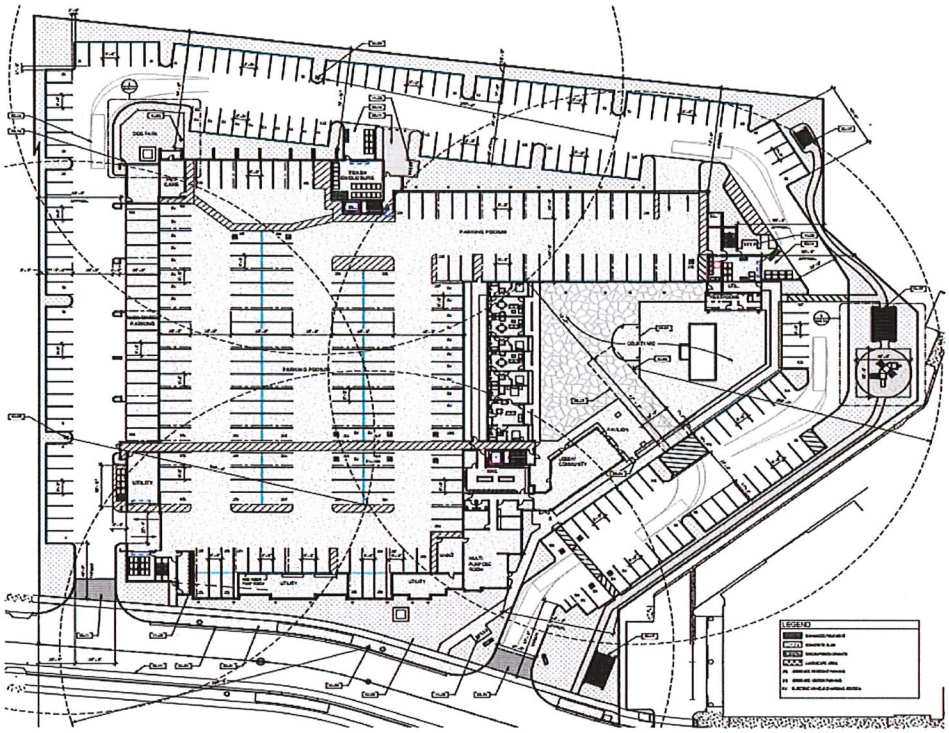
Appendix J

Revised Traffic and Circulation Study

LOCKWOOD III APARTMENTS PROJECT
OXNARD, CALIFORNIA

REVISED TRAFFIC AND CIRCULATION STUDY



September 19, 2023 **ATE Project 22068**

Prepared for:

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REVISED TRAFFIC AND CIRCULATION STUDY FOR
THE LOCKWOOD III APARTMENT PROJECT - CITY OF OXNARD

Associated Transportation Engineers (ATE) has prepared the following revised traffic and circulation study for the Lockwood III Apartments Project. The revised traffic and circulation study addresses comments provided by ESA on the October 11, 2022 traffic and circulation study prepared by ATE. It our understanding that the City of Oxnard will use the results of the revised traffic and circulation study to process the Project's development application.

We appreciate the opportunity to assist SVM - Lockwood, LLC with this Project.

Associated Transportation Engineers

By: Richard L. Pool, P.E.
President

TABLE OF CONTENTS

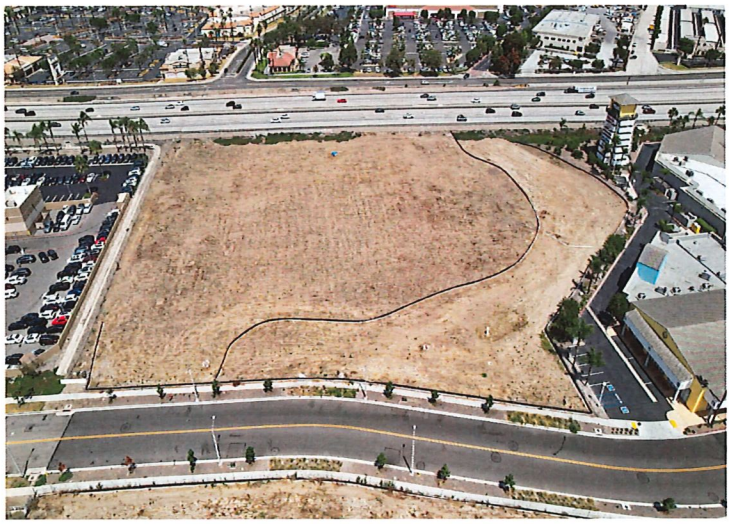
LIST OF TABLES

LIST OF FIGURES

INTRODUCTION

The following report presents the results of the traffic and circulation study completed by Associated Transportation Engineers (ATE) for the Lockwood III Apartments Project, located in the City of Oxnard. The City of Oxnard's traffic study standards were utilized in formatting the various sections of the traffic study. The study provides information relative to Existing, Existing + Project, Cumulative and Cumulative + Project traffic conditions. Site access, on-site parking, constriction traffic and Vehicle Miles Traveled (VMT) are also addressed in the study.

PROJECT DESCRIPTION



The Project site is an undeveloped parcel located at 2001 Lockwood Street east of Rose Avenue in the City of Oxnard, as illustrated on Figure 1. The Project is proposing to construct 234 apartment units including 33 affordable units with related on-site amenities. The Project is applying for Density Bonus and related concessions. The Project would require a General Plan Amendment from Business and Research Park (BRP) to High-Rise Residential (R4). Access to the Project site will be provided via two driveway connections to Lockwood Street. The Lockwood III Apartments Project is proposing to provide 351 on-site parking spaces (including 7 ADA parking spaces, 36 electric vehicle charging stations, 5 ADA electric vehicle charging stations and 1 ADA van electric vehicle charging station). The Project site design will provide on-site bicycle storage and bike racks. The Project site plan is illustrated on Figure 2.

EXISTING CONDITIONS

Existing Street Network

The Project site is served by a circulation system comprised of freeway, arterial and collector streets, which are illustrated on Figure 1 and discussed in the following text.

U.S. Highway 101, located north of the Project site, is a multi-lane interstate highway serving the Pacific Coast between the City of Los Angeles and the State of Washington. U.S. Highway 101 is the principal route between the City of Oxnard and the adjacent cities of Ventura to the north and Camarillo to the south. Regional access to the site is provided via the U.S. Highway 101/Rose Avenue and U.S. Highway 101/Rice Avenue interchanges.

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PROJECT SITE LOCATION

FIGURE 1

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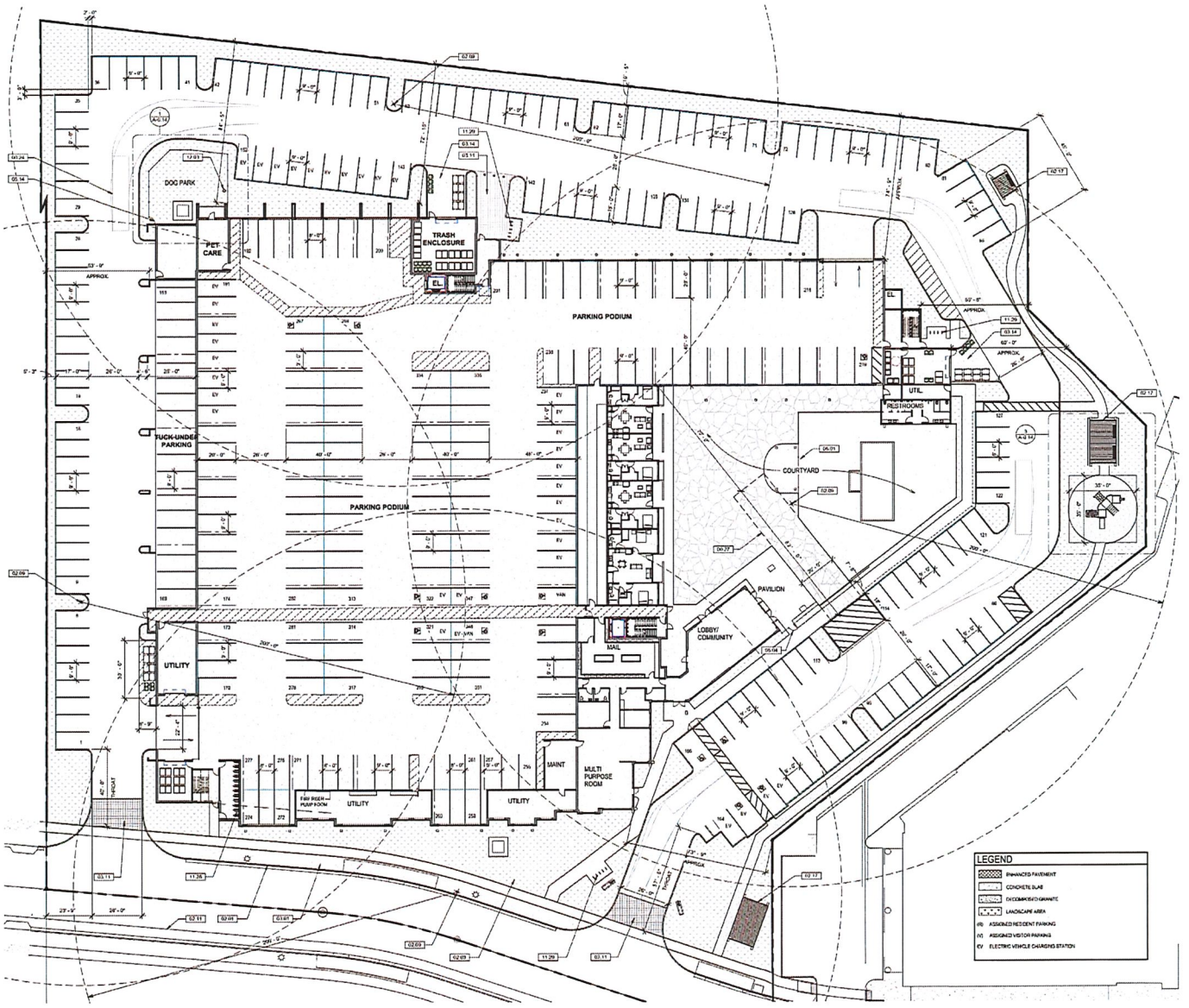

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PROJECT SITE PLAN

FIGURE 2

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Rose Avenue is a 2- to 6-lane north-south roadway that extends north from Sanford Street to State Route 118 (Los Angeles Avenue). Rose Avenue provides a major link between the residential areas in Oxnard and the commercial centers along the U.S. Highway 101 corridor.

Rice Avenue-Santa Clara Avenue located east of the Project site is a 2- to 6-lane north-south arterial roadway from State Route 1 to State Route 118 (Los Angeles Avenue). Within the study-area, Rice Avenue-Santa Clara Avenue is signalized at the U.S. Highway 101 ramps, and Gonzales Road intersections. Rice Avenue is designated as a truck route.

Gonzales Road is a 4- to 6-lane east-west divided arterial roadway that serves the north central portions of the City of Oxnard. Gonzales Road extends from Harbor Boulevard to Rice Avenue. Gonzales Road serves both residential, commercial, and medical land-uses in the study-area. Gonzales Road is designated as a truck route.

Lockwood Street is a 2-lane roadway that extends easterly from Rose Avenue to Solar Drive south of Gonzales Road. Lockwood Street serves retail commercial and office land uses. Lockwood Street links the Project to Shopping at the Rose and Rose Crossing to the west and the Palms Market Place to the east. Direct access to the Project would be provided via two driveway connections on Lockwood Street. Lockwood Street is signalized at Rose Avenue.

Williams Drive is a 2-lane roadway that extends southerly from Lockwood Street to Cesar Chavez Drive south of Gonzales Road. Williams Drive serves residential, commercial, and medical office land uses. Williams Drive is signalized at Gonzales Road.

Lombard Street-Outlet Center Drive is a 2- to 4-lane divided roadway that extends southerly from Lockwood Street to Jacinto Drive. Lombard Street-Outlet Center Drive serves residential, commercial, and medical office uses. Lombard Street-Outlet Center Drive is signalized at Gonzales Road.

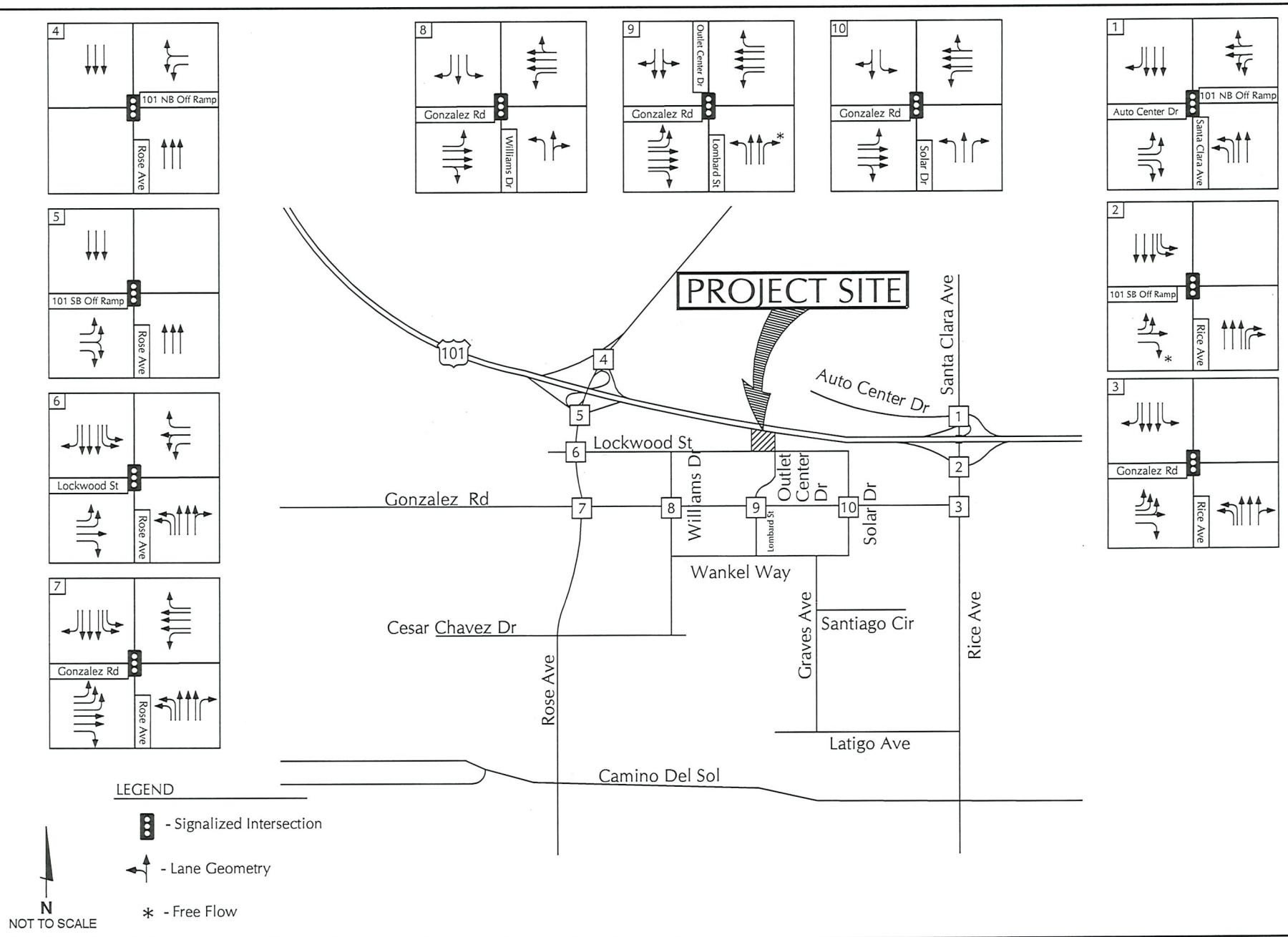
Solar Drive is a 2-lane roadway that extends southerly from Lockwood Street to Wankel Way south of Gonzales Road. Solar Drive serves commercial and medical office land uses. Solar Drive is signalized at Gonzales Road.

Existing Volumes and Levels of Service

Intersection Operations

Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) "A" through "F" are used, with LOS "A" indicating free flow operations and LOS "F" indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). In the City of Oxnard LOS "C" is the acceptable operating standard for intersections.

Existing AM and PM peak hour turning movement volumes for the study-area intersections were collected by ATE in September of 2022 (count sheets are contained in Technical Appendix). Figure 3 illustrates the existing traffic controls and geometries for the study-area intersections. The existing Year 2022 AM and PM peak hour traffic volumes at the study-area intersections are illustrated on Figure 4.



