	4	245
HOURLY TOTALS														
11:00 AM	12:00 PM	171	13	146	7	12	29	25	225	103	42	191	12	976
11:15 AM	12:15 PM	165	11	140	12	12	25	25	245	117	50	204	16	1,022
11:30 AM	12:30 PM	159	10	138	8	14	29	20	235	118	42	200	16	989
11:45 AM	12:45 PM	158	12	133	12	14	30	18	234	128	46	212	21	1,018
12:00 PM	01:00 PM	157	11	132	12	13	35	19	242	128	41	210	19	1,019

BAYMETRICS TRAFFIC RESOURCES

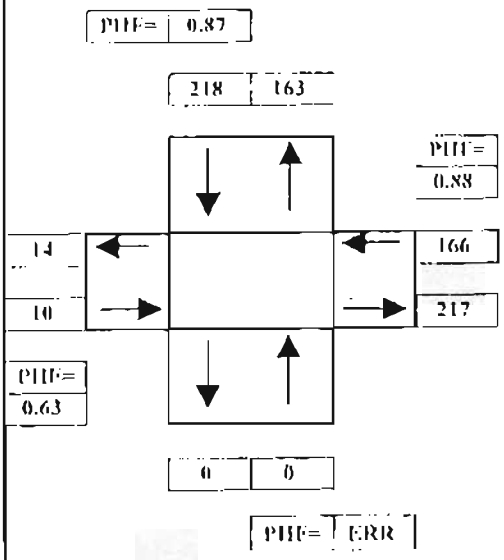
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	CAMBRIA TS	SURVEY DATE: 5/10/2006	DAY: WEDNESDAY
N-S Approach:	BURTON	SURVEY TIME: 4:00 PM TO 6:00 PM	
E-W Approach:	RODEO GROUNDS	CITY: CAMBRIA	FILE: BTRDCBPM

PEAK HOUR
04:15 PM TO 05:15 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
04:00 PM	---	04:15 PM	0	0	0	48	0	3	0	1	0	0	1	35	88
04:15 PM	---	04:30 PM	0	0	0	105	0	4	0	2	0	0	3	72	186
04:30 PM	---	04:45 PM	0	0	0	151	0	5	2	2	0	0	7	105	275
04:45 PM	---	05:00 PM	0	0	0	217	0	5	4	4	0	0	8	151	389
05:00 PM	---	05:15 PM	0	0	0	261	0	8	6	5	0	0	10	192	482
05:15 PM	---	05:30 PM	0	0	0	297	0	10	6	8	0	0	12	230	563
05:30 PM	---	05:45 PM	0	0	0	340	0	12	8	8	0	0	12	273	653
05:45 PM	---	06:00 PM	0	0	0	374	0	13	9	9	0	0	13	301	719
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	0	0	0	48	0	3	0	1	0	0	1	35	88
04:15 PM	---	04:30 PM	0	0	0	57	0	1	0	1	0	0	2	37	98
04:30 PM	---	04:45 PM	0	0	0	49	0	1	2	0	0	0	4	33	89
04:45 PM	---	05:00 PM	0	0	0	63	0	0	2	2	0	0	1	46	114
05:00 PM	---	05:15 PM	0	0	0	44	0	3	2	1	0	0	2	41	93
05:15 PM	---	05:30 PM	0	0	0	36	0	2	0	3	0	0	2	38	81
05:30 PM	---	05:45 PM	0	0	0	43	0	2	2	0	0	0	0	43	90
05:45 PM	---	06:00 PM	0	0	0	34	0	1	1	1	0	0	1	28	66
HOURLY TOTALS															
04:00 PM	---	05:00 PM	0	0	0	217	0	5	4	4	0	0	8	151	389
04:15 PM	---	05:15 PM	0	0	0	213	0	5	6	4	0	0	9	157	394
04:30 PM	---	05:30 PM	0	0	0	192	0	6	6	6	0	0	9	158	377
04:45 PM	---	05:45 PM	0	0	0	186	0	7	6	6	0	0	5	168	378
05:00 PM	---	06:00 PM	0	0	0	157	0	8	5	5	0	0	5	150	330

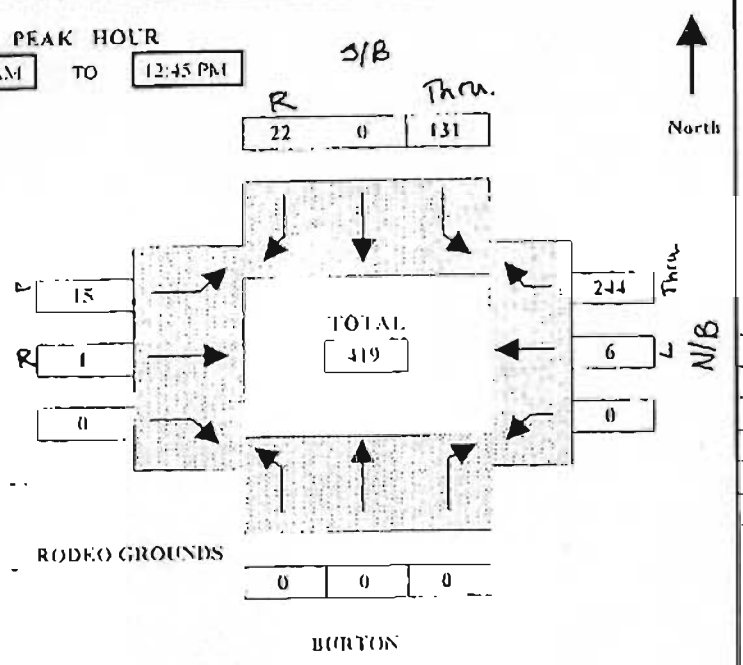
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