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EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 3

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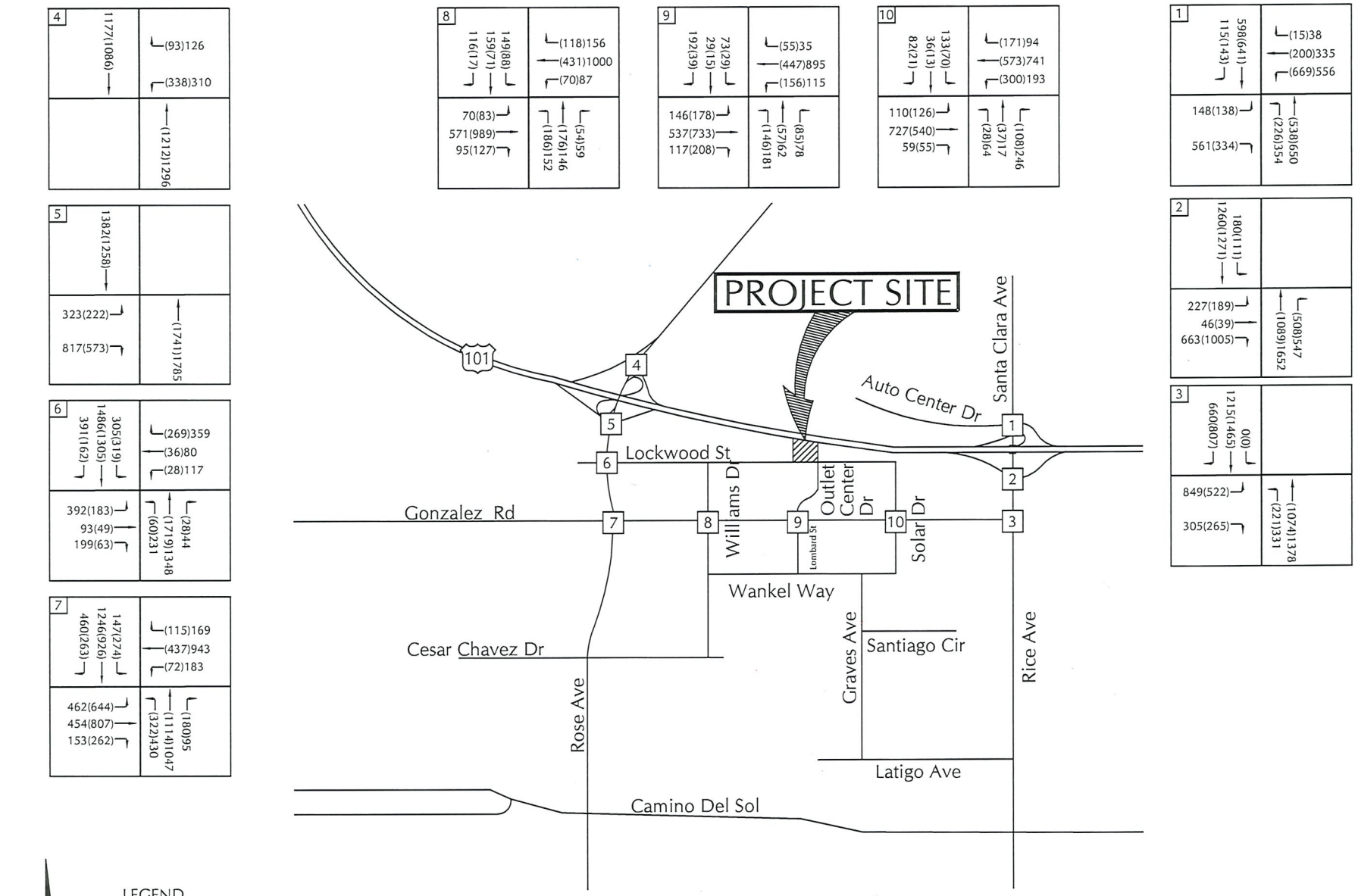

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EXISTING TRAFFIC VOLUMES

FIGURE 4

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Existing levels of service for the study-area intersections were calculated using the Intersection Capacity Utilization (ICU) methodology for signalized intersections as required by the City of Oxnard. Worksheets illustrating the level of service calculations are contained in the Technical Appendix for reference. Table 1 lists the existing levels of service for the study-area intersections during the AM and PM peak hour periods.

Table 1
Existing Peak Hour Levels of Service

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1.	U.S. Highway 101 NB Ramps/Rice Ave.	Signal	0.49	LOS A	0.61	LOS B
2.	U.S. Highway 101 SB Ramps/Rice Ave.	Signal	0.52	LOS A	0.55	LOS A
3.	Rice Ave./Gonzales Rd.	Signal	0.50	LOS A	0.54	LOS A
4.	U.S. Highway 101 NB Ramps/Rose Ave.	Signal	0.34	LOS A	0.61	LOS B
5.	U.S. Highway 101 SB Ramps/Rose Ave.	Signal	0.53	LOS A	0.61	LOS B
6.	Rose Ave./Lockwood Street	Signal	0.56	LOS A	0.63	LOS B
7.	Rose Ave./Gonzales Rd.	Signal	0.62	LOS B	0.69	LOS B
9.	Gonzales Rd./Williams Dr.	Signal	0.48	LOS A	0.51	LOS A
9.	Gonzales Rd./Lombard St.	Signal	0.37	LOS A	0.44	LOS A
10.	Gonzales Rd./Solar Dr.	Signal	0.42	LOS A	0.48	LOS A

The data presented in Table 1 indicates that the study-area intersections currently operate at LOS B or better during the AM peak hour and PM peak hour periods, which meets the City's LOS C standard.

CITY GENERAL PLAN POLICY

City of Oxnard. The City of Oxnard has established LOS C as the acceptable standard for intersection operation. If the addition of project traffic increases the ICU by 0.02 or more at an intersection operating at LOS C or worse, it should be mitigated to the ICU level identified without the project traffic. These criteria were used to determine the effects of the traffic generated by the Project added to the study-area intersections.

PROJECT GENERATED TRAFFIC VOLUMES

Project Trip Generation

Trip generation estimates were calculated for the proposed Lockwood III Apartments based on the rates presented in the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition for Multifamily Housing - Midrise (Land-Use Code #221) and Affordable Housing - Income Limits (Land Use Code #223)[1]. Table 2 summarizes the average daily trips (ADT), AM and PM peak hour trip generation estimates for the proposed housing development.

Table 2
Project Trip Generation

		ADT		Peak Hour Trips			
				AM Peak Hour		PM Peak Hour	
Land Use	#Units	Rate	Trips	Rate	Trips	Rate	Trips
Apartments	201 units	4.54	913	0.38	77 (18 In/59 Out)	0.39	79 (48 In/31 Out)
Apartments	33 units	7.94	262	0.73	24 (7 In/17 Out)	0.73	24 (14 In/10 Out)
Total Trip Generation:			1,175		101 (25 In/76 Out)		103 (62 In/41 Out

As shown in Table 2 the Project would generate 1,175 average daily trips, 101 AM peak hour trips and 103 PM peak hour trips.

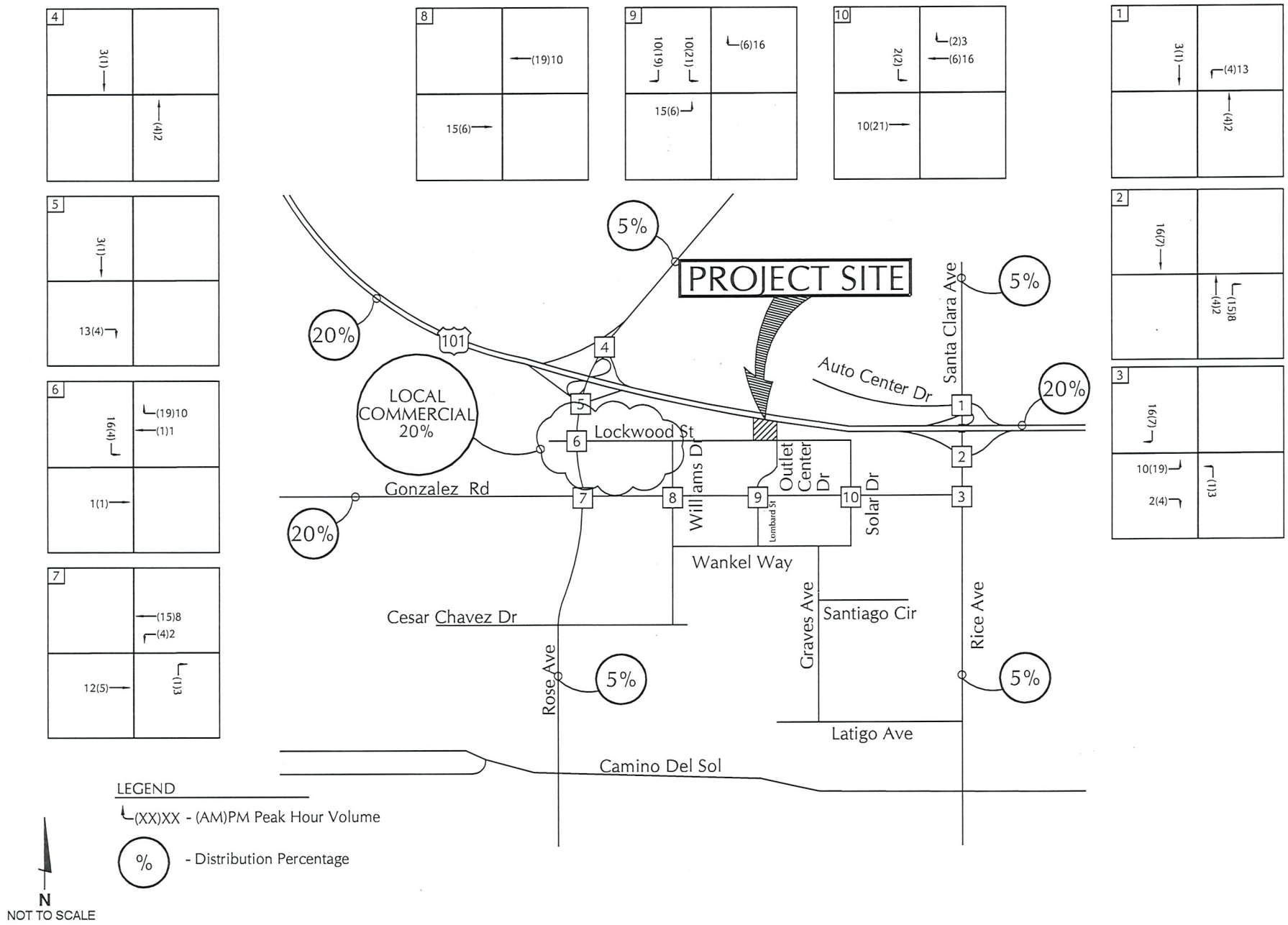
Project Trip Distribution and Assignment

The project-generated AM and PM peak hour traffic volumes were distributed and assigned to the study-area intersections based on the existing traffic pattern and general knowledge of the residential, employment, commercial and medical health development in the vicinity of the study-area. Figure 5 illustrates the trip distribution and assignment assumed for the Project's trips, and Figure 6 illustrates the Existing + Project traffic volumes.

PROJECT-SPECIFIC ANALYSIS

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes. Tables 3 and 4 show the results of the calculations and identify the Project's traffic effects based on the City of Oxnard policies.

[1]Trip Generation, Institute of Transportation Engineers, 11th Edition, 2020.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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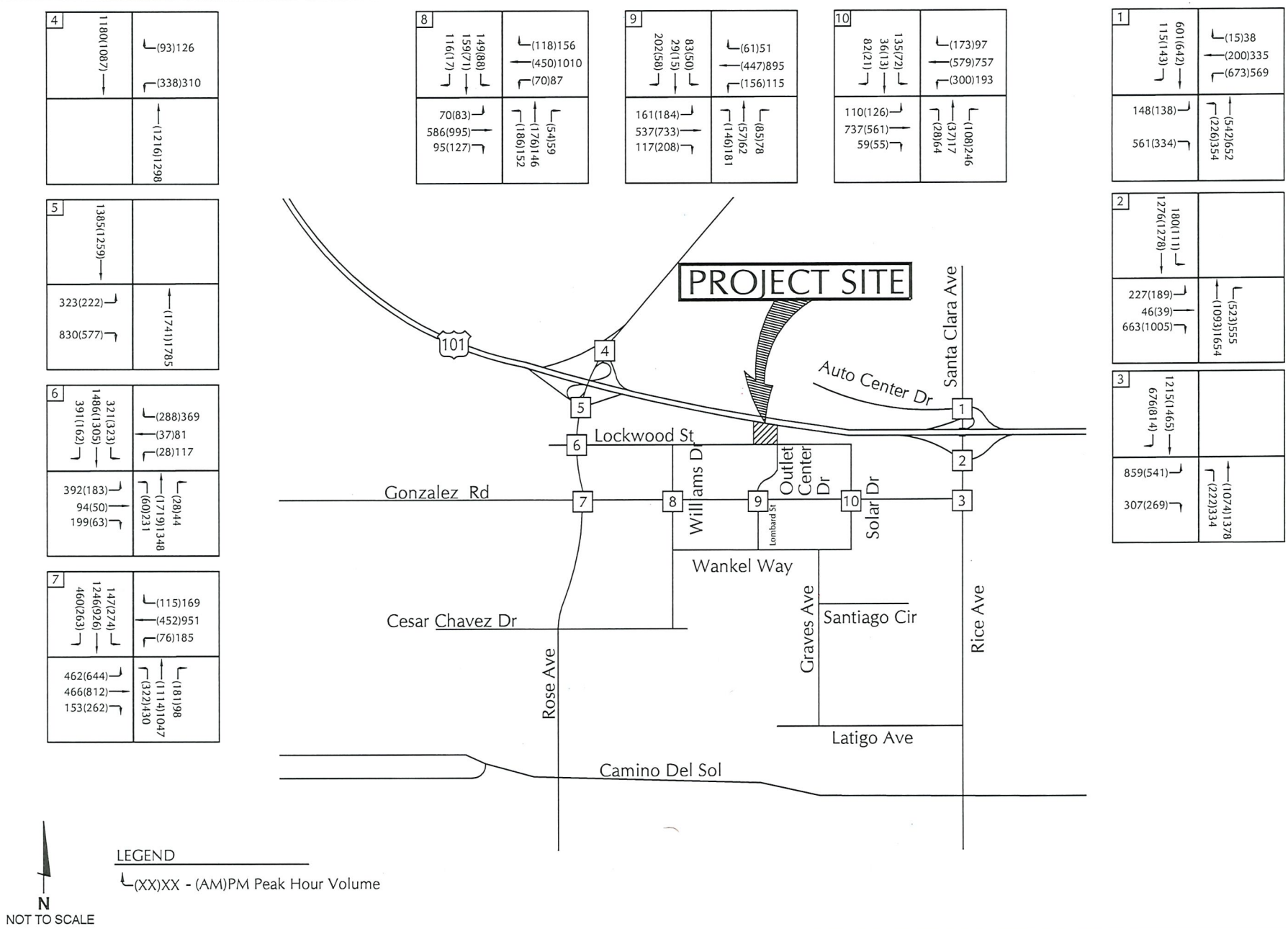

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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

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Table 3
Existing + Project AM Peak Hour Levels of Service

	Intersection	Existing		Existing + Project		Change
		ICU	LOS	ICU	LOS	
1.	U.S. Highway 101 NB Ramps/Rice Ave,	0.49	LOS A	0.49	LOS A	0.00
2.	U.S. Highway 101 SB Ramps/Rice Ave.	0.52	LOS A	0.52	LOS A	0.00
3.	Rice Ave./Gonzales Rd.	0.50	LOS A	0.50	LOS A	0.00
4.	U.S. Highway 101 NB Ramps/Rose Ave.	0.34	LOS A	0.34	LOS A	0.00
5.	U.S. Highway 101 SB Ramps/Rose Ave.	0.53	LOS A	0.53	LOS A	0.00
6.	Rose Ave./Lockwood St.	0.56	LOS A	0.56	LOS A	0.00
7.	Rose Ave./Gonzales Rd.	0.62	LOS B	0.62	LOS B	0.00
8.	Gonzales Rd./Williams Dr.	0.48	LOS A	0.48	LOS A	0.00
9.	Gonzales Rd./Lombard St.	0.37	LOS A	0.38	LOS A	0.01
10.	Gonzales Rd./Solar Dr.	0.42	LOS A	0.43	LOS A	0.01

Table 4
Existing + Project PM Peak Hour Levels of Service

	Intersection	Existing		Existing + Project		Change
		ICU	LOS	ICU	LOS	
1.	U.S. Highway 101 NB Ramps/Rice Ave,	0.61	LOS A	0.61	LOS C	0.00
2.	U.S. Highway 101 SB Ramps/Rice Ave.	0.55	LOS A	0.56	LOS B	0.01
3.	Rice Ave./Gonzales Rd.	0.54	LOS A	0.54	LOS B	0.00
4.	U.S. Highway 101 NB Ramps/Rose Ave.	0.61	LOS B	0.61	LOS A	0.00
5.	U.S. Highway 101 SB Ramps/Rose Ave.	0.61	LOS B	0.61	LOS C	0.00
6.	Rose Ave./Lockwood St.	0.63	LOS B	0.64	LOS C	0.01
7.	Rose Ave./Gonzales Rd.	0.69	LOS B	0.69	LOS C	0.01
8.	Gonzales Rd./Williams Dr.	0.51	LOS A	0.51	LOS A	0.00
9.	Gonzales Rd./Lombard St.	0.44	LOS A	0.45	LOS A	0.01
10.	Gonzales Rd./Solar Dr.	0.48	LOS A	0.49	LOS A	0.01

The data presented in Tables 3 and 4 indicate that with the addition of project-generated traffic the study-area intersections would continue to operate at LOS C or better. The Project would not have an adverse effect on the study-area intersections based on the City of Oxnard's General Plan policy.

CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) CONDITIONS

The City of Oxnard requires that intersection operations be analyzed with the addition of traffic generated by projects which have been approved or are pending within the Project study-area. Trip generation estimates were developed for the cumulative developments using rates published in the ITE, Trip Generation, 11th Edition. Table 5 summarizes the average daily trips, AM and PM peak hour trip generation estimates for the cumulative projects.