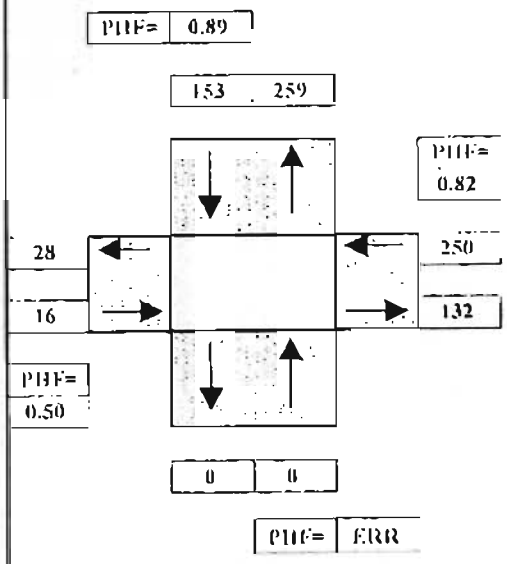
PROJECT: CAMBRIA TS
N-S Approach: BURTON
E-W Approach: RODEO GROUNDS

SURVEY DATE: 6/24/2006 DAY: SATURDAY
SURVEY TIME: 11:00 AM TO 1:00 PM
CITY: CAMBRIA FILE: BTRGCBNN

PEAK HOUR
11:45 AM TO 12:45 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA														
11:00 AM	11:15 AM	0	0	0	31	0	2	1	0	0	0	2	74	110
11:15 AM	11:30 AM	0	0	0	67	0	4	4	0	0	0	2	141	218
11:30 AM	11:45 AM	0	0	0	88	0	4	7	1	0	0	2	205	307
11:45 AM	12:00 PM	0	0	0	125	0	9	10	1	0	0	3	264	412
12:00 PM	12:15 PM	0	0	0	164	0	13	15	1	0	0	6	323	522
12:15 PM	12:30 PM	0	0	0	193	0	18	15	2	0	0	8	388	624
12:30 PM	12:45 PM	0	0	0	219	0	26	22	2	0	0	8	449	726
12:45 PM	01:00 PM	0	0	0	248	0	33	28	4	0	0	9	502	824
TOTAL BY PERIOD														
11:00 AM	11:15 AM	0	0	0	31	0	2	1	0	0	0	2	74	110
11:15 AM	11:30 AM	0	0	0	36	0	2	3	0	0	0	0	67	108
11:30 AM	11:45 AM	0	0	0	21	0	0	3	1	0	0	0	64	89
11:45 AM	12:00 PM	0	0	0	37	0	5	3	0	0	0	1	59	105
12:00 PM	12:15 PM	0	0	0	39	0	4	5	0	0	0	3	59	110
12:15 PM	12:30 PM	0	0	0	29	0	5	0	1	0	0	2	65	102
12:30 PM	12:45 PM	0	0	0	26	0	8	7	0	0	0	0	61	102
12:45 PM	01:00 PM	0	0	0	29	0	7	6	2	0	0	1	53	98
HOURLY TOTALS														
11:00 AM	12:00 PM	0	0	0	125	0	9	10	1	0	0	3	264	412
11:15 AM	12:15 PM	0	0	0	153	0	11	14	1	0	0	4	249	412
11:30 AM	12:30 PM	0	0	0	126	0	14	11	2	0	0	6	247	406
11:45 AM	12:45 PM	0	0	0	131	0	22	15	1	0	0	6	244	419
12:00 PM	01:00 PM	0	0	0	123	0	24	18	3	0	0	6	238	412

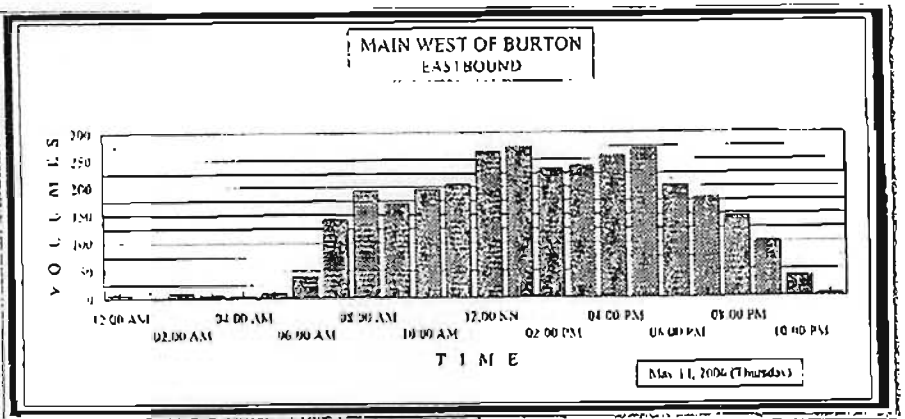
A39

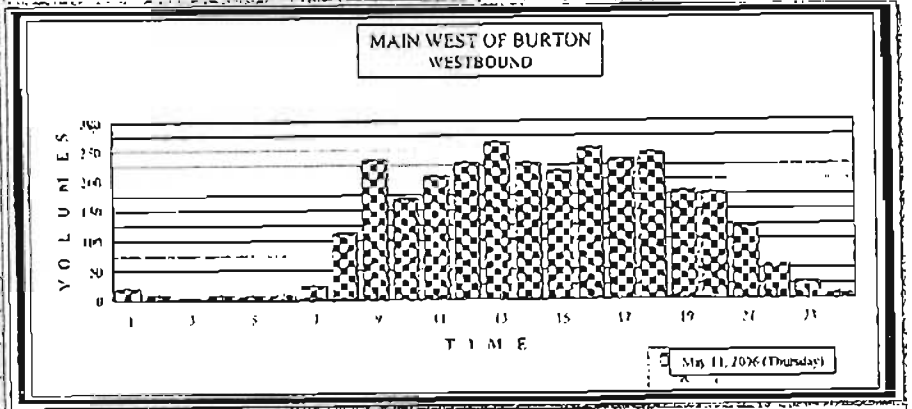
B . A . Y . M . E . T . R . I . C . S

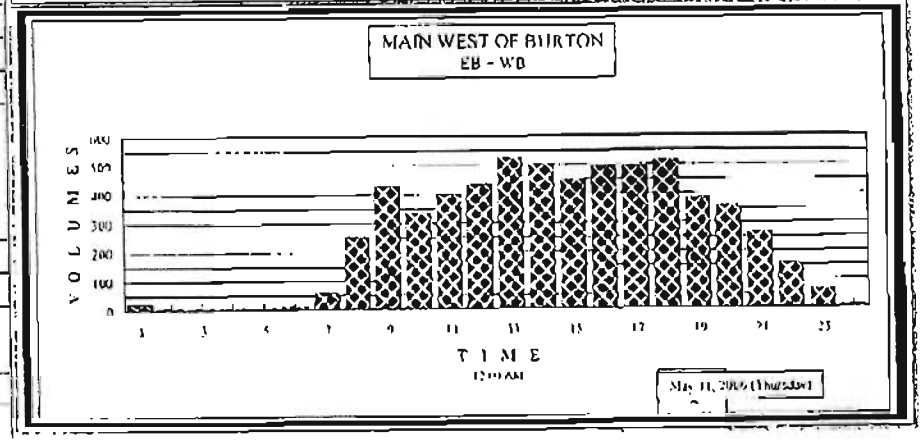
DAILY TUBE COUNT SUMMARY

PROJECT:	CAMBRIA TS	RECORDER SET:	5/10/2006
LOCATION:	MAIN WEST OF BURTON	RECORDER START:	5/11/2006
DIRECTION:	EASTBOUND & WESTBOUND	RECORDER END:	5/12/2006
CITY:	CAMBRIA	MACHINE ID:	M-6229

	EASTBOUND					WESTBOUND					EB + WB				
TIME	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
May 11, 2006 (Thursday)															
12:00 AM	3	1	2	0	6	10	5	3	2	20	13	6	5	2	26
01:00 AM	1	2	0	1	4	0	1	4	2	7	1	3	4	3	11
02:00 AM	3	0	4	2	9	0	0	2	1	3	3	0	6	3	12
03:00 AM	0	3	2	0	5	3	2	2	0	7	3	5	4	0	12
04:00 AM	1	1	2	0	4	0	1	4	1	6	1	2	6	1	10
05:00 AM	2	4	1	2	9	2	0	0	7	9	4	4	1	9	18
06:00 AM	11	6	8	13	38	5	5	4	10	24	16	11	12	23	62
07:00 AM	15	24	49	63	143	15	22	31	45	113	30	46	71	108	255
08:00 AM	82	46	33	32	193	58	76	45	55	234	140	122	79	87	428
09:00 AM	41	35	50	44	170	42	37	40	50	169	83	72	90	94	339
10:00 AM	39	62	57	38	196	43	62	54	48	207	82	124	111	86	403
11:00 AM	45	51	46	63	205	42	61	72	54	229	87	112	118	117	434
12:00 NN	62	58	75	68	263	53	66	70	75	264	115	124	145	143	527
01:00 PM	84	60	72	59	275	62	58	46	63	229	146	118	118	122	504
02:00 PM	52	45	51	85	233	61	51	49	54	215	113	96	100	139	448
03:00 PM	63	59	61	55	238	63	84	60	48	255	126	143	121	103	493
04:00 PM	54	70	63	71	258	49	56	72	58	235	103	126	135	129	493
05:00 PM	82	66	64	58	270	56	65	72	54	247	138	131	136	112	517
06:00 PM	52	61	46	43	202	46	53	44	38	181	98	114	90	81	383
07:00 PM	52	44	47	38	181	42	36	49	52	179	94	80	96	90	360
08:00 PM	32	45	33	36	146	34	32	25	31	122	66	77	58	67	268
09:00 PM	29	18	24	30	101	19	17	8	14	58	48	35	32	44	159
10:00 PM	15	19	1	2	37	8	6	10	5	29	23	25	11	7	66
11:00 PM	0	1	2	2	5	2	3	0	1	6	2	4	2	3	11
TOTAL:					3,191					3,048					6,239
AM PEAK HR. (6 AM - 11 AM):					205					234					434
NOON PEAK HR. (11 AM - 4 PM):					275					264					527
PM PEAK HR. (4 PM - 7 PM):					270					247					517







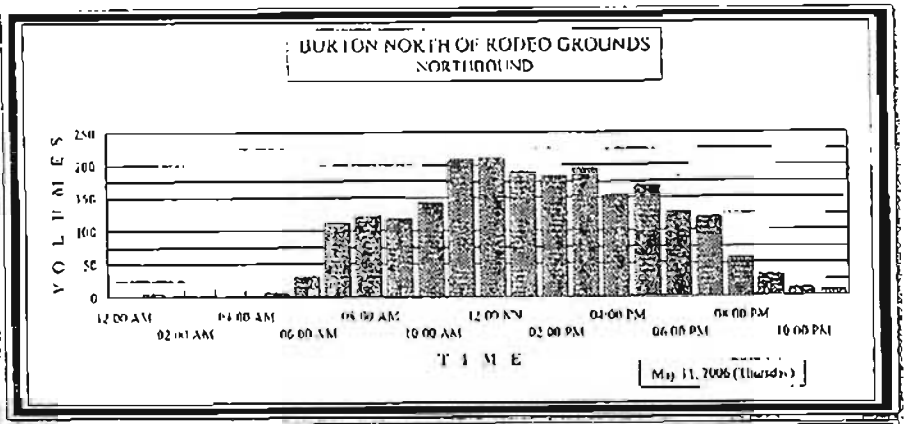
East Bay: (510) 232-1271 SF/Peninsula: (415) 750-1317