Table 5
Approved/Pending Development Projects Trip Generation

No.	Project	Land Use	Size	ADT	Peak Hour	
					AM	PM
1.	631 Douglas Ave.	Apartment	1 Unit	7	1	1
2.	302 Doris Ave.	Apartment	1 Unit	7	1	1
3.	Rio Urbana	Trip Generation from ATE TIA		1,232	107	121
4.	F Street Condos	Condominiums	40 Units	155	9	9
5.	Habitat for Humanity	Single Family Res.	6 Units	57	4	6
6.	Cheyenne Development	Signal Family Res.	3 Units	29	2	3
7.	Jose Corona	Single Family Res.	1 Unit	10	1	1
8.	Oakmont Senior Living	Senior Residential	85 Units	314	17	26
9.	The Village (PA 4)	Condominiums	88 Units	644	40	49
10.	The Village (PA 5 and	Condominiums	78 Units	571	36	44
11.	The Village (PA	Condominiums	144 Units	1,054	66	81
12.	Eddie Alvarado	Single Family Res.	2 Units	19	2	2
13.	Eddie Alvarado	Single Family Res.	2 Units	19	2	2
14.	The Village (PA 18 and	Apartments	219 Units	1,603	101	123
15.	Dioji	Kennel	4,781 S.F.	100	10	10
16.	River Park Hotels	Hotel	240 Rooms	2,006	113	144
17.	U-Haul	Vehicle Storage	N/A	500	30	30
18.	Campus at Topa Towers	Trip Generation from ATE TIA		1,737	112	123
19.	Batelaan	Warehouse	3,000 S.F.	11	1	1
20.	Glovis New Car Transit	New Car Storage	3.9 Acres	267	50	76
21.	Audi of Oxnard	Trip Generation from ATE TIA		934	76	97
22.	ALDI	Grocery Store	1,648 S.F.	168	6	17
23.	Shoe City	Shopping Center	17,513 S.F.	661	16	67
24.	Cooper Mixed-Use	Apartments	2 Units	15	1	1
25.	Esplanade Gateway	Trip Generation from ATE TIA		762	97	37
26.	5th Street Banquet Hall	Banquet Hall	2,274 S.F.	500	20	50
27.	Gold Coast Transit	Trip Generation from Penfield & Smith TIA		2,263	153	78
28.	Trinity Church	Church	7,400 S.F.	51	2	4
29.	Food 4-Less	Commercial Retail	118,425 S.F.	4,470	111	451
30.	Dewey Pest Control	Office	5,700 S.F.	63	9	8
31.	Third Tower	Office	300,000 S.F.	2,922	348	345
32.	MWS Wire Industries	Warehouse	60,367 S.F.	215	18	19
33.	Cabot Industrial	Warehouse	24,518 S.F.	87	7	8
34.	Pacific Water	Warehouse	25,158 S.F.	90	8	8
35.	Elevar Industrial	Church	36,480 S.F.	332	20	20
36.	Sakioka Farms Specific	Trip Generation from Austin-Foust TIA		65,216	7,762	7,528
37.	Mission Produce Office	Trip Generation from ATE TIA		419	38	32
38.	Santiago at Graves	Trip Generation from ATE TIA		372	52	47
39.	Lockwood I	Trip Generation from ATE TIA		640	35	45
39.	Lockwood III	Apartments	154 Units	1,127	71	87
			Total Trips:	91,658	9,555	9,802

The data presented in Table 5 indicate that the approved/pending projects would generate a total of 91,658 average daily trips, 9,555 AM peak hour trips and 9,802 PM peak hour trips. The traffic generated by the approved/pending projects was distributed and assigned to the study-area intersections. The trip assignment for the cumulative development projects was developed based on the location of each project, data presented in recent traffic studies, as

well as a general knowledge of the population, employment and commercial centers in Oxnard and surrounding Ventura County area.

Cumulative Conditions

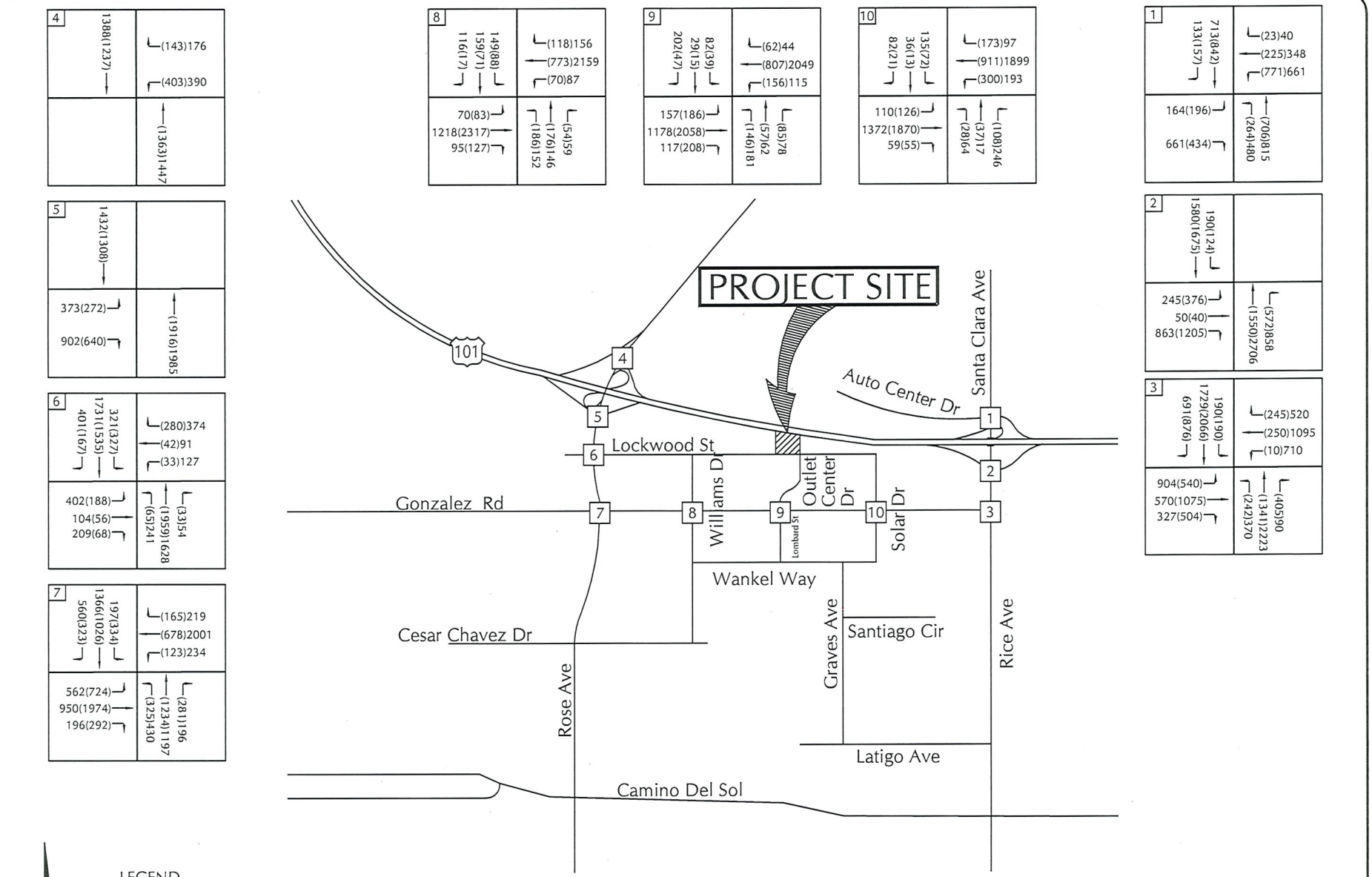
Levels of service were calculated for the study-area intersections assuming the Cumulative volumes illustrated on Figure 7. Table 6 lists the Cumulative levels of service for the study-area intersections during the AM and PM peak hour periods. Planned improvements identified in the Sakioka Farms Business Park EIR[1] are assumed to be in place for the Cumulative intersection analysis.

Table 6
Cumulative Peak Hour Levels of Service

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1.	U.S. Highway 101 NB Ramps/Rice Ave.	Signal	0.61	LOS B	0.73	LOS C
2.	U.S. Highway 101 SB Ramps/Rice Ave.	Signal	0.70	LOS B	**0.81**	**LOS D**
3.	Rice Ave./Gonzales Rd.	Signal	0.75	LOS C	0.76	LOS C
4.	U.S. Highway 101 NB Ramps/Rose Ave.	Signal	0.40	LOS A	0.57	LOS A
5.	U.S. Highway 101 SB Ramps/Rose Ave.	Signal	0.59	LOS A	0.68	LOS B
6.	Rose Ave./Lockwood St.	Signal	0.61	LOS B	0.71	LOS C
7.	Rose Ave./Gonzales Rd.	Signal	**0.81**	**LOS D**	0.78	LOS C
8.	Gonzales Rd./Williams Dr.	Signal	0.75	LOS C	0.75	LOS C
9.	Gonzales Rd./Lombard St.	Signal	0.65	LOS B	0.69	LOS B
10.	Gonzales Rd./Solar Dr.	Signal	0.70	LOS B	0.72	LOS C

The data presented in Table 6 indicate that most of the study-area intersections would operate at LOS C or better during the AM peak hour and PM peak hour periods under Cumulative conditions, which meets the City's LOS C standard. However, the U.S. Highway 101 southbound ramps/Rice Avenue and Rose Avenue/Gonzales Road intersections will operate at LOS D.

[1] Sakioka Farms Specific Plan Environmental Impact Report Traffic Study



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CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

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Cumulative + Project Impacts

Levels of service were calculated for the study-area intersections assuming the Cumulative + Project volumes illustrated on Figure 8. Tables 7 and 8 show the results of the calculations and identify the consistency of the Project with the City of Oxnard policies.

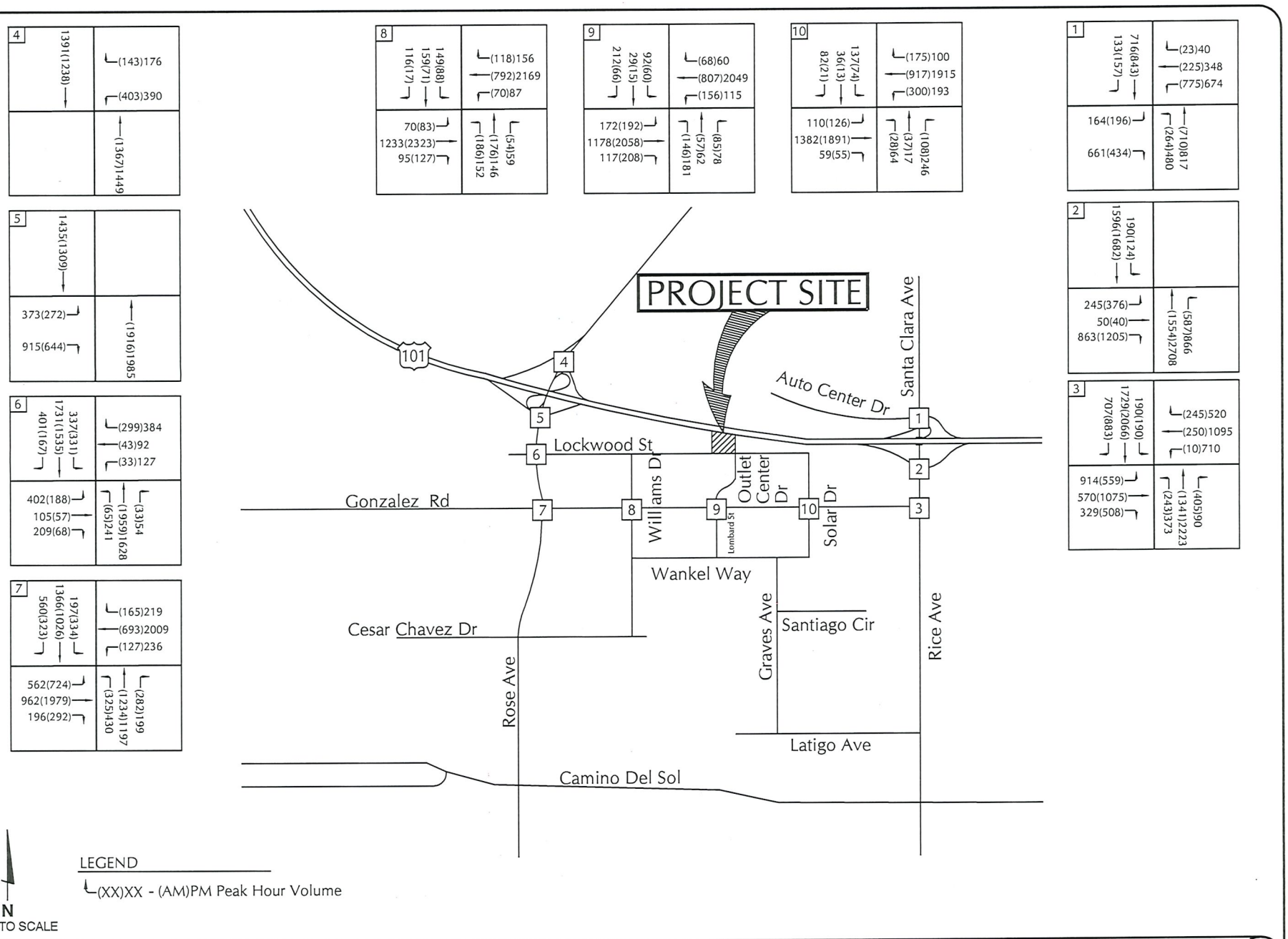
Table 7
Cumulative + Project AM Peak Hour Levels of Service

Intersection		Cumulative		Cumulative + Project		Change
		ICU	LOS	ICU	LOS	
1.	U.S. Highway 101 NB Ramps/Rice Ave,	0.61	LOS B	0.61	LOS B	0.00
2.	U.S. Highway 101 SB Ramps/Rice Ave.	0.70	LOS B	0.70	LOS B	0.00
3.	Rice Ave./Gonzales Rd.	0.75	LOS C	0.75	LOS C	0.00
4.	U.S. Highway 101 NB Ramps/Rose Ave.	0.40	LOS A	0.40	LOS A	0.00
5.	U.S. Highway 101 SB Ramps/Rose Ave.	0.59	LOS A	0.59	LOS A	0.00
6.	Rose Ave./Lockwood St.	0.61	LOS B	0.62	LOS B	0.01
7.	Rose Ave./Gonzales Rd.	**0.81**	**LOS D**	**0.81**	**LOS D**	0.00
8.	Gonzales Rd./Williams Dr.	0.75	LOS C	0.75	LOS C	0.00
9.	Gonzales Rd./Lombard St.	0.65	LOS B	0.66	LOS B	0.01
10.	Gonzales Rd./Solar Dr.	0.70	LOS B	0.71	LOS C	0.01

Table 8
Cumulative + Project PM Peak Hour Levels of Service

Intersection		Cumulative		Cumulative + Project		Change
		ICU	LOS	ICU	LOS	
1.	U.S. Highway 101 NB Ramps/Rice Ave,	0.73	LOS C	0.73	LOS C	0.00
2.	U.S. Highway 101 SB Ramps/Rice Ave.	**0.81**	**LOS D**	**0.81**	**LOS D**	0.00
3.	Rice Ave./Gonzales Rd.	0.76	LOS C	0.76	LOS C	0.00
4.	U.S. Highway 101 NB Ramps/Rose Ave.	0.57	LOS A	0.57	LOS A	0.00
5.	U.S. Highway 101 SB Ramps/Rose Ave.	0.68	LOS B	0.68	LOS B	0.00
6.	Rose Ave./Lockwood St.	0.71	LOS C	0.71	LOS C	0.00
7.	Rose Ave./Gonzales Rd.	0.78	LOS C	0.78	LOS C	0.00
8.	Gonzales Rd./Williams Dr.	0.75	LOS C	0.75	LOS C	0.00
9.	Gonzales Rd./Lombard St.	0.69	LOS B	0.70	LOS B	0.01
10.	Gonzales Rd./Solar Dr.	0.72	LOS C	0.73	LOS C	0.01

The data presented in Tables 7 and 8 indicate that the project would be consistent with the City of Oxnard's policies during the AM or the PM peak hour periods. Generally, all of the study-area intersections would continue to operate at LOS C or better with the addition of project traffic. The U.S. Highway 101 southbound ramps/Rice Avenue and Rose Avenue/Gonzales Road intersections will continue to operate at LOS D. The Project would not have an adverse effect on the study-area intersections based on the City of Oxnard's General Plan policy (ICU increase of 0.02 or greater).



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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

JH - ATE#22068

GENERAL PLAN BUILDOUT

The Project requires a General Plan Amendment from Business Research Park (BRP) to High Rise Residential (R4). Trip generation estimates were calculated for the proposed land use and the approved land use based on the rates presented in the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition for Multifamily Housing – Mid Rise (Land-Use Code #221), Affordable Housing - Income Limits (Land Use Code #223) and Factory Outlet Center (Land-Use Code #823)[2]. Factory Outlet Center is consistent with the initial traffic study prepared for the entitlement of the existing Palms Market Place. Table 9 summarizes the average daily, AM and PM peak hour trip generation estimates for the proposed and approved General Plan land uses.

Table 9
General Plan Land Use Trip Generation Comparison

Land Use	Size	ADT		Weekday Peak Hour Trips			
				AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Apartments	201 units	4.54	913	0.38	77	0.39	79
Apartments	33 units	7.94	262	0.73	24	0.73	24
			1,175		101		103
Factory Outlet Center	120,000 S.F.	26.59	3,191	0.67	80	2.29	275
	Net Change:		-2,016		+21		-172

As shown in Table 9 the Project would generate 1,175 average daily trips, 101 AM peak hour trips and 103 PM peak hour trips. The approved land use would generate 3,191 average daily trips, 80 AM peak hour trips and 275 PM peak hour trips. The proposed Lockwood IIII Apartments Project would generate fewer trips average daily and PM peak hour trips than the approved land use. The General Plan Buildout circulation system would be able to accommodate the traffic generated by the Project.

SITE ACCESS AND CIRCULATION

As illustrated on Figure 2 (Project Site Plan), access to Lockwood III Apartments Project will be provided by two driveway connections to Lockwood Street. The driveway connections will allow full access to the Project site. Given the existing and projected traffic volumes, the Lockwood Street/Project Driveway intersections will operate acceptably with Project traffic.

[2]Trip Generation, Institute of Transportation Engineers, 11th Edition, 2020.

The Project driveways would be designed and constructed to City of Oxnard design standards. Lockwood Street is level and straight, adequate sight distance should be provided at the driveways. The Project will be required to complete any necessary roadway improvements (curb, gutter, and sidewalk, etc.) on Lockwood Street along its frontage. Pedestrian facilities along Lockwood Street will connect the Project to regional and neighborhood commercial and medical services.

Pedestrian and Bicycle Facilities

Currently there are pedestrian facilities (crosswalks/sidewalks etc.) located along Lockwood Street and Outlet Center Drive in the study-area. The pedestrian facilities connect the Project to the commercial and medical facilities east, west, and south of the Project. Curb gutter and sidewalks are provided on Lockwood Street adjacent to the Project site. The nearest pedestrian crosswalks across Gonzales Road are provided at the Outlet Center Drive signalized intersection. The nearest pedestrian crosswalks across Rose Avenue are provided at the Lockwood Street signalized intersection. Striped pedestrian crosswalks, ADA ramps and pedestrian call buttons are provided at the Gonzles Road/Outlet Center Drive and Rose Avenue/Lockwood Street intersections. The proposed Project would not have an adverse effect on the existing pedestrian facilities.