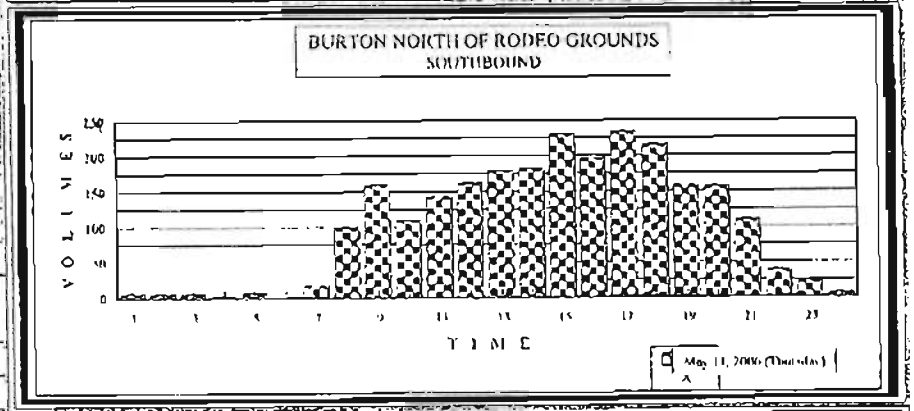
B . A . Y . M . E . T . R . I . C . S

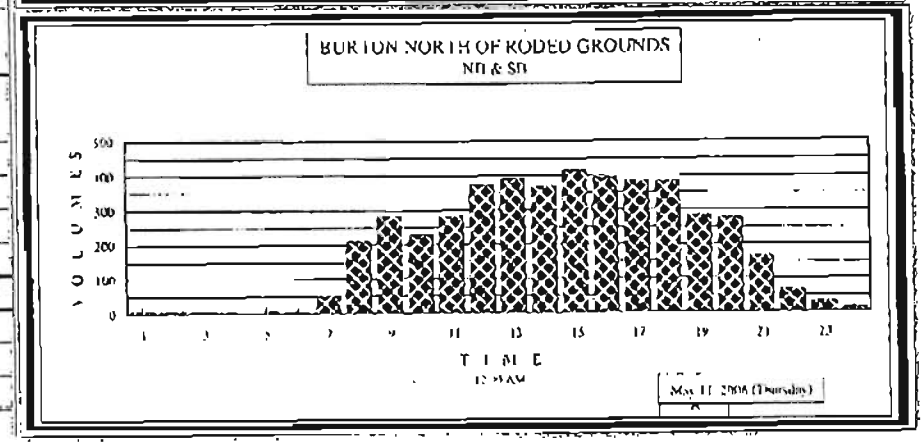
DAILY TUBE COUNT SUMMARY

PROJECT:	CAMBRIA TS	RECORDER SET:	5/10/2006
LOCATION:	BURTON NORTH OF RODEO GROUNDS	RECORDER START:	5/11/2006
DIRECTION:	NORTHBOUND & SOUTHBOUND	RECORDER END:	5/12/2006
CITY:	CAMBRIA	MACHINE ID:	M-1006

TIME	NORTHBOUND					SOUTHBOUND					NB & SB				
	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
May 11, 2006 (Thursday)															
12:00 AM	1	2	0	1	4	3	2	1	1	7	4	4	1	2	11
01:00 AM	3	2	0	0	5	0	2	1	4	7	3	4	1	4	12
02:00 AM	1	1	0	0	2	2	0	3	2	7	3	1	3	2	9
03:00 AM	0	2	2	0	4	0	2	0	1	3	0	4	2	1	7
04:00 AM	0	1	0	0	1	1	2	3	2	8	1	3	3	2	9
05:00 AM	0	1	3	2	6	0	1	0	0	1	0	2	3	2	7
06:00 AM	4	6	13	8	31	1	2	6	10	19	5	8	19	18	50
07:00 AM	9	14	26	63	112	15	19	28	37	99	24	33	54	100	211
08:00 AM	48	25	22	27	122	56	43	30	31	160	104	68	52	58	282
09:00 AM	30	33	25	30	118	29	22	28	31	110	59	55	53	61	228
10:00 AM	25	44	31	42	142	33	40	34	36	143	58	84	65	78	285
11:00 AM	45	52	50	63	210	52	33	40	38	163	97	85	90	101	373
12:00 NN	45	54	62	51	212	50	56	34	40	180	95	110	96	91	392
01:00 PM	63	53	39	34	189	55	40	48	39	182	118	93	87	73	371
02:00 PM	47	45	50	42	184	37	62	58	74	231	84	107	108	116	415
03:00 PM	72	54	35	34	195	40	57	54	46	197	112	111	89	80	392
04:00 PM	29	33	40	51	153	49	52	63	70	234	78	85	103	121	387
05:00 PM	46	42	38	41	167	58	64	49	45	216	104	106	87	86	383
06:00 PM	37	28	29	33	127	52	30	32	45	159	89	58	61	78	286
07:00 PM	28	34	32	26	120	42	33	40	42	157	70	67	72	68	277
08:00 PM	18	15	9	17	59	34	29	25	22	110	52	44	34	39	169
09:00 PM	5	8	7	12	32	18	6	10	5	39	23	14	17	17	71
10:00 PM	5	4	3	0	12	7	4	6	6	23	12	8	9	6	35
11:00 PM	2	1	4	2	9	2	0	3	1	6	4	1	7	3	15
TOTAL:					2,216					2,461					4,677
AM PEAK HR. (6 AM - 11 AM):					210					163					373
NOON PEAK HR. (11 AM - 4 PM):					212					231					415
PM PEAK HR. (4 PM - 7 PM):					167					234					387







East Bay: (510) 232-1271

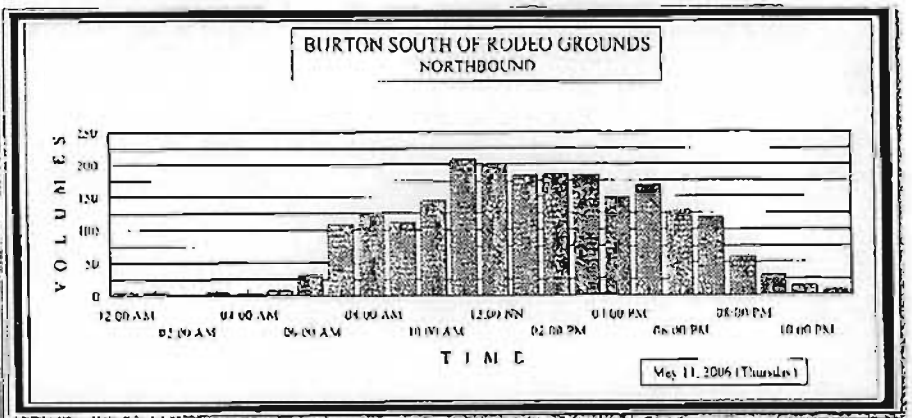
SF/Peninsula: (415) 750-1317

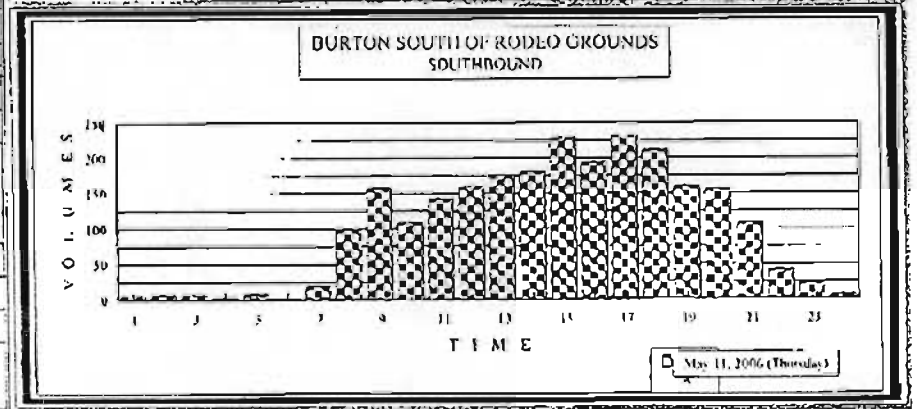
B . A . Y . M . E . T . R . I . C . S

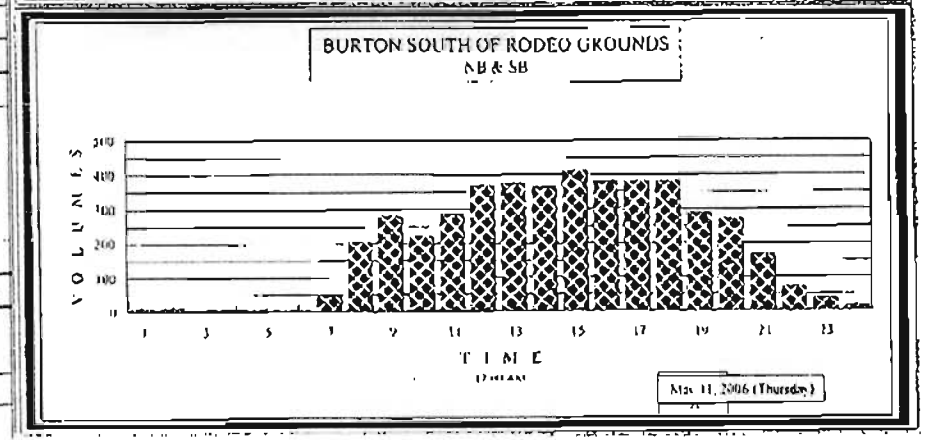
D A I L Y T U B E C O U N T S U M M A R Y

PROJECT:	CAMBRIA TS	RECORDER SET:	5/10/2006
LOCATION:	BURTON SOUTH OF RODEO GROUNDS	RECORDER START:	5/11/2006
DIRECTION:	NORTHBOUND & SOUTHBOUND	RECORDER END:	5/12/2006
CITY:	CAMBRIA	MACHINE ID:	M-5229

	NORTHBOUND					SOUTHBOUND					NB & SB				
TIME:	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
May 11, 2006 (Thursday)															
12:00 AM	1	2	0	2	5	2	3	0	1	6	3	5	0	3	11
01:00 AM	2	2	0	0	4	0	2	1	4	7	2	4	1	4	11
02:00 AM	2	0	0	0	2	2	0	2	3	7	4	0	2	3	9
03:00 AM	0	2	2	0	4	0	1	1	1	3	0	3	3	1	7
04:00 AM	1	0	0	0	1	0	3	3	2	8	1	3	3	2	9
05:00 AM	0	1	3	3	7	0	1	0	0	1	0	2	3	3	8
06:00 AM	3	6	13	9	31	1	2	6	10	19	4	8	19	19	50
07:00 AM	9	16	24	60	109	15	18	29	36	98	24	34	53	96	207
08:00 AM	50	26	22	25	123	55	40	33	30	158	105	66	55	55	281
09:00 AM	32	28	25	28	113	26	24	27	32	109	58	52	52	60	222
10:00 AM	27	46	29	43	145	30	41	34	37	142	57	87	63	80	287
11:00 AM	44	53	50	62	209	51	31	42	36	160	95	84	92	98	369
12:00 NN	42	50	56	52	200	47	57	30	42	136	89	107	86	94	376
01:00 PM	62	48	41	33	184	52	42	46	41	181	114	90	87	74	365
02:00 PM	48	48	46	43	185	58	60	56	75	229	86	108	102	118	414
03:00 PM	70	52	37	27	186	38	54	56	46	194	108	106	93	73	380
04:00 PM	32	31	40	46	149	44	57	60	72	233	76	88	100	118	382
05:00 PM	48	45	35	40	168	59	63	48	42	212	107	108	83	82	380
06:00 PM	36	30	29	34	129	53	28	34	45	160	89	58	63	79	289
07:00 PM	26	33	35	26	118	42	30	41	43	156	68	63	74	69	274
08:00 PM	19	14	10	16	59	34	26	28	20	108	53	40	38	36	167
09:00 PM	5	8	7	10	30	20	6	10	6	42	25	14	17	16	72
10:00 PM	7	4	3	1	15	7	4	5	7	23	14	8	8	8	38
11:00 PM	1	1	4	2	8	2	0	3	1	6	3	1	7	3	14
TOTAL:					2,184					2,438					4,622
AM PEAK HR. (6 AM - 11 AM):					209					160					369
NOON PEAK HR. (11 AM - 4 PM):					200					229					414
PM PEAK HR. (4 PM - 7 PM):					168					233					382