The Project site is served by the City of Oxnard Bikeway System. The existing bicycle facilities located in the study-area consist of Class II bike lanes along Gonzales Road, Rose Avenue, Solar Drive, and a portion of Lockwood Street east of the Outlet Center Drive. These Class II bike lanes connect the Project to commercial and employment areas east and west of the Project. The portion of Lockwood Street adjacent to the Project site is identified as a future Class II bike lane facility in the "City of Oxnard Bicycle & Pedestrian Facilities Master Plan". In addition to the on-street facilities, the Project will provide on-site bicycle storage and bike racks. The proposed Project would not have an adverse effect on the existing bicycle facilities.

Transit Facilities

The City of Oxnard is served by Gold Coast Transit. In the study-area, the Project site is served by several bus routes. The #4A Route (North Oxnard) operates daily providing fixed route bus service on Gonzales Road in the vicinity of the Project site. During the peak commute hours, the #4A Route operates with 45-minute headways. The #4B Route (North Oxnard) operates daily providing fixed route bus service on Gonzles Road in the vicinity of the Project site. During the peak commute hours, the #4B Route operates with 25-minute headways. The #15 Route (Esplanade -El Rio - St. Johns Medical Center) operates daily providing fixed route bus service on Gonzales Road in the vicinity of the Project site. During the peak commute hours, the #15 Route operates with 50-minute headways. The #17 Route (Esplanade - St. Johns Medical Center - Oxnard College) operates daily providing fixed route bus service on Gonzales Road in the vicinity of the Project site. During the peak commute hours, the #17 Route operates with 30- to 45-minute headways. The #19 Route (OTC - 5th - Gonzales Road) operates daily providing fixed route bus service on Gonzales Road in the vicinity of the Project site. During the peak commute hours, the #19 Route operates with 60-minute headways. Existing bus stops with benches are located on both sides of Gonzales Road and Rose Avenue, less than ½ a mile from the Project site. The proposed Project has the potential to increase transit ridership and the demand for bus service in the study-area, however these increases would be accommodated by the existing transit services provided.

PARKING ANALYSIS

The Lockwood III Apartments Project is proposing to provide 351 on-site parking spaces (including 7 ADA parking spaces, 36 electric vehicle charging stations, 5 ADA electric vehicle charging stations and 1 ADA van electric vehicle charging station). Of the total 351 on-site parking spaces, 39 spaces (11% of total parking) would be compact. The City of Oxnard allows up to 25% of the required parking to be compact. The 39 compact spaces are dispersed through-out the Project site as surface, tuck under and podium parking. The locations of the compact parking spaces would not create an inconvenience, impair safety, on-site vehicular or pedestrian circulation.

State Density Bonus Parking Requirement

The Lockwood III Apartments Project is providing a 21% mix of very low- and low-income units, therefore under the State Density Bonus Law (Cal. Gov't Code, Section 65915(p)(3) included in Technical Appendix for reference) and the City of Oxnard Municipal Code, the follow parking ratios apply:

Studio and one bedroom:	1 garage space per unit
Two or more bedrooms:	1.5 garage spaces per unit

Based on these ratios, the parking requirements for the apartment units were calculated as shown in Table 10.

Table 10
Density Bonus Parking Requirements

Dwelling Type	Number of Units	Parking Ratio	Required Parking
1 Bedroom Apartment	24 units	1 space/unit	24 spaces
1 Bedroom Apartment	78 units	1 space/unit	78 spaces
2 Bedroom Apartment	108 units	1.5 spaces/unit	162 spaces
3 Bedroom Apartment	24 units	1.5 spaces/unit	36 spaces
Total Parking Spaces Required:			300 spaces

Based on the Density Bonus Law, 300 parking spaces are required for the 234 apartment units in the Lockwood III Apartments Project. The 351 on-site parking spaces proposed for the Project would satisfy the parking requirement and provide 51 reserve parking spaces.

Project Peak Parking Demands

Peak parking demand estimates were also developed for the Project. Based on the empirical parking demand rates presented in the ITE, Parking Generation, 5th Edition. ITE parking demand rates (85th Percentile) for Multifamily Housing - Mid Rise (Land Use Code #221) and Affordable Housing - Income Limits (Land Use Code #223) was used to estimate the peak parking demand for the Project based on the number of apartment units. Table 11 summarizes the results of the peak parking demand analysis based on ITE parking demand data.

Table 11
ITE Peak Parking Demand

Land Use	Units	Parking Rate	Parking Demand	Parking Provided
Apartments - Market Rate	201 units	1.47 Vehicles/Unit	295 Spaces	351 Spaces
Apartments - Affordable	33 units	1.33 Vehicles/Unit	44 Spaces	
		Total Parking:	339 Spaces	

Based on ITE rates, the weekday peak parking demand estimates for the Lockwood III Apartments Project is 339 parking spaces. The 351 on-site parking spaces proposed for the Project would satisfy the peak parking demand and provide 12 reserve parking spaces.

Based on State Density Bonus Law and ITE empirical peak parking demand data, the 351 on-site parking spaces proposed by the Project are adequate.

CONSTRUCTION TRAFFIC ANALYSIS

Project grading and building construction is estimated to occur over 22 months. Grading is estimated to occur over a 2-month period. The average number of workers on the site for the grading and construction duration is 10 - 30 workers. The workers make one trip onto the job site at 7:00 AM, and one trip off the job site at 3:00 PM. The vast majority of workers bring their own lunch or eat from a food truck that comes to the site, thus never leaving the site during work hours. Construction workers would travel to the site in private vehicles. If adequate parking areas are not available onsite, off-site parking would need to be obtained.

Grading and building construction of the Project would also require the delivery of construction equipment and materials to the site. Adequate staging and storage areas would need to be provided on-site to accommodate construction equipment and the delivery and storage of materials. The average heavy work trucks on site every day is 2. During the grading portion of the Project (first stage of construction) this number will go up slightly. The Project will have to have dirt hauled offsite, so during this process there will be 3 heavy trucks hauling dirt to an offsite location. Each truck will make an estimated 1 - 2 trips per day.

Construction of project-related improvements along Lockwood Street and Outlet Center Dive would have the potential to disrupt traffic flows within the corridor. Certain construction activities - such as roadway improvements, utility relocation or extensions, and drainage facility construction - could require temporary lane closures, which would in turn temporarily reduce existing street capacity. Such impacts would be short-term in duration. Potential sidewalk and lane closures could affect pedestrian and bicycle flows and therefore should be managed to minimize potential impacts. Traffic control plans would be required to mitigate these potential construction impacts (see Construction Mitigation Measures).

VEHICLE MILES TRAVELED ANALYSIS

The State of California, in compliance with Senate Bill 743, has developed a new set of CEQA guidelines and thresholds for transportation impacts that are based on a Vehicle Miles Traveled (VMT) metric rather than a Level of Service (LOS) metric. The State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, have designated VMT as the most appropriate measure of transportation impacts. "Vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.

VMT Thresholds

Local agencies have discretion to develop and adopt their own thresholds or rely on thresholds recommended by other agencies. Since the City of Oxnard has not yet adopted VMT impact criteria, the VMT analyses prepared for the Project was developed using VMT data presented in the recently updated Ventura County Transportation Commission (VCTC) traffic model for Ventura County and the following VMT thresholds published by the State.

The California Governor's Office of Planning and Research (OPR) published a technical advisory that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.[3] The recommended VMT impact threshold for residential projects is as follows:

> "A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. "

VMT Analysis

The VCTC traffic model provides home based VMT per capita data for the City of Oxnard as well as the various Traffic Analysis Zones (TAZs) within the City, including the TAZ that encompasses the Project site (TAZ included in the Technical Appendix). Traffic model data was used to establish the home-based VMT per capita thresholds for the City of Oxnard and to estimate the home-based VMT per capita for the Project. Table 12 shows the existing home-based VMT per capita for the City of Oxnard, the VMT threshold (15% below existing home-based VMT per capita), and the Project's home-based VMT per capita based on the VCTC traffic model data (model data attached).

Table 12
Lockwood III Apartments Per Capita VMT Summary

City of Oxnard VMT[(a)]	VMT Impact Threshold[(b)]	Project VMT Estimate[(c)]	Impact?
14.80 per capita	10.69 per capita	0.97 per capita	No

(a) City of Oxnard home-based VMT per capita based on VCTC traffic model.
(b) VMT Threshold is a 15% reduction from City VMT (14.80 x 0.85 = 10.69).
(c) Project home-based VMT per capita estimate based on VCTC model traffic analysis zones.

As shown, the existing city-wide home-based VMT in the City of Oxnard is 14.80 VMT per capita. Thus, the VMT threshold is 10.69 VMT per capita (15% below existing VMT: 14.80 x 0.85 = 10.69). The VCTC model shows that the homes within the Project TAZ generate 0.97 VMT per capita, which is below the 10.69 VMT per capita impact threshold. Thus, the Project would not have a potentially significant VMT impact.

■ ■ ■

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

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Richard L. Pool, P.E.
Darryl F. Nelson, Senior Transportation Planner
Scott A. Schell, Principal Transportation Planner
Jiho Ha, Transportation Engineer

Persons Contacted

Earnel Bihis, City of Oxnard

References

Trip Generation, Institute of Transportation Engineers, 11th Edition, 2020.

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City of Oxnard Bicycle & Pedestrian Facilities Master Plan, City of Oxnard, February 2011.

Traffic and Circulation Analysis for the Factory Outlet Center Project, Associated Transportation Engineers, August 1992.

Sakioka Farms Specific Plan Environment Impact Report Traffic Study, Austin-Foust Associates, Inc. February 2010.

Mission Produce Office Project Traffic and Circulation Study, Associated Transportation Engineers, December 2018.

TECHNICAL APPENDIX

CONTENTS

TRAFFIC COUNT DATA

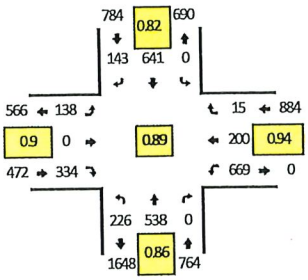
Type of peak hour being reported: Intersection Peak

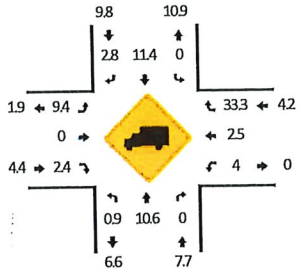
Method for determining peak hour: Total Entering Volume

LOCATION: Rice Ave -- US 101 WB Ramps
CITY/STATE: Oxnard, CA

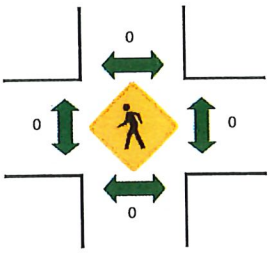
QC JOB #: 15936419
DATE: Wed, Sep 14 2022

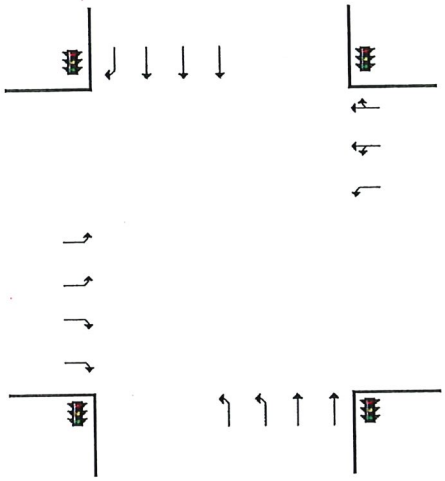
Peak-Hour: 7:30 AM – 8:30 AM
Peak 15-Min: 7:45 AM – 8:00 AM

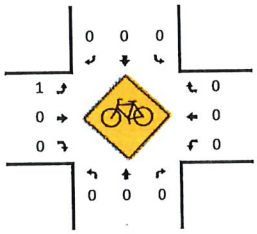


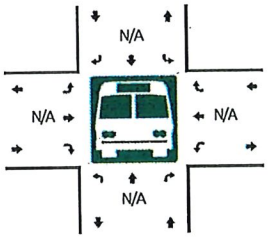


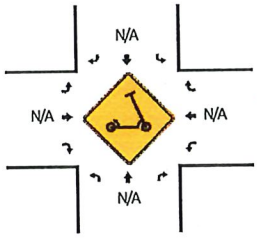
Quality Counts
DATA THAT DRIVES COMMUNITIES











R* = RTOR

15-Min Count Period Beginning At	Rice Ave (Northbound)					Rice Ave (Southbound)					US 101 WB Ramps (Eastbound)					US 101 WB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	31	93	0	0	0	0	104	8	0	8	20	0	23	1	61	126	36	2	0	3	516	
7:15 AM	44	86	0	1	0	0	124	11	0	12	18	0	11	1	49	128	40	1	0	3	529	
7:30 AM	56	117	0	1	0	0	135	19	0	14	25	0	21	0	49	150	53	2	0	2	644	
7:45 AM	52	169	0	1	0	0	190	19	0	29	39	0	34	0	46	182	49	1	0	3	814	2503
8:00 AM	68	136	0	0	0	0	156	17	0	23	41	0	34	0	52	179	45	4	0	0	755	2742
8:15 AM	46	116	0	2	0	0	160	7	0	15	32	0	38	1	60	158	53	3	0	0	691	2904
8:30 AM	36	109	0	0	0	0	156	6	0	11	13	0	24	2	73	150	49	4	0	2	635	2895
8:45 AM	45	91	0	0	0	0	138	8	0	7	25	0	24	1	51	130	41	3	0	1	565	2646

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	208	676	0	4	0	0	760	192	0	116	156	0	320	0	184	728	196	16	0	12	3568
Heavy Trucks	0	44	0			0	64	4			12	0	4			12	4	0			144
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			4	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 9/27/2022 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Rice Ave -- US 101 WB Ramps
CITY/STATE: Oxnard, CA

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DATE: Wed, Sep 14 2022

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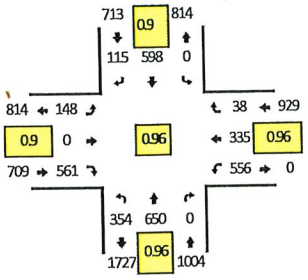
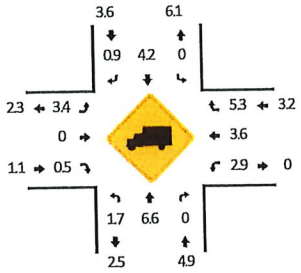
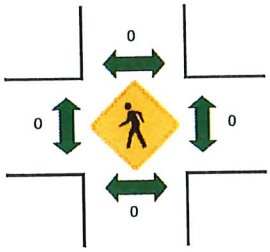
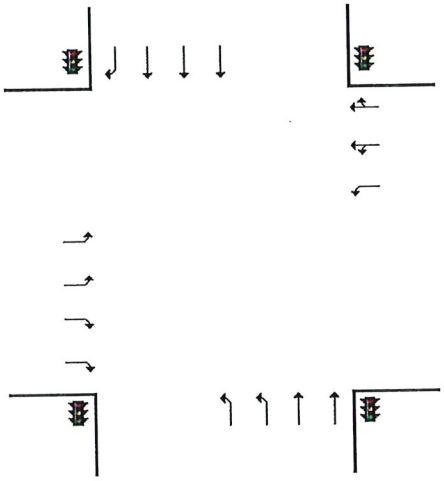
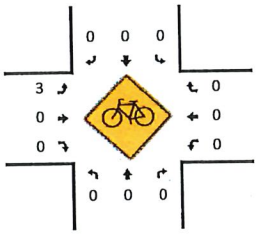
Peak 15-Min: 5:00 PM -- 5:15 PM

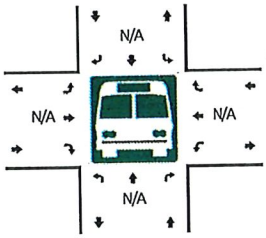


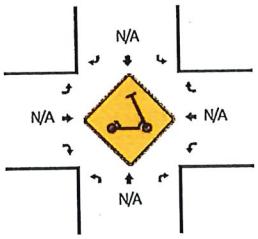












R* = RTOR

15-Min Count Period Beginning At	Rice Ave (Northbound)					Rice Ave (Southbound)					US 101 WB Ramps (Eastbound)					US 101 WB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	79	182	0	6	0	0	189	17	0	16	23	0	32	3	98	102	68	4	0	1	820	
4:15 PM	101	133	0	3	0	0	181	14	0	18	30	0	28	5	92	104	54	3	0	2	768	
4:30 PM	79	150	0	3	0	0	144	10	0	19	29	0	37	9	72	142	83	11	0	0	788	
4:45 PM	89	152	0	3	0	0	132	11	0	25	34	0	43	3	98	141	88	8	0	4	831	3207
5:00 PM	88	172	0	2	0	0	142	11	0	16	19	0	57	10	111	141	89	9	0	4	871	3258
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5:30 PM	80	158	0	3	0	0	152	11	0	15	34	0	43	5	85	132	75	0	0	4	797	3355
5:45 PM	75	117	0	3	0	0	153	11	0	18	35	0	43	4	95	135	81	11	0	1	782	3306

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	352	688	0	8	0	0	568	108	0	64	76	0	672	40	444	564	356	52	0	16	4008
Heavy Trucks	4	36	0			0	16	0			4	0	0			16	16	0			92
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 9/27/2022 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Rice Ave -- US 101 EB Ramps
CITY/STATE: Oxnard, CA

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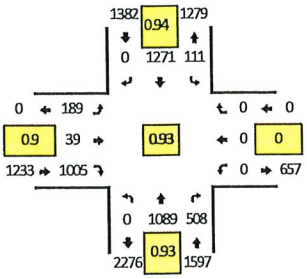
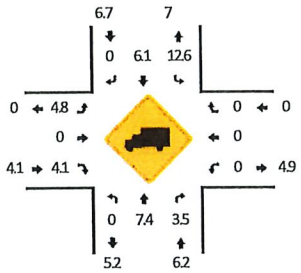
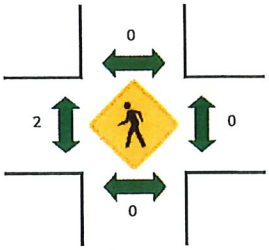
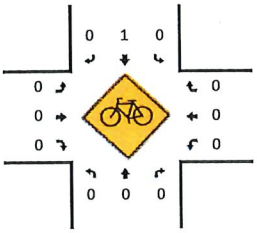
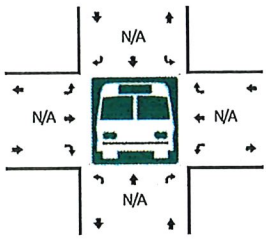
Peak 15-Min: 7:45 AM – 8:00 AM

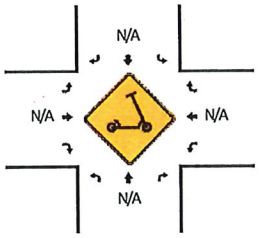












R* = RTOR

15-Min Count Period Beginning At	Rice Ave (Northbound)					Rice Ave (Southbound)					US 101 EB Ramps (Eastbound)					US 101 EB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	169	98	0	0	36	241	0	0	0	30	0	174	0	0	0	0	0	0	0	748	
7:15 AM	0	186	110	0	3	26	230	0	0	0	34	0	232	0	0	0	0	0	0	0	821	
7:30 AM	0	262	164	0	3	22	281	0	0	0	44	16	210	0	0	0	0	0	0	0	1002	
7:45 AM	0	309	121	0	1	22	334	0	1	0	74	13	253	0	0	0	0	0	0	0	1128	3699
8:00 AM	0	278	90	0	0	32	321	0	0	0	36	6	301	0	0	0	0	0	0	0	1064	4015
8:15 AM	0	240	129	0	0	34	335	0	0	0	35	4	241	0	0	0	0	0	0	0	1018	4212
8:30 AM	0	177	107	0	1	36	300	0	0	0	43	4	222	0	0	0	0	0	0	0	890	4100
8:45 AM	0	199	88	0	0	36	261	0	0	0	42	5	190	0	0	0	0	0	0	0	821	3793

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1236	488	0	4	88	1336	0	4	0	296	52	1012	0	0	0	0	0	0	0	4516
Heavy Trucks	0	80	8			12	52	0			4	0	40			0	0	0			196
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 9/27/2022 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

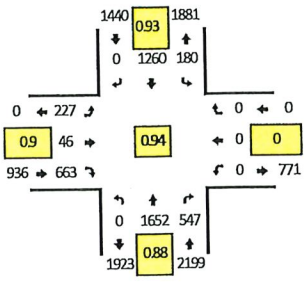
Type of peak hour being reported: Intersection Peak

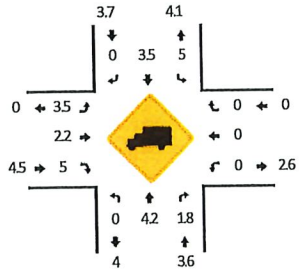
Method for determining peak hour: Total Entering Volume

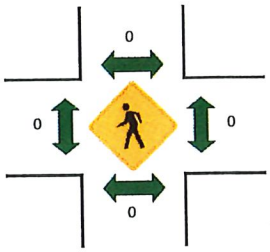
LOCATION: Rice Ave -- US 101 EB Ramps
CITY/STATE: Oxnard, CA

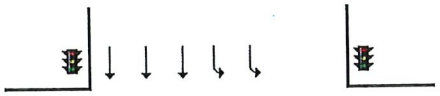
QC JOB #: 15936418
DATE: Wed, Sep 14 2022

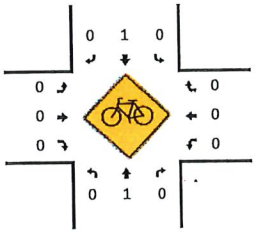
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

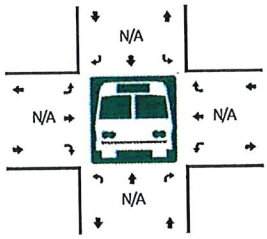


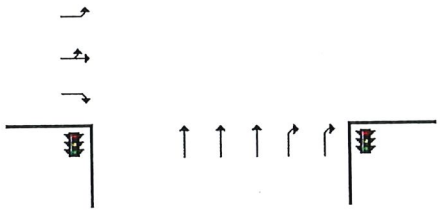


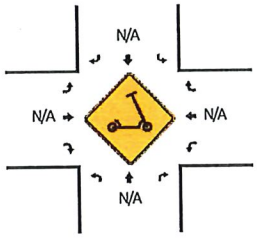












R* = RTOR

15-Min Count Period Beginning At	Rice Ave (Northbound)					Rice Ave (Southbound)					US 101 EB Ramps (Eastbound)					US 101 EB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	457	121	0	0	44	320	0	1	0	45	1	149	0	0	0	0	0	0	0	1138	
4:15 PM	0	335	100	0	3	42	299	0	1	0	52	3	150	0	0	0	0	0	0	0	985	
4:30 PM	0	438	125	0	0	41	295	0	1	0	46	0	157	0	0	0	0	0	0	0	1103	
4:45 PM	0	403	120	0	1	35	323	0	0	0	58	12	164	0	0	0	0	0	0	0	1116	4342
5:00 PM	0	347	138	0	3	60	326	0	0	0	71	16	174	0	0	0	0	0	0	0	1135	4339
5:15 PM	0	464	160	0	0	42	316	0	1	0	52	18	168	0	0	0	0	0	0	0	1221	4575
5:30 PM	0	372	119	0	0	42	315	0	1	0	51	22	142	0	0	0	0	0	0	0	1064	4536
5:45 PM	0	273	66	0	4	32	325	0	1	0	59	7	134	0	0	0	0	0	0	0	901	4321

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1856	640	0	0	168	1264	0	4	0	208	72	672	0	0	0	0	0	0	0	4884
Heavy Trucks	0	84	0			12	44	0			4	0	32			0	0	0			176
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 9/27/2022 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

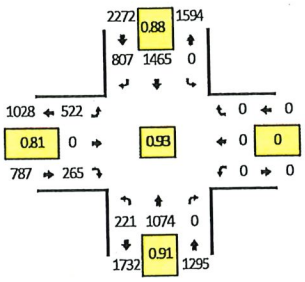
Type of peak hour being reported: Intersection Peak

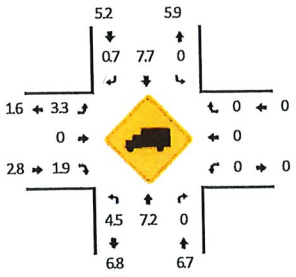
Method for determining peak hour: Total Entering Volume

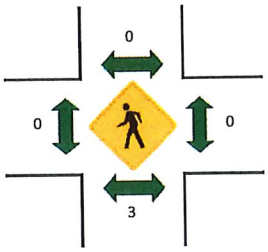
LOCATION: Rice Ave -- E Gonzales Rd
CITY/STATE: Oxnard, CA

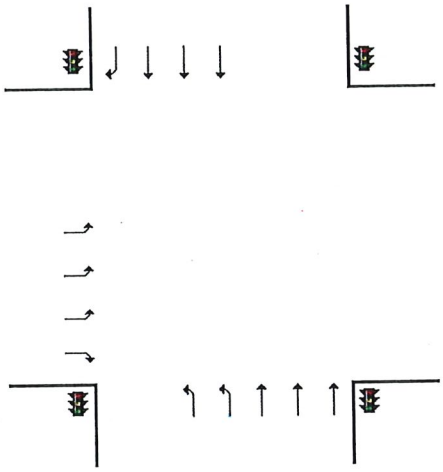
QC JOB #: 15936415
DATE: Wed, Sep 14 2022

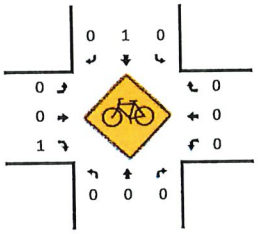
Peak-Hour: 7:30 AM – 8:30 AM
Peak 15-Min: 8:00 AM – 8:15 AM

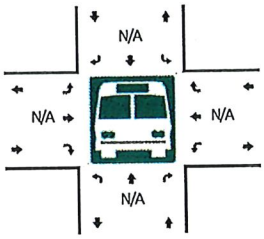


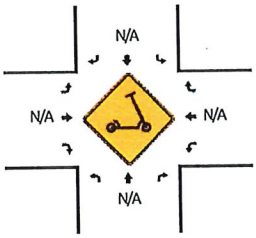












R* = RTOR

15-Min Count Period Beginning At	Rice Ave (Northbound)					Rice Ave (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	23	184	0	0	0	0	302	61	0	56	79	0	27	0	18	0	0	0	0	0	750	
7:15 AM	33	226	0	1	0	0	351	65	0	43	83	0	17	0	24	0	0	0	0	0	843	
7:30 AM	42	277	0	0	0	0	316	90	0	53	164	0	50	2	28	0	0	0	0	0	1022	
7:45 AM	69	285	0	1	0	0	390	138	0	65	123	0	42	0	22	0	0	0	0	0	1135	3750
8:00 AM	53	270	0	1	0	0	413	128	0	101	135	0	36	0	29	0	0	0	0	0	1166	4166
8:15 AM	55	242	0	0	0	0	346	145	0	87	98	0	29	0	29	0	0	0	0	0	1031	4354
8:30 AM	61	178	0	0	0	0	300	141	0	63	117	0	54	0	16	0	0	0	0	0	930	4262
8:45 AM	61	209	0	1	0	0	286	111	0	61	82	0	42	0	20	0	0	0	0	0	873	4000

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	212	1080	0	4	0	0	1652	916	0	404	540	0	260	0	116	0	0	0	0	0	5184
Heavy Trucks	4	68	0			0	124	8			32	0	0			0	0	0			236
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 9/27/2022 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

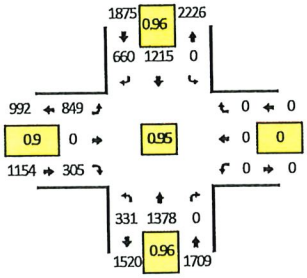
Type of peak hour being reported: Intersection Peak

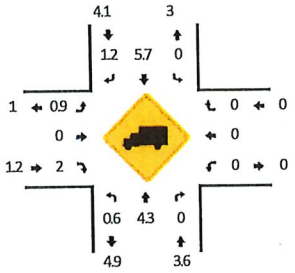
Method for determining peak hour: Total Entering Volume

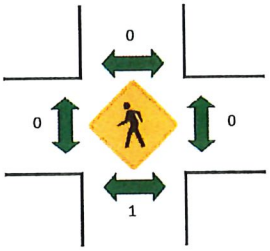
LOCATION: Rice Ave -- E Gonzales Rd
CITY/STATE: Oxnard, CA

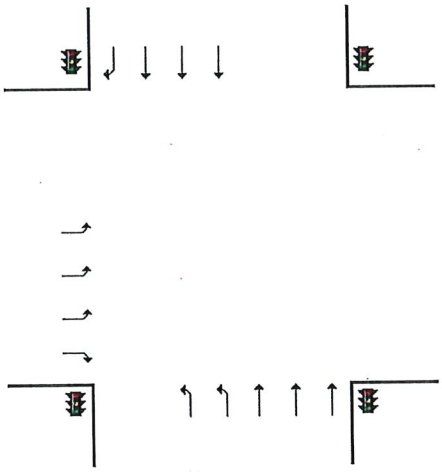
QC JOB #: 15936416
DATE: Wed, Sep 14 2022

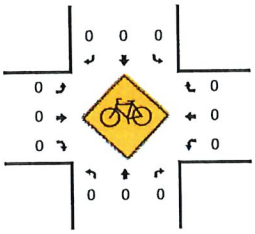
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

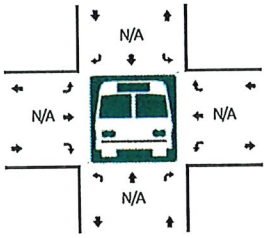


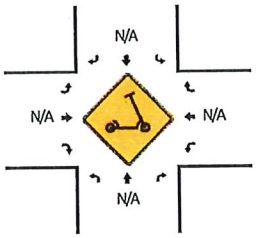












R* = RTOR

15-Min Count Period Beginning At	Rice Ave (Northbound)					Rice Ave (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	117	391	0	0	0	0	311	102	0	44	171	0	33	0	31	0	0	0	0	0	1200	
4:15 PM	70	326	0	0	0	0	323	93	0	57	139	0	25	0	33	0	0	0	0	0	1066	
4:30 PM	88	334	0	0	0	0	273	103	0	55	212	0	41	1	22	0	0	0	0	0	1129	
4:45 PM	67	351	0	0	0	0	320	87	0	73	190	0	36	0	34	0	0	0	0	0	1158	4553
5:00 PM	99	325	0	0	0	0	315	78	0	84	201	0	29	0	68	0	0	0	0	0	1199	4552
5:15 PM	77	368	0	0	0	0	307	107	0	73	245	0	30	0	45	0	0	0	0	0	1252	4738
5:30 PM	94	315	0	0	0	0	307	109	0	45	161	0	34	3	26	0	0	0	0	0	1094	4703
5:45 PM	81	262	0	0	0	0	326	102	0	57	106	0	46	1	38	0	0	0	0	0	1019	4564

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	308	1472	0	0	0	0	1228	720	0	292	980	0	300	0	180	0	0	0	0	0	5480
Heavy Trucks	0	64	0			0	60	12			12	0	8			0	0	0			156
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 9/27/2022 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

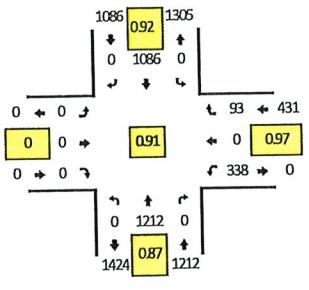
Type of peak hour being reported: Intersection Peak

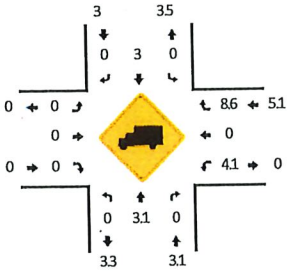
Method for determining peak hour: Total Entering Volume

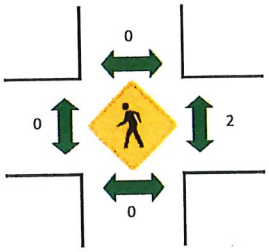
LOCATION: N Rose Ave -- US 101 WB Ramps
CITY/STATE: Oxnard, CA

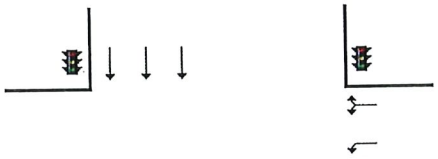
QC JOB #: 15936401
DATE: Wed, Sep 14 2022

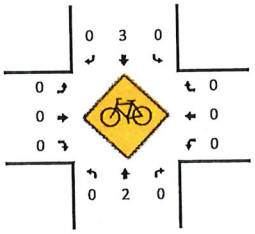
Peak-Hour: 7:30 AM – 8:30 AM
Peak 15-Min: 7:45 AM – 8:00 AM

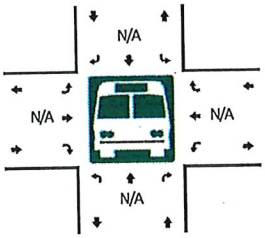


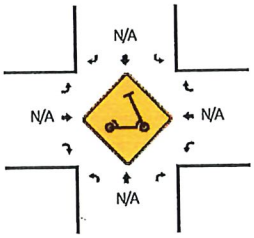












R* = RTOR

15-Min Count Period Beginning At	N Rose Ave (Northbound)					N Rose Ave (Southbound)					US 101 WB Ramps (Eastbound)					US 101 WB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	171	0	0	0	0	161	0	0	0	0	0	0	0	0	65	0	7	0	7	411	
7:15 AM	0	199	0	0	0	0	227	0	0	0	0	0	0	0	0	93	0	12	0	7	538	
7:30 AM	0	269	0	0	0	0	259	0	0	0	0	0	0	0	0	80	0	11	0	14	633	
7:45 AM	0	348	0	0	0	0	295	0	0	0	0	0	0	0	0	80	0	11	0	13	747	2329
8:00 AM	0	345	0	0	0	0	267	0	0	0	0	0	0	0	0	90	0	11	0	10	723	2641
8:15 AM	0	250	0	0	0	0	265	0	0	0	0	0	0	0	0	88	0	15	0	8	626	2729
8:30 AM	0	187	0	0	0	0	242	0	0	0	0	0	0	0	0	85	0	12	0	9	535	2631
8:45 AM	0	197	0	0	0	0	195	0	0	0	0	0	0	0	0	70	0	15	0	8	485	2369

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1392	0	0	0	0	1180	0	0	0	0	0	0	0	0	320	0	96	0	52	3040
Heavy Trucks	0	48	0			0	52	0			0	0	0			8	0	0			108
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	8	0			0	0	0			0	0	0			8
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

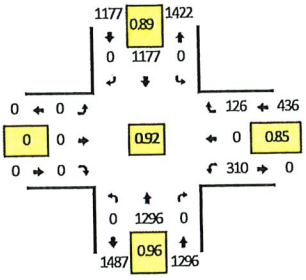
Type of peak hour being reported: Intersection Peak

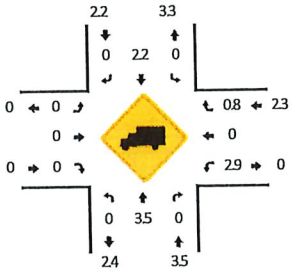
Method for determining peak hour: Total Entering Volume

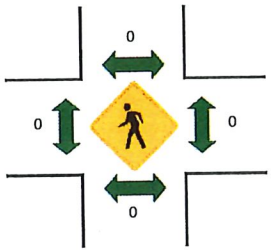
LOCATION: N Rose Ave -- US 101 WB Ramps
CITY/STATE: Oxnard, CA

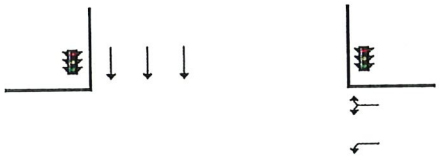
QC JOB #: 15936402
DATE: Wed, Sep 14 2022