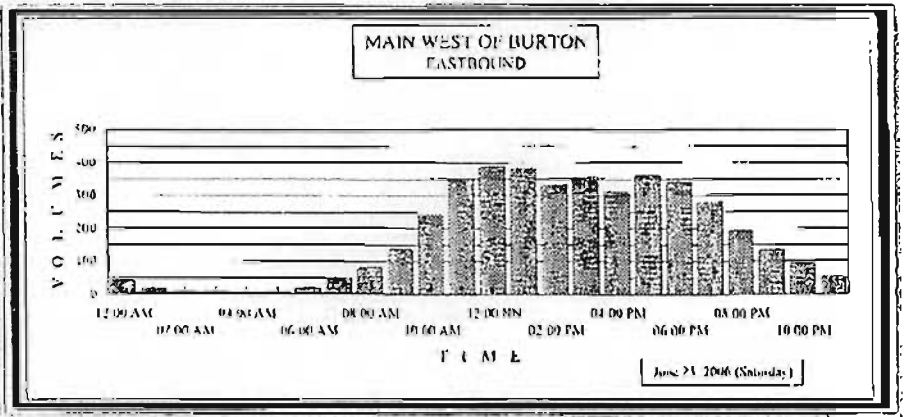
East Bay: (510) 232-1271 SF/Peninsula: (415) 750-1317

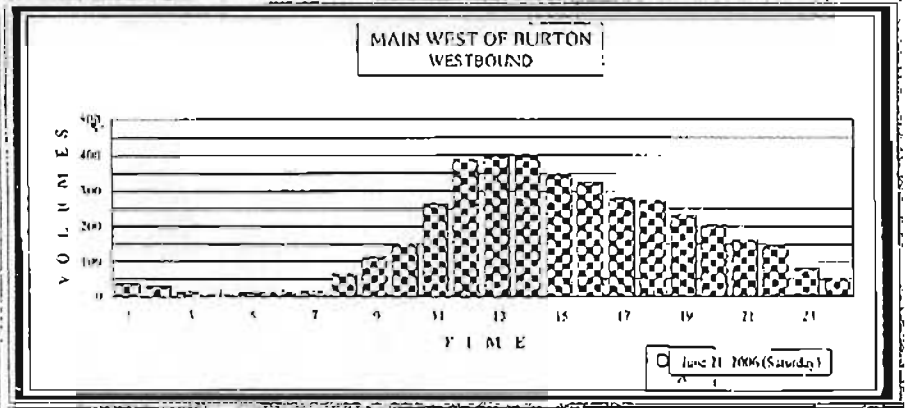
B . A . Y . M . E . T . R . I . C . S

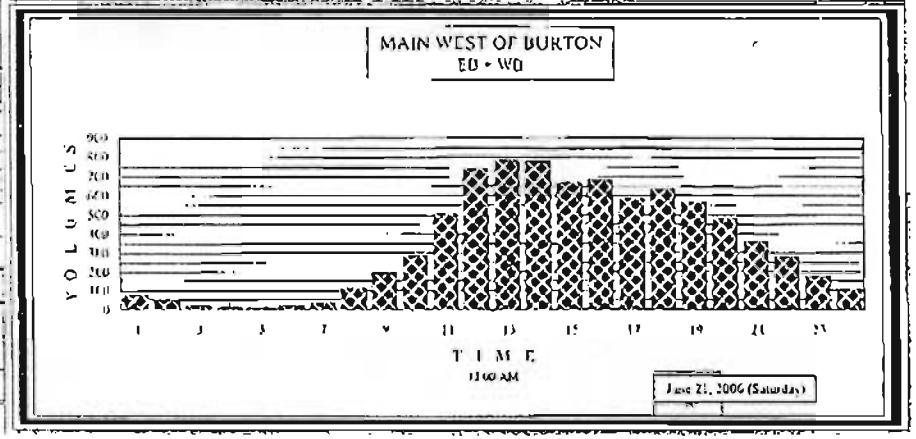
DAILY TUBE COUNT SUMMARY

PROJECT:	CAMBRIA TS	RECORDER SET:	6/20/2006
LOCATION:	MAIN WEST OF BURTON	RECORDER START:	6/21/2006
DIRECTION:	EASTBOUND & WESTBOUND	RECORDER END:	6/22/2006
CITY:	CAMBRIA	MACHINE ID:	M-3229