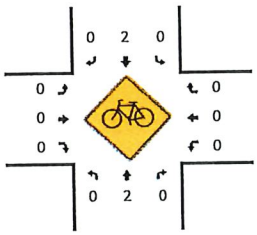
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

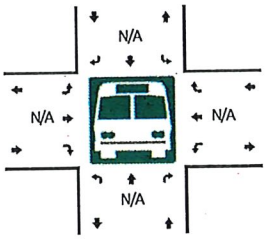


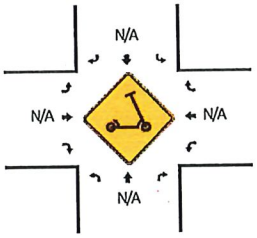












R* = RTOR

15-Min Count Period Beginning At	N Rose Ave (Northbound)					N Rose Ave (Southbound)					US 101 WB Ramps (Eastbound)					US 101 WB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	313	0	0	0	0	313	0	0	0	0	0	0	0	0	93	0	21	0	16	756	
4:15 PM	0	336	0	0	0	0	287	0	0	0	0	0	0	0	0	79	0	21	0	11	734	
4:30 PM	0	312	0	0	0	0	274	0	0	0	0	0	0	0	0	79	0	24	0	4	693	
4:45 PM	0	315	0	0	0	0	287	0	0	0	0	0	0	0	0	56	0	14	0	20	692	2875
5:00 PM	0	333	0	0	0	0	329	0	0	0	0	0	0	0	0	96	0	19	0	13	790	2909
5:15 PM	0	320	0	0	0	0	294	0	0	0	0	0	0	0	0	72	0	10	0	9	705	2880
5:30 PM	0	308	0	0	0	0	258	0	0	0	0	0	0	0	0	103	0	11	0	9	689	2876
5:45 PM	0	267	0	0	0	0	277	0	0	0	0	0	0	0	0	70	0	16	0	13	643	2827

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1332	0	0	0	0	1316	0	0	0	0	0	0	0	0	384	0	128	0	52	3212
Heavy Trucks	0	36	0			0	24	0			0	0	0			8	0	4			72
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

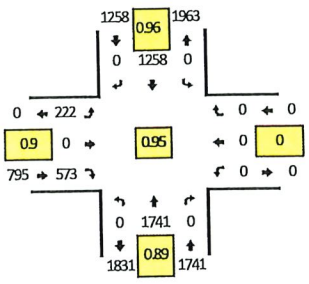
Type of peak hour being reported: Intersection Peak

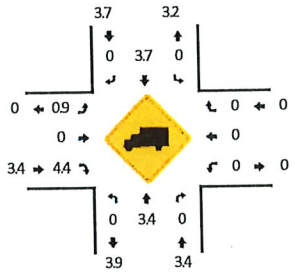
Method for determining peak hour: Total Entering Volume

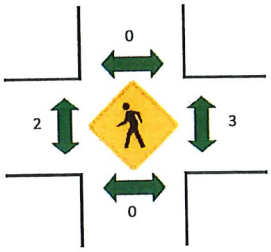
LOCATION: N Rose Ave -- US 101 EB Ramps
CITY/STATE: Oxnard, CA

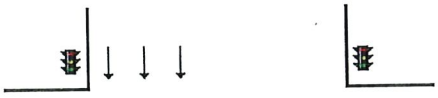
QC JOB #: 15936403
DATE: Wed, Sep 14 2022

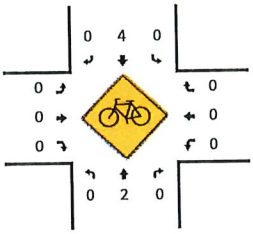
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

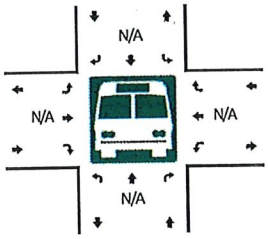


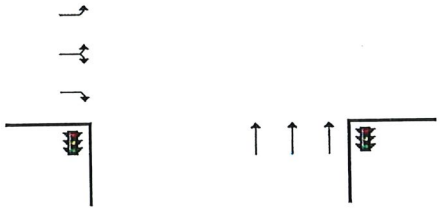


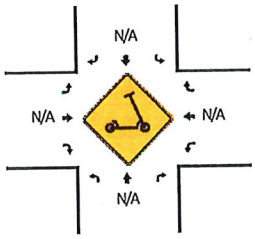












R* = RTOR

15-Min Count Period Beginning At	N Rose Ave (Northbound)					N Rose Ave (Southbound)					US 101 EB Ramps (Eastbound)					US 101 EB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	257	0	0	0	0	185	0	0	0	49	0	50	0	66	0	0	0	0	0	607	
7:15 AM	0	300	0	0	0	0	260	0	0	0	60	0	61	0	71	0	0	0	0	0	752	
7:30 AM	0	435	0	0	0	0	305	0	0	0	46	0	93	0	49	0	0	0	0	0	928	
7:45 AM	0	490	0	0	0	0	328	0	0	0	56	0	68	0	55	0	0	0	0	0	997	3284
8:00 AM	0	474	0	0	0	0	315	0	0	0	57	0	87	0	63	0	0	0	0	0	996	3673
8:15 AM	0	342	0	0	0	0	310	0	0	0	63	0	102	0	56	0	0	0	0	0	873	3794
8:30 AM	0	272	0	0	0	0	298	0	0	0	51	0	102	0	64	0	0	0	0	0	787	3653
8:45 AM	0	287	0	0	0	0	225	0	0	0	60	0	86	0	75	0	0	0	0	0	733	3389

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1960	0	0	0	0	1312	0	0	0	224	0	492	0	220	0	0	0	0	0	4208
Heavy Trucks	0	76	0			0	56	0			4	0	24			0	0	0			160
Buses												4					0				4
Pedestrians		0					0														8
Bicycles	0	0	0			0	8	0			0	0	0			0	0	0			
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

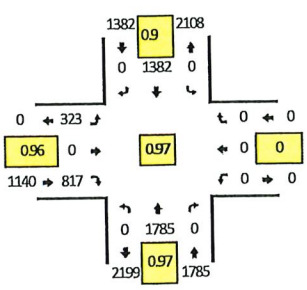
Type of peak hour being reported: Intersection Peak

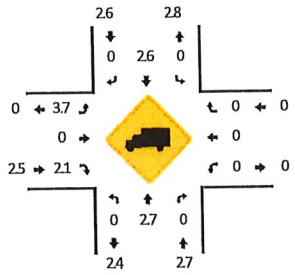
Method for determining peak hour: Total Entering Volume

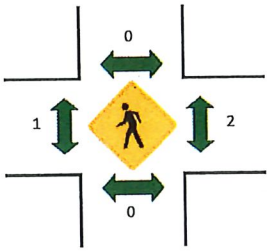
LOCATION: N Rose Ave -- US 101 EB Ramps
CITY/STATE: Oxnard, CA

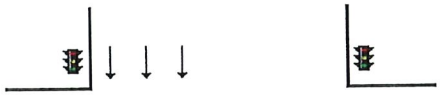
QC JOB #: 15936404
DATE: Wed, Sep 14 2022

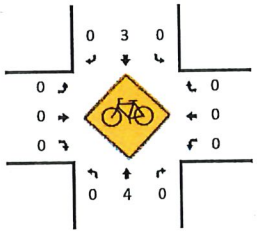
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

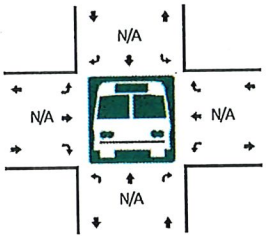


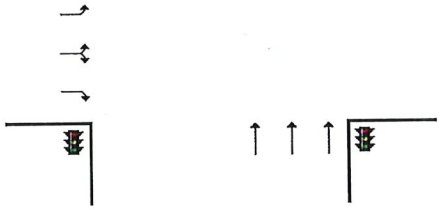


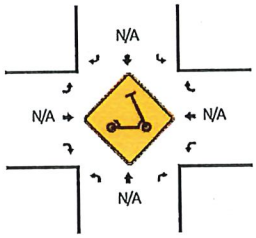












R* = RTOR

15-Min Count Period Beginning At	N Rose Ave (Northbound)					N Rose Ave (Southbound)					US 101 EB Ramps (Eastbound)					US 101 EB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	449	0	0	0	0	368	0	0	0	69	0	165	0	26	0	0	0	0	0	1077	
4:15 PM	0	461	0	0	0	0	347	0	0	0	82	0	151	0	43	0	0	0	0	0	1084	
4:30 PM	0	422	0	0	0	0	322	0	0	0	83	0	159	0	49	0	0	0	0	0	1035	
4:45 PM	0	452	0	0	0	0	331	0	0	0	78	0	181	0	39	0	0	0	0	0	1081	4277
5:00 PM	0	450	0	0	0	0	382	0	0	0	80	0	157	0	38	0	0	0	0	0	1107	4307
5:15 PM	0	464	0	0	0	0	331	0	0	0	73	0	166	0	41	0	0	0	0	0	1075	4298
5:30 PM	0	439	0	0	0	0	356	0	0	0	57	0	132	0	38	0	0	0	0	0	1022	4285
5:45 PM	0	385	0	0	0	0	326	0	0	0	63	0	167	0	51	0	0	0	0	0	992	4196

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1800	0	0	0	0	1528	0	0	0	320	0	780	0	152	0	0	0	0	0	4580
Heavy Trucks	0	44	0			0	32	0			4	0	4			0	0	0			84
Buses																	4				4
Pedestrians		0					0					0									
Bicycles	0	8	0			0	4	0			0	0	0			0	0	0			12
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

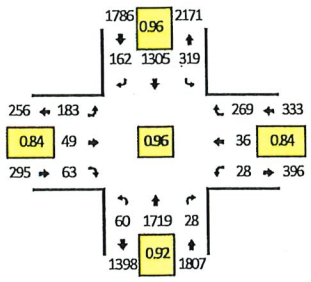
Type of peak hour being reported: Intersection Peak

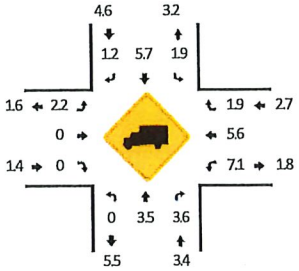
Method for determining peak hour: Total Entering Volume

LOCATION: N Rose Ave -- Lockwood St
CITY/STATE: Oxnard, CA

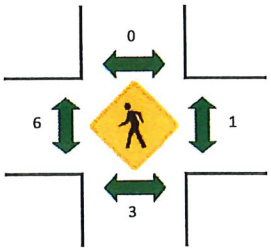
QC JOB #: 15936405
DATE: Wed, Sep 14 2022

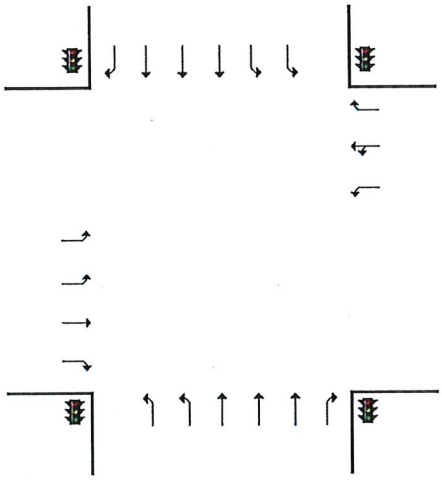
Peak-Hour: 7:30 AM – 8:30 AM
Peak 15-Min: 8:00 AM – 8:15 AM

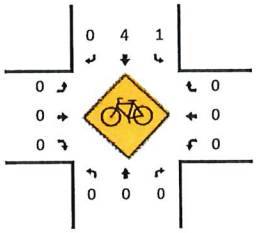


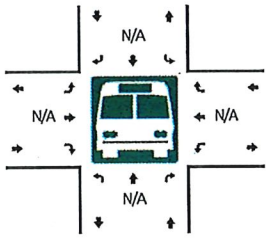


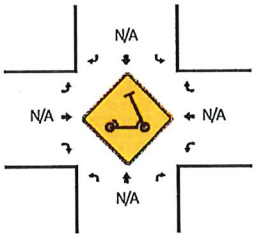
Quality Counts
DATA THAT DRIVES COMMUNITIES











R* = RTOR

15-Min Count Period Beginning At	N Rose Ave (Northbound)					N Rose Ave (Southbound)					Lockwood St (Eastbound)					Lockwood St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	11	288	3	1	2	41	216	28	0	4	33	10	3	0	4	8	3	14	0	16	685	
7:15 AM	10	355	4	2	0	39	306	31	1	9	31	11	2	0	2	8	7	26	0	17	861	
7:30 AM	16	471	4	0	0	64	339	27	0	7	48	12	3	0	10	7	5	27	0	21	1061	
7:45 AM	14	437	5	0	3	88	307	29	0	7	58	13	5	0	12	5	11	64	0	19	1077	3684
8:00 AM	15	471	5	1	1	83	336	30	0	6	40	10	4	0	9	2	12	63	0	16	1104	4103
8:15 AM	13	340	9	1	1	84	323	46	0	10	37	14	4	0	16	14	8	31	0	28	979	4221
8:30 AM	26	250	7	1	1	98	333	41	0	13	51	9	6	0	14	11	8	27	0	25	921	4081
8:45 AM	23	268	9	0	1	63	239	61	0	14	49	18	6	0	16	19	6	27	0	19	838	3842

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	60	1884	24	4	4	332	1344	144	0	24	160	40	52	0	36	8	48	316	0	64	4544
Heavy Trucks	0	88	0			12	72	0			4	0	0			0	4	12			192
Buses																					
Pedestrians		0					0					4					0				4
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

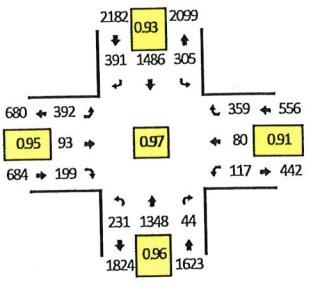
Type of peak hour being reported: Intersection Peak

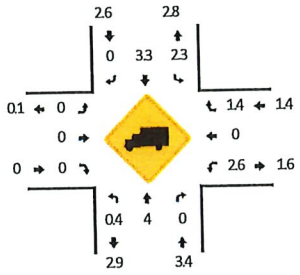
Method for determining peak hour: Total Entering Volume

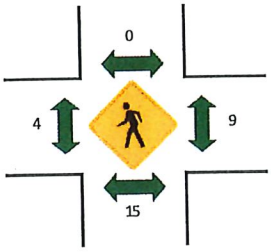
LOCATION: N Rose Ave -- Lockwood St
CITY/STATE: Oxnard, CA

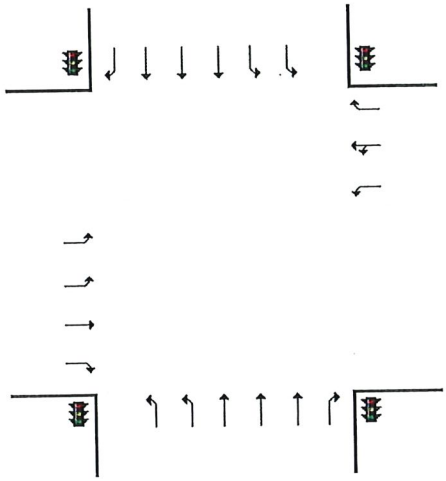
QC JOB #: 15936406
DATE: Wed, Sep 14 2022

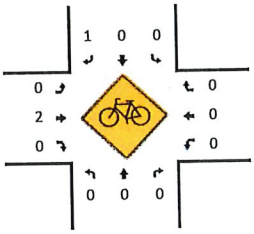
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

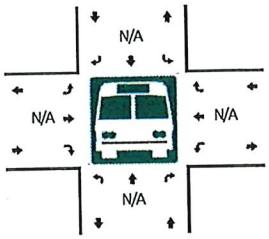


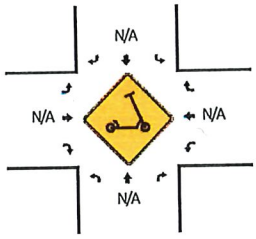












R* = RTOR

15-Min Count Period Beginning At	N Rose Ave (Northbound)					N Rose Ave (Southbound)					Lockwood St (Eastbound)					Lockwood St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	54	321	8	2	0	85	374	100	0	15	88	21	17	0	28	19	36	86	0	23	1277	
4:15 PM	61	351	5	3	0	77	380	77	0	16	105	25	20	0	24	34	20	70	0	9	1277	
4:30 PM	46	326	11	5	0	75	340	68	0	14	88	30	27	0	26	26	24	59	0	22	1187	
4:45 PM	49	347	16	7	2	76	361	93	0	17	93	13	18	0	35	35	19	87	0	12	1280	5021
5:00 PM	53	324	9	7	1	77	405	86	0	20	106	25	27	0	22	22	17	76	0	24	1301	5045
5:15 PM	55	325	11	7	0	71	368	80	0	14	91	25	20	0	25	31	30	98	0	9	1260	5028
5:30 PM	35	319	9	3	1	65	345	86	0	22	83	25	23	0	20	26	23	65	1	25	1176	5017
5:45 PM	34	259	9	8	1	65	341	88	0	21	102	26	16	0	26	21	21	70	0	15	1123	4860

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	212	1296	40	28	4	308	1620	424	0	80	424	100	196	0	88	88	68	400	0	96	5472
Heavy Trucks	4	36	0			4	36	0			0	0	0			0	0	4			84
Buses																	4				4
Pedestrians		0					0					0									4
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

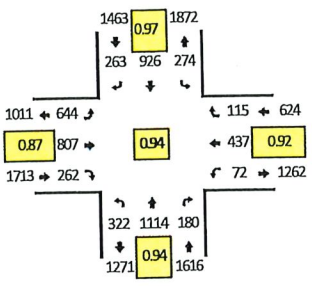
Type of peak hour being reported: Intersection Peak

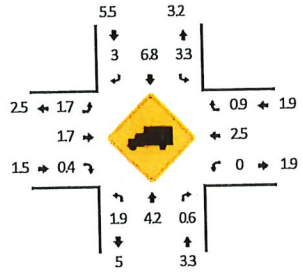
Method for determining peak hour: Total Entering Volume

LOCATION: N Rose Ave -- E Gonzales Rd
CITY/STATE: Oxnard, CA

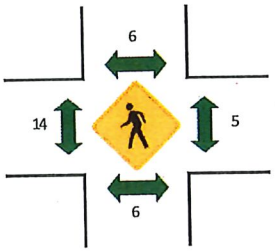
QC JOB #: 15936407
DATE: Wed, Sep 14 2022

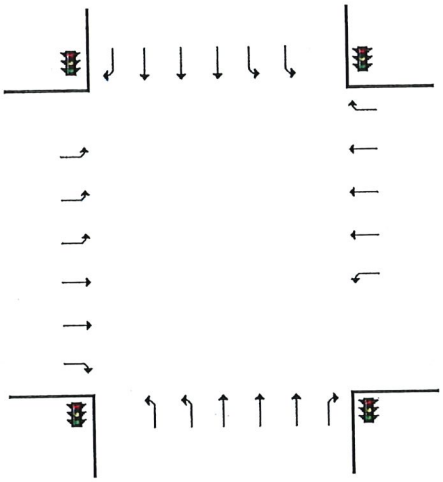
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

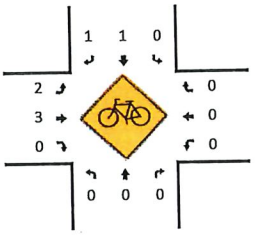


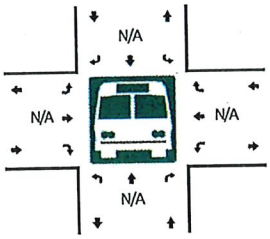


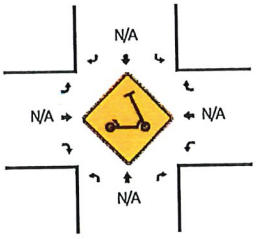
Quality Counts
DATA THAT DRIVES COMMUNITIES











R* = RTOR

15-Min Count Period Beginning At	N Rose Ave (Northbound)					N Rose Ave (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	53	208	10	2	8	35	172	25	0	5	82	76	21	0	16	7	49	1	0	9	779	
7:15 AM	47	231	16	2	9	26	225	51	0	9	131	104	33	0	26	19	72	9	0	7	1017	
7:30 AM	62	310	13	1	17	62	256	48	0	10	173	182	33	0	26	15	94	13	1	15	1331	
7:45 AM	75	298	31	0	22	57	249	42	0	12	157	224	32	0	27	20	120	14	0	13	1393	4520
8:00 AM	88	295	23	7	18	65	215	86	0	1	191	218	44	1	39	19	102	11	0	17	1440	5181
8:15 AM	85	211	33	4	23	90	206	54	0	10	122	183	29	0	32	17	121	18	0	14	1252	5416
8:30 AM	45	171	21	7	8	54	226	53	0	16	109	167	20	1	22	27	92	7	1	7	1054	5139
8:45 AM	36	180	31	12	29	70	181	36	0	13	103	177	20	1	19	33	74	10	0	20	1045	4791

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	352	1180	164	28	72	260	860	348	0	4	764	872	332	4	156	76	408	112	0	68	6060
Heavy Trucks	8	64	4			4	60	8			20	8	4			0	12	0			192
Buses												8					4				16
Pedestrians		0					4														4
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

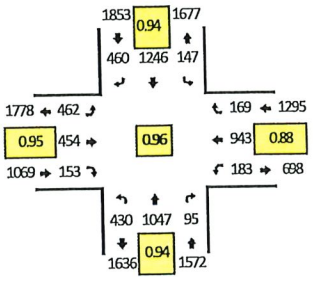
Type of peak hour being reported: Intersection Peak

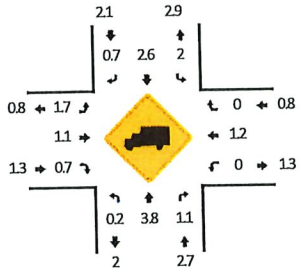
Method for determining peak hour: Total Entering Volume

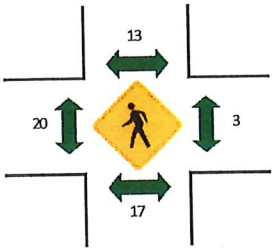
LOCATION: N Rose Ave -- E Gonzales Rd
CITY/STATE: Oxnard, CA

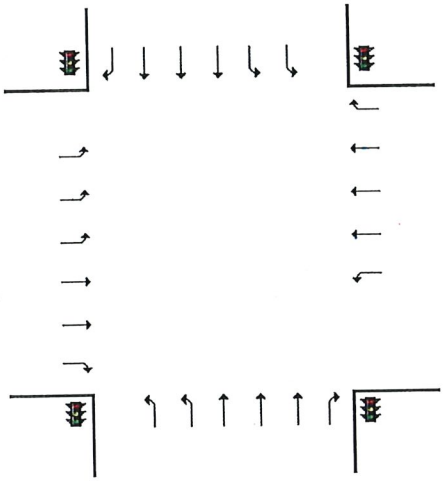
QC JOB #: 15936408
DATE: Wed, Sep 14 2022

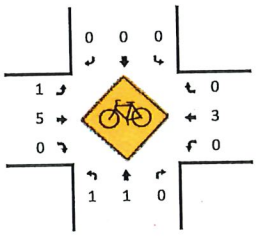
Peak-Hour: 4:30 PM – 5:30 PM
Peak 15-Min: 5:15 PM – 5:30 PM

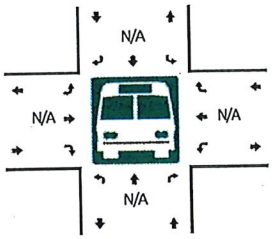


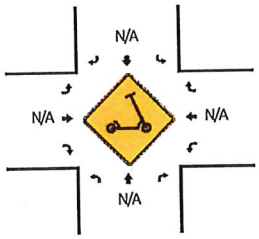












R* = RTOR

15-Min Count Period Beginning At	N Rose Ave (Northbound)					N Rose Ave (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	70	210	19	23	13	43	262	84	0	19	140	135	19	0	8	62	188	16	1	18	1330	
4:15 PM	86	273	7	14	12	38	336	98	0	8	130	118	19	0	25	46	199	18	0	17	1444	
4:30 PM	89	286	9	21	14	42	309	111	1	10	121	104	16	0	21	53	193	21	0	19	1440	
4:45 PM	89	250	9	14	9	32	325	91	0	12	98	110	29	1	11	40	238	26	1	16	1401	5615
5:00 PM	82	255	11	9	12	34	290	97	0	5	120	122	28	1	11	42	282	30	1	15	1447	5732
5:15 PM	113	256	17	13	14	38	322	129	0	5	121	118	12	0	25	45	230	14	1	28	1501	5789
5:30 PM	95	228	17	9	15	43	276	99	1	8	122	122	14	0	21	44	229	16	1	25	1385	5734
5:45 PM	68	183	15	18	16	50	277	87	0	15	97	127	33	0	14	41	202	23	1	17	1284	5617

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	452	1024	124	52	56	152	1288	536	0	20	484	472	148	0	100	180	920	168	4	112	6292
Heavy Trucks	0	28	0			4	16	4			12	0	0			0	16	0			80
Buses																	0				52
Pedestrians		16					12					24									12
Bicycles	4	4	0			0	0	0			0	4	0			0	0	0			
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

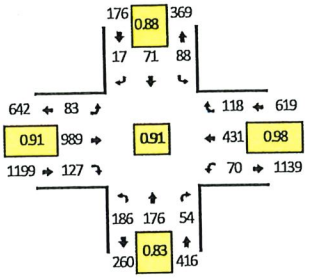
Type of peak hour being reported: Intersection Peak

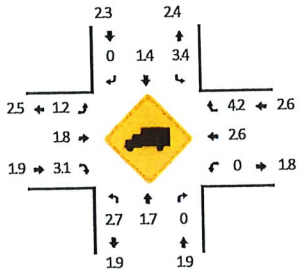
Method for determining peak hour: Total Entering Volume

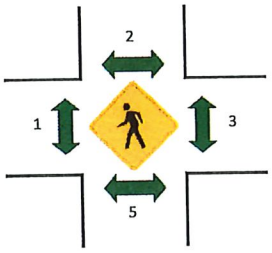
LOCATION: Williams Dr -- E Gonzales Rd
CITY/STATE: Oxnard, CA

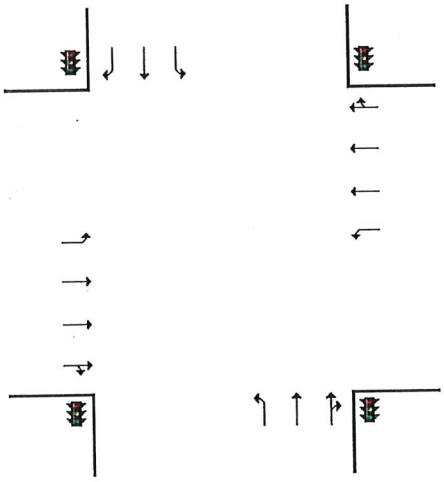
QC JOB #: 15936409
DATE: Wed, Sep 14 2022

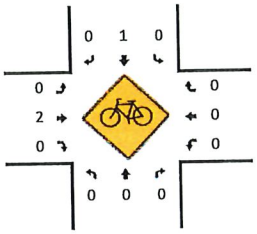
Peak-Hour: 7:30 AM – 8:30 AM
Peak 15-Min: 7:45 AM – 8:00 AM

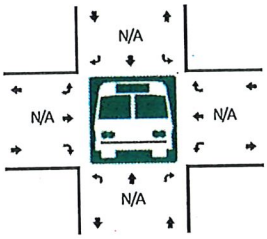


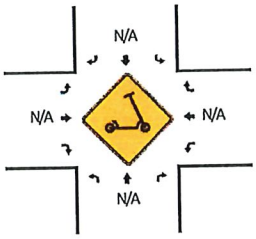












R* = RTOR

15-Min Count Period Beginning At	Williams Dr (Northbound)					Williams Dr (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	23	23	7	0	6	10	8	3	0	1	7	106	8	3	3	11	47	12	0	8	286	
7:15 AM	27	30	4	0	5	15	9	0	0	2	10	127	6	1	0	8	75	15	1	11	346	
7:30 AM	38	33	7	0	10	24	14	1	0	6	13	224	20	1	8	15	104	18	2	11	549	
7:45 AM	61	50	14	0	1	24	22	1	0	3	17	276	26	2	10	15	109	18	2	11	662	1843
8:00 AM	52	56	5	0	2	22	17	0	0	1	20	249	22	2	9	17	110	20	0	11	615	2172
8:15 AM	35	37	5	0	10	18	18	1	0	4	25	240	25	3	7	15	108	17	4	12	584	2410
8:30 AM	14	23	1	0	6	18	24	1	0	5	12	216	21	4	2	23	107	17	6	6	506	2367
8:45 AM	18	26	9	0	9	19	21	2	0	8	19	233	12	3	9	19	99	14	8	2	530	2235

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	244	200	60	0	4	96	88	16	0	12	68	1104	144	8	40	60	436	116	8	44	2748
Heavy Trucks	0	0	0			0	0	0			4	32	8			0	20	4			68
Buses																					
Pedestrians		16					0					0					0				16
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

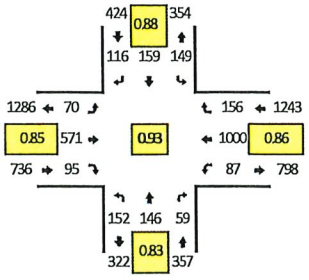
Type of peak hour being reported: Intersection Peak

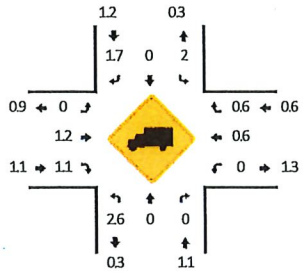
Method for determining peak hour: Total Entering Volume

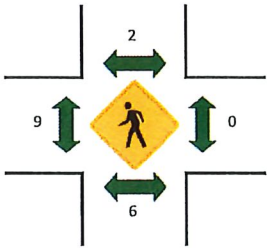
LOCATION: Williams Dr -- E Gonzales Rd
CITY/STATE: Oxnard, CA

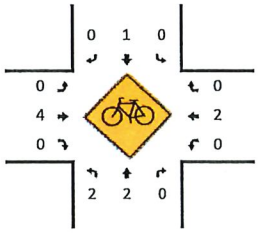
QC JOB #: 15936410
DATE: Wed, Sep 14 2022

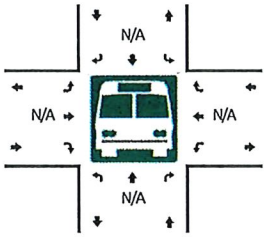
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

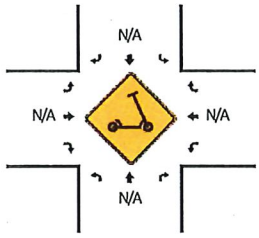


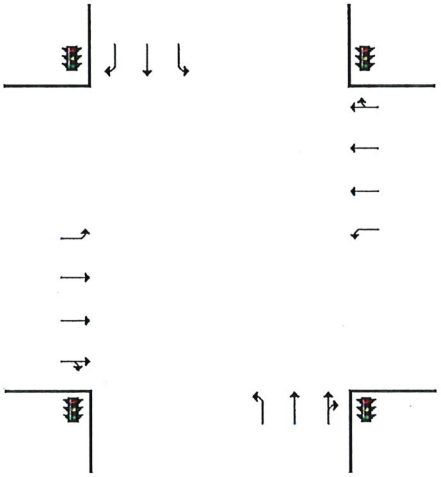












R* = RTOR

15-Min Count Period Beginning At	Williams Dr (Northbound)					Williams Dr (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	27	32	12	0	7	34	37	18	0	14	19	143	26	6	8	16	207	23	5	15	649	
4:15 PM	32	27	10	0	9	29	33	10	0	18	10	133	13	5	12	18	207	26	3	20	615	
4:30 PM	36	29	6	0	13	32	31	9	0	6	16	125	13	2	7	18	235	15	4	19	616	
4:45 PM	35	38	5	0	4	41	33	15	0	13	8	144	14	3	7	12	247	17	7	14	657	2537
5:00 PM	47	42	12	0	7	37	40	34	0	10	18	111	11	3	7	25	295	19	6	18	742	2630
5:15 PM	46	28	6	0	8	37	42	18	0	11	13	149	16	6	10	14	233	31	3	17	688	2703
5:30 PM	24	38	9	0	8	34	44	8	0	7	13	167	22	6	8	17	225	28	3	12	673	2760
5:45 PM	37	16	10	0	6	30	28	10	0	11	11	174	15	4	3	16	205	24	5	12	617	2720

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	188	168	76	0	28	148	160	176	0	40	72	444	72	12	28	100	1180	148	24	72	3136
Heavy Trucks	4	0	0			4	0	4			0	12	0			0	0	4			28
Buses																					
Pedestrians		8					0					8					0				16
Bicycles	0	0	0			0	0	0			0	4	0			0	4	0			8
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

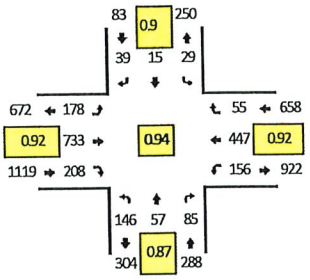
Type of peak hour being reported: Intersection Peak

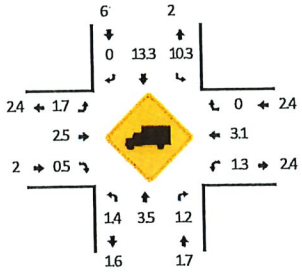
Method for determining peak hour: Total Entering Volume

LOCATION: Outlet Center Dr/N Lombard St -- E Gonzales Rd
CITY/STATE: Oxnard, CA

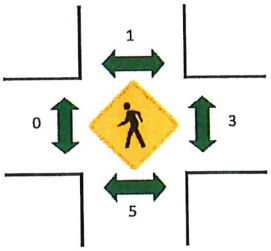
QC JOB #: 15936411
DATE: Wed, Sep 14 2022

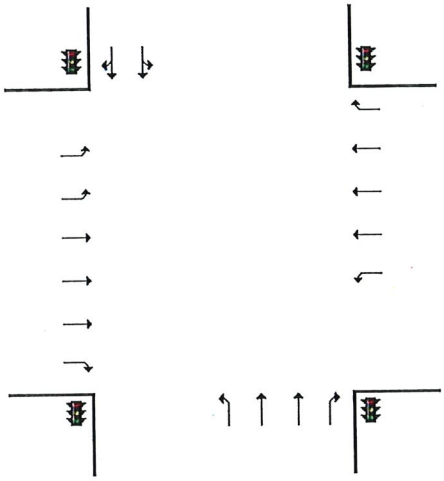
Peak-Hour: 7:45 AM – 8:45 AM
Peak 15-Min: 8:00 AM – 8:15 AM

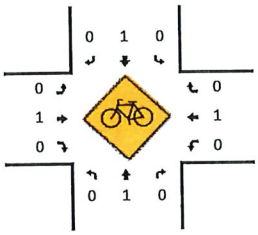


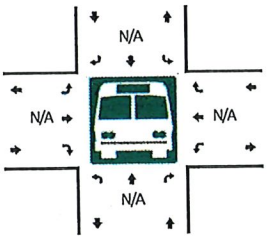


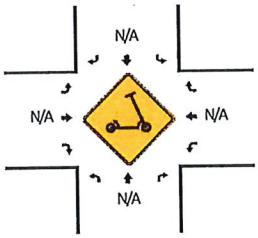
Quality Counts
DATA THAT DRIVES COMMUNITIES