TIME	EASTBOUND 00:00	00:15	00:30	00:45	TOT	WESTBOUND 00:00	00:15	00:30	00:45	TOT	EB + WB 00:00	00:15	00:30	00:45	TOT
June 21, 2006 (Saturday)															
12:00 AM	13	9	14	6	42	14	8	10	6	38	27	17	24	12	80
01:00 AM	8	7	3	2	20	9	12	5	5	31	17	19	8	7	51
02:00 AM	0	1	4	2	7	4	6	3	2	15	4	7	7	4	22
03:00 AM	0	3	2	2	7	0	1	4	2	7	0	4	6	4	14
04:00 AM	0	1	1	0	2	4	4	2	0	10	4	5	3	0	12
05:00 AM	2	3	2	1	8	5	3	5	1	12	5	6	7	2	20
06:00 AM	2	4	6	6	18	2	3	6	6	17	4	7	12	12	35
07:00 AM	7	10	15	19	51	9	15	18	25	67	16	25	33	44	118
08:00 AM	16	26	18	23	83	22	34	29	28	113	38	60	47	51	196
09:00 AM	31	29	40	37	137	34	32	40	46	152	65	61	80	83	289
10:00 AM	46	55	63	81	245	52	56	73	84	265	98	111	136	165	510
11:00 AM	75	98	94	85	352	95	102	96	98	391	170	200	190	183	743
12:00 NN	106	94	96	92	388	96	105	102	96	399	202	199	198	188	787
01:00 PM	98	103	89	93	383	112	104	88	93	397	210	207	177	186	780
02:00 PM	79	82	77	94	332	79	85	94	86	344	158	167	171	180	676
03:00 PM	105	90	76	88	359	92	78	75	80	325	197	168	151	168	684
04:00 PM	81	69	72	90	312	75	65	75	65	280	156	134	147	155	592
05:00 PM	80	96	91	97	364	84	62	69	58	274	164	159	160	155	638
06:00 PM	88	82	93	76	339	54	62	61	55	232	142	144	154	131	571
07:00 PM	81	75	63	62	281	49	53	60	42	204	130	128	123	104	485
08:00 PM	54	51	46	43	194	48	43	34	40	165	102	94	80	83	359
09:00 PM	38	34	32	29	133	42	33	36	34	145	80	67	68	63	278
10:00 PM	33	26	22	13	94	28	19	15	20	82	61	45	37	33	176
11:00 PM	14	8	17	15	54	17	15	9	11	52	31	23	26	26	106
TOTAL:					4,205					4,017					8,222
AM PEAK HR. (6 AM - 11 AM):					352					391					743
NOON PEAK HR. (11 AM - 4 PM):					388					399					787
PM PEAK HR. (4 PM - 7 PM):					364					280					638







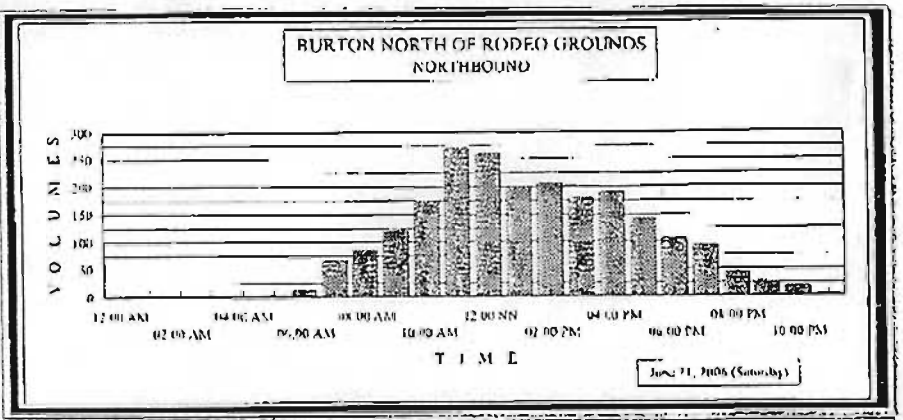
East Bay: (510) 232-1271 SF/Peninsula: (415) 750-1317

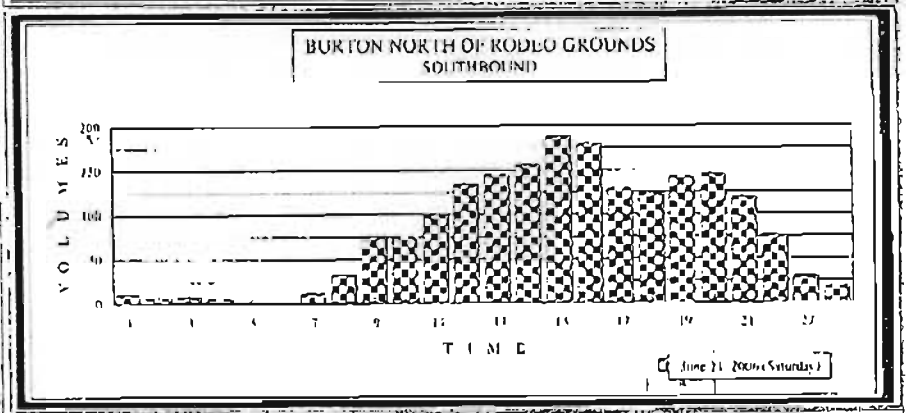
B . A . Y . M . E . T . R . I . C . S

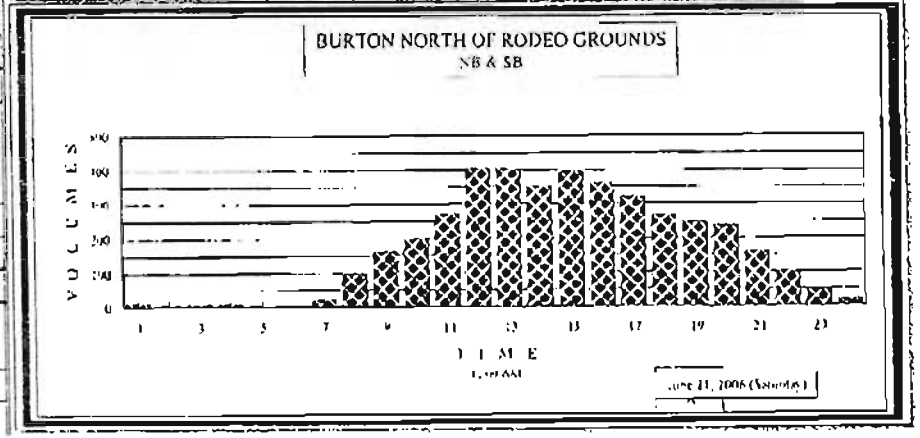
DAILY TUBE COUNT SUMMARY

PROJECT:	CAMBRIA TS	RECORDER SET:	6/20/2006
LOCATION:	BURTON NORTH OF RODEO GROUNDS	RECORDER START:	6/21/2006
DIRECTION:	NORTHBOUND & SOUTHBOUND	RECORDER END:	6/22/2006
CITY:	CAMBRIA	MACHINE ID:	M-1178

	NORTHBOUND					SOUTHBOUND					NB & SB				
TIME	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
June 21, 2006 (Saturday)															
12:00 AM	1	0	2	1	4	4	2	3	2	11	5	2	5	3	15
01:00 AM	0	1	1	0	2	0	1	4	2	7	0	2	5	2	9
02:00 AM	0	0	1	1	2	0	3	3	2	8	0	3	4	3	10
03:00 AM	0	0	2	2	4	0	1	4	2	7	0	1	6	4	11
04:00 AM	0	0	2	1	3	0	2	1	0	3	0	2	3	1	6
05:00 AM	0	1	1	1	3	0	0	1	0	1	0	1	2	1	4
06:00 AM	2	4	3	4	13	2	0	6	4	12	4	4	9	8	25
07:00 AM	7	10	15	34	66	7	5	9	12	33	14	15	24	46	99
08:00 AM	23	19	17	22	86	21	22	17	16	76	49	41	34	38	162
09:00 AM	25	33	28	36	122	23	19	17	18	77	48	52	45	54	199
10:00 AM	30	35	46	63	174	20	21	29	30	100	50	56	75	93	274
11:00 AM	72	73	67	60	272	34	37	25	38	134	106	110	92	98	406
12:00 NN	66	63	71	61	261	43	35	32	36	146	109	98	103	97	407
01:00 PM	56	40	54	49	199	31	52	33	40	156	87	92	87	89	355
02:00 PM	53	60	46	48	207	42	47	49	50	188	95	107	95	98	395
03:00 PM	42	40	52	47	181	52	48	37	43	180	94	88	89	90	361
04:00 PM	48	49	51	43	191	39	36	25	30	130	87	85	76	73	321
05:00 PM	37	35	44	28	144	33	34	23	34	124	70	69	67	62	268
06:00 PM	26	30	24	25	105	37	29	32	46	144	63	59	56	71	249
07:00 PM	19	27	26	21	93	38	35	41	31	145	57	62	67	52	238
08:00 PM	13	9	10	6	43	40	28	25	26	119	53	37	35	32	162
09:00 PM	12	4	4	7	27	22	22	20	13	77	34	26	24	20	104
10:00 PM	7	6	3	2	18	8	7	10	5	30	15	13	13	7	48
11:00 PM	0	1	2	1	4	4	7	4	3	18	4	8	6	4	22
TOTAL:					2,224					1,926					4,150
AM PEAK HR. (6 AM - 11 AM):					272					134					406
NOON PEAK HR. (11 AM - 4 PM):					261					158					407
PM PEAK HR. (4 PM - 7 PM):					191					145					321







East Bay: (510) 232-1271 SF/Peninsula: (415) 750-1317

B . A . Y . M . E . T . R . I . C . S

DAILY TUBE COUNT SUMMARY

PROJECT:	CAMBRIA TS	RECORDER SET:	6/20/2006
LOCATION:	BURTON SOUTH OF RODEO GROUNDS	RECORDER START:	6/21/2006
DIRECTION:	NORTHBOUND & SOUTHBOUND	RECORDER END:	6/22/2006
CITY:	CAMBRIA	MACHINE ID:	M-6173

	NORTHBOUND					SOUTHBOUND					NB & SB				
TIME	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
June 21, 2006 (Saturday)															
12:00 AM	1	0	2	1	4	4	2	2	3	11	5	2	4	4	15
01:00 AM	0	1	1	0	2	0	1	4	1	6	0	2	5	1	8
02:00 AM	0	0	1	0	1	1	3	3	1	8	1	3	4	1	9
03:00 AM	1	0	3	1	5	1	1	4	3	9	2	1	7	4	14
04:00 AM	0	0	1	2	3	0	2	1	0	3	0	2	2	2	6
05:00 AM	0	1	1	1	3	0	0	1	0	1	0	1	2	1	4
06:00 AM	2	3	5	3	13	2	0	5	5	12	4	3	10	8	25
07:00 AM	6	13	17	32	66	7	6	8	14	35	13	17	25	46	101
08:00 AM	26	21	19	21	87	20	20	20	15	75	46	41	39	36	162
09:00 AM	24	33	28	34	119	23	20	18	18	79	47	53	46	52	198
10:00 AM	32	35	30	60	157	19	22	26	34	101	51	57	76	94	278
11:00 AM	75	68	64	62	269	32	35	32	40	139	107	103	86	102	398
12:00 NN	60	68	60	56	244	38	30	28	32	128	98	98	88	88	372
01:00 PM	55	41	52	50	198	30	50	36	39	155	85	91	88	89	353
02:00 PM	51	62	46	50	209	40	45	49	53	187	91	107	95	103	396
03:00 PM	40	41	53	48	182	50	47	39	42	178	90	88	92	90	360
04:00 PM	43	53	52	40	188	40	33	22	31	129	83	86	74	74	317
05:00 PM	38	31	43	26	138	33	30	21	30	114	71	61	64	56	252
06:00 PM	27	29	25	27	108	35	28	34	42	139	62	57	59	69	247
07:00 PM	22	24	28	20	94	40	34	43	32	149	62	58	71	52	243
08:00 PM	15	11	12	4	42	38	26	28	25	117	53	37	40	29	159
09:00 PM	10	6	5	6	27	22	21	21	12	76	32	27	26	18	103
10:00 PM	7	8	4	3	22	9	8	9	6	32	16	16	13	9	54
11:00 PM	1	1	2	1	5	5	7	3	4	19	6	8	5	5	24
TOTAL:					2,206					1,893					4,098
AM PEAK HR. (6 AM - 11 AM):					269					129					398
NOON PEAK HR. (11 AM - 4 PM):					244					187					396
PM PEAK HR. (4 PM - 7 PM):					188					149					317

East Bay: (510) 232-1271 *SF/Peninsula: (415) 750-1317*