R* = RTOR

15-Min Count Period Beginning At	Outlet Center Dr/N Lombard St (Northbound)					Outlet Center Dr/N Lombard St (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	16	7	13	0	0	5	1	0	0	3	32	83	12	1	7	10	64	1	11	1	267	
7:15 AM	37	11	11	0	0	1	1	1	0	7	20	103	7	8	11	17	61	2	14	3	315	
7:30 AM	40	12	22	0	0	6	0	1	0	2	29	187	13	4	12	8	114	6	13	2	471	
7:45 AM	46	15	20	0	0	7	3	5	0	5	32	205	43	8	17	12	104	7	16	4	549	1602
8:00 AM	39	12	32	0	0	2	5	7	0	3	39	193	28	8	25	31	114	7	16	10	571	1906
8:15 AM	32	18	13	0	0	9	4	2	0	8	32	180	32	14	16	12	114	9	19	9	523	2114
8:30 AM	29	12	20	0	0	11	3	1	0	8	35	155	22	10	25	26	115	9	24	0	505	2148
8:45 AM	28	14	15	0	0	2	4	2	0	9	32	170	36	17	15	21	101	6	15	7	494	2093

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	156	48	128	0	0	8	20	40	0	12	156	772	212	32	100	124	456	68	64	40	2436
Heavy Trucks	0	0	0			0	4	0			8	12	0			0	16	0			40
Buses																					
Pedestrians		4					0					0					0				4
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			4
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

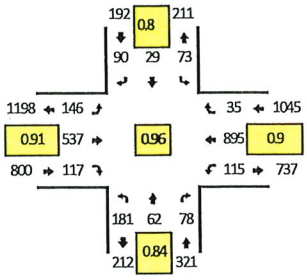
Type of peak hour being reported: Intersection Peak

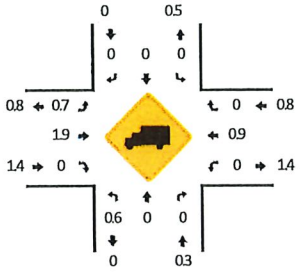
Method for determining peak hour: Total Entering Volume

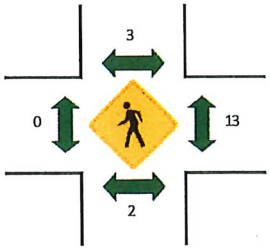
LOCATION: Outlet Center Dr/N Lombard St -- E Gonzales Rd
CITY/STATE: Oxnard, CA

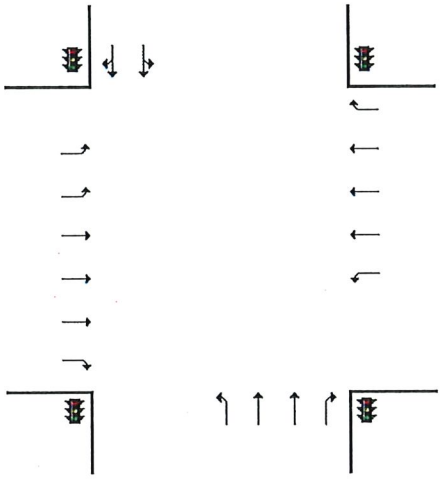
QC JOB #: 15936412
DATE: Wed, Sep 14 2022

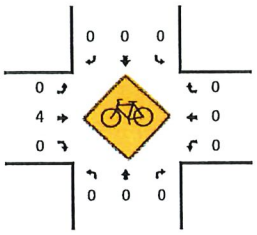
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

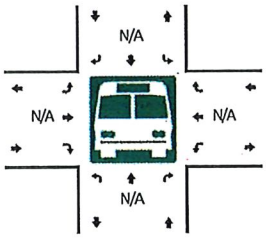


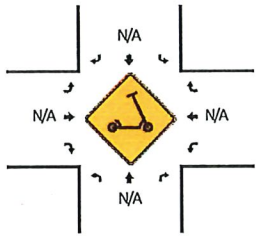












R* = RTOR

15-Min Count Period Beginning At	Outlet Center Dr/N Lombard St (Northbound)					Outlet Center Dr/N Lombard St (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	47	10	10	0	0	14	7	3	0	15	32	122	24	9	8	15	189	5	11	7	528	
4:15 PM	47	11	17	0	0	8	11	8	0	17	19	125	27	10	10	15	178	6	10	2	521	
4:30 PM	57	12	24	0	0	18	10	3	0	10	21	129	19	5	14	22	211	6	8	8	577	
4:45 PM	47	12	25	0	0	19	6	12	0	18	27	141	21	12	3	12	194	2	16	5	572	2198
5:00 PM	54	19	23	0	0	15	13	14	0	18	22	117	15	7	9	19	253	4	8	7	617	2287
5:15 PM	40	19	16	0	0	18	4	13	0	8	29	137	11	11	19	17	226	5	13	5	591	2357
5:30 PM	40	12	14	0	0	21	6	2	0	5	36	142	24	2	15	18	222	4	12	3	578	2358
5:45 PM	33	13	12	0	0	9	5	6	0	12	30	123	28	7	18	19	169	7	11	3	505	2291

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	216	76	92	0	0	60	52	128	0	72	88	468	96	28	36	76	1012	44	32	28	2604
Heavy Trucks	4	0	0			0	0	0			4	12	0			0	8	0			28
Buses																					
Pedestrians		0					4					0					20				24
Bicycles	0	0	0			0	0	0			0	8	0			0	0	0			8
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

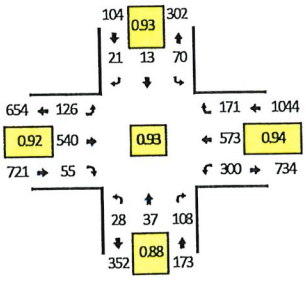
Type of peak hour being reported: Intersection Peak

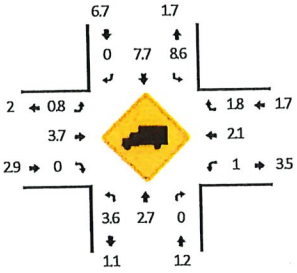
Method for determining peak hour: Total Entering Volume

LOCATION: Solar Dr -- E Gonzales Rd
CITY/STATE: Oxnard, CA

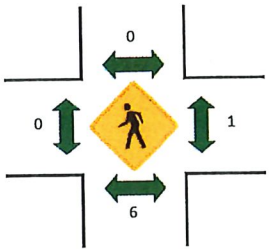
QC JOB #: 15936413
DATE: Wed, Sep 14 2022

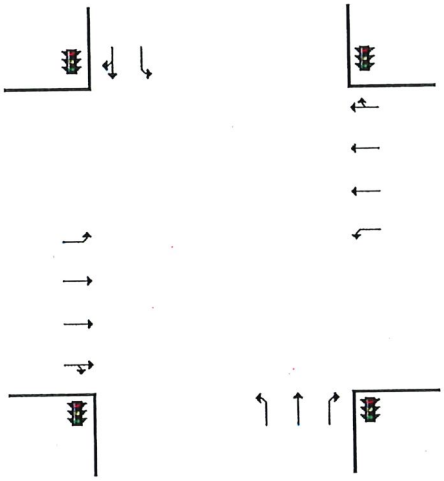
Peak-Hour: 7:45 AM – 8:45 AM
Peak 15-Min: 8:00 AM – 8:15 AM

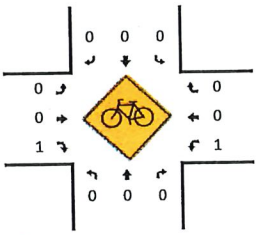


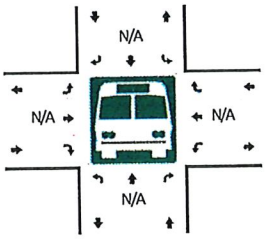


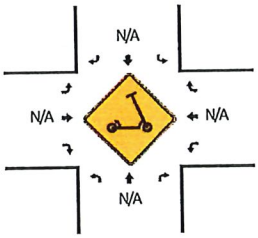
Quality Counts
DATA THAT DRIVES COMMUNITIES











R* = RTOR

15-Min Count Period Beginning At	Solar Dr (Northbound)					Solar Dr (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	2	9	0	15	16	0	2	0	3	5	87	4	1	1	41	70	12	0	6	275	
7:15 AM	2	3	9	0	20	21	2	2	0	6	4	91	8	2	1	42	74	15	1	3	306	
7:30 AM	6	4	12	0	36	17	1	4	0	7	14	163	11	2	3	37	112	22	0	3	454	
7:45 AM	5	13	6	0	21	15	4	1	0	4	27	148	9	7	2	70	128	41	1	8	510	1545
8:00 AM	5	12	8	0	24	17	4	1	0	4	22	157	4	8	4	75	158	38	1	6	548	1818
8:15 AM	8	7	9	0	17	20	2	1	0	3	23	115	16	12	1	59	153	43	6	1	496	2008
8:30 AM	10	5	9	0	14	18	3	1	0	6	22	120	14	5	5	80	134	32	8	2	488	2042
8:45 AM	8	6	7	0	18	20	2	3	0	8	25	104	28	10	7	62	138	22	5	9	482	2014

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	20	48	128	0	96	68	16	20	0	16	88	628	32	32	16	300	632	176	4	24	2344
Heavy Trucks	0	0	0			12	0	0			0	16	0			8	4	4			44
Buses																					
Pedestrians		0					0					0					4				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 9/27/2022 8:54 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

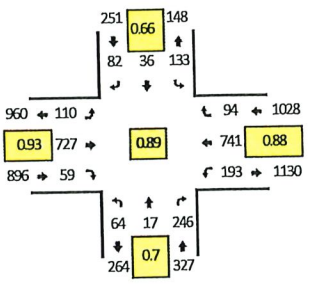
Type of peak hour being reported: Intersection Peak

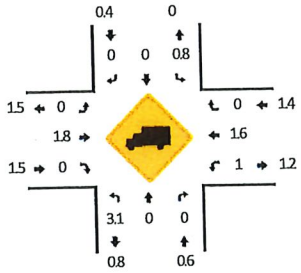
Method for determining peak hour: Total Entering Volume

LOCATION: Solar Dr -- E Gonzales Rd
CITY/STATE: Oxnard, CA

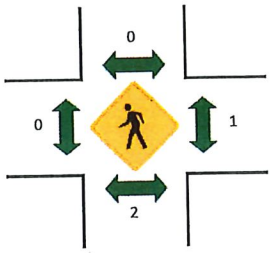
QC JOB #: 15936414
DATE: Wed, Sep 14 2022

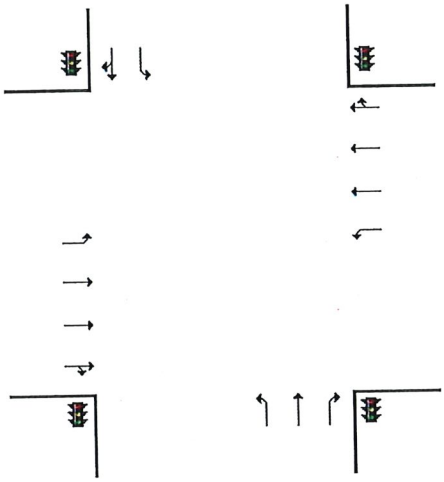
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

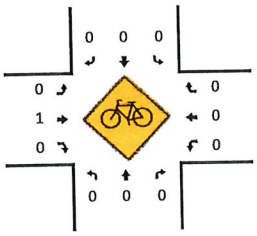


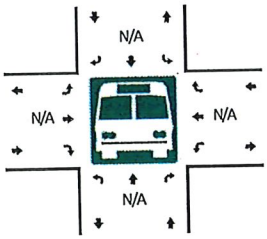


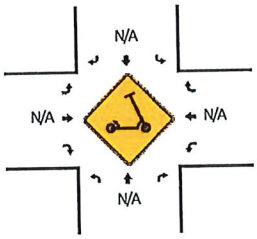
Quality Counts
DATA THAT DRIVES COMMUNITIES











R* = RTOR

15-Min Count Period Beginning At	Solar Dr (Northbound)					Solar Dr (Southbound)					E Gonzales Rd (Eastbound)					E Gonzales Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	13	4	16	0	37	37	0	9	0	9	17	125	13	12	3	37	177	30	3	10	552	
4:15 PM	16	5	19	0	24	24	1	3	0	4	17	135	6	12	4	33	166	24	8	7	508	
4:30 PM	13	4	19	0	37	29	6	14	0	9	11	180	9	11	5	36	183	14	8	6	594	
4:45 PM	14	7	13	0	30	25	5	3	0	11	10	188	14	17	0	35	170	23	6	4	575	2229
5:00 PM	20	6	56	0	34	48	13	22	0	12	6	193	10	32	1	40	184	19	5	4	705	2382
5:15 PM	17	0	22	0	35	31	12	0	0	11	10	166	10	13	10	58	204	23	5	1	628	2502
5:30 PM	22	1	6	0	27	25	4	7	0	10	9	152	17	20	7	38	186	19	3	3	556	2464
5:45 PM	19	2	8	0	21	31	4	0	0	6	6	123	34	10	2	68	152	9	2	5	502	2391

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	80	24	360	0	136	192	52	136	0	48	24	772	44	128	4	160	736	92	20	16	3024
Heavy Trucks	4	0	0			4	0	0			0	12	0			0	12	0			32
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			4
Scooters																					

Comments:

Report generated on 9/27/2022 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

INTERSECTION LEVEL OF SERVICE CRITERIA/DEFINITIONS

DISCUSSION OF INTERSECTION CAPACITY UTILIZATION (ICU)

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. The technique used to compare the volumes and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU or volume-to-capacity ratio, usually expressed as a percentage, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes. It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be addressed.

Capacity is often defined in terms of roadway width. However, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Data collected by Kunzman Associates indicates a typical lane, whether a through-lane or a left-turn lane, has a capacity of approximately 1,700 vehicles per hour, with nearly all locations showing a capacity greater than 1,600 vehicles per hour per lane. This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. For this study, a capacity of 1,600 vehicles per hour per lane will be assumed for left-turn, through, and right-turn lanes as per City policy.

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. In this study, no penalty will be applied for the yellow because the capacities have been assumed to be only 1,600 vehicles per hour per lane when in general they are 1,700-1,800 vehicles per hour per lane.

The ICU technique is an ideal tool to quantify existing as well as future intersection operations. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

Source: Oxnard Airport Business Park Traffic Study, Kunzman Assoc., City of Oxnard, 1985.

Signalized Intersection Level of Service Definitions

LOS	Delay[a]	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

[a] Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

1 Highway Capacity Manual, National Research Board, 2000

INTERSECTION LOS CALCULATION WORKSHEETS

Reference 1 - U.S. Highway 101 Northbound Ramps/Rice Avenue
Reference 2 - U.S. Highway 101 Southbound Ramps/Rice Avenue
Reference 3 - Rice Avenue/Gonzales Road
Reference 4 - U.S. Highway 101 Northbound Ramps/Rose Avenue
Reference 5 - U.S. Highway 101 Southbound Ramps/Rose Avenue
Reference 6 - Rose Avenue/Lockwood Street
Reference 7 - Rose Avenue/Gonzales Road
Reference 8 - Gonzales Road/Williams Drive
Reference 9 - Gonzales Road/Lombard Street
Reference 10 - Gonzales Road/Solar Drive

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 1 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *RICE AVENUE*

E/W STREET: *U.S.HIGHWAY 101 NORTHBOUND RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	226	538	0	0	641	143	138	0	334	669	200	15
(B) PROJECT-ADDED:	0	4	0	0	1	0	0	0	0	4	0	0
(C) CUMULATIVE:	264	706	0	0	842	157	196	0	434	771	225	23

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TT	TTT R	LL RR	L LT TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	226	226	264	264	0.071 *	0.071 *	0.083 *	0.083 *
NBT	2	3200	538	542	706	710	0.168	0.169	0.221	0.222
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	641	642	842	843	0.134 *	0.134 *	0.175 *	0.176 *
SBR	1	1600	143	143	157	157	0.089	0.089	0.098	0.098
EBL	2	3200	138	138	196	196	0.043	0.043	0.061	0.061
EBT	0	0	0	0	0	0	-	-	-	-
EBR	2	3200	334	334	434	434	0.104 *	0.104 *	0.136 *	0.136 *
WBL	0	0	669	673	771	775	-	-	-	-
WBT	3	4800	200	200	225	225	0.184 *	0.185 *	0.212 *	0.213 *
WBR	0	0	15	15	23	23	-	-	-	-
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.49	0.49	0.61	0.61
					SCENARIO LEVEL OF SERVICE:		A	A	B	B

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 1 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *RICE AVENUE*

E/W STREET: *U.S.HIGHWAY 101 NORTHBOUND RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	354	650	0	0	598	115	148	0	561	556	335	38
(B) PROJECT-ADDED:	0	2	0	0	3	0	0	0	0	13	0	0
(C) CUMULATIVE:	480	815	0	0	713	133	164	0	661	661	348	40

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TT	TTT R	LL RR	L LT TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	354	354	480	480	0.111 *	0.111 *	0.150 *	0.150 *
NBT	2	3200	650	652	815	817	0.203	0.204	0.255	0.255
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	598	601	713	716	0.125 *	0.125 *	0.149 *	0.149 *
SBR	1	1600	115	115	133	133	0.072	0.072	0.083	0.083
EBL	2	3200	148	148	164	164	0.046	0.046	0.051	0.051
EBT	0	0	0	0	0	0	-	-	-	-
EBR	2	3200	561	561	661	661	0.175 *	0.175 *	0.207 *	0.207 *
WBL	0	0	556	569	661	674	-	-	-	-
WBT	3	4800	335	335	348	348	0.194 *	0.196 *	0.219 *	0.221 *
WBR	0	0	38	38	40	40	-	-	-	-
		LOST TIME:					0.00	0.00	0.00	0.00
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.61	0.61	0.73	0.73
		SCENARIO LEVEL OF SERVICE:					B	B	C	C

NOTES:

Printed: 10/12/22

REF: 2 AM

#22068 - LOCKWOOD APARTMENTS PROJECT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *RICE AVENUE*

E/W STREET: *U.S.HIGHWAY 101 SOUTHBOUND RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	1089	508	111	1271	0	189	39	1005	0	0	0
(B) PROJECT-ADDED:	0	4	15	0	7	0	0	0	0	0	0	0
(C) CUMULATIVE:	0	1550	572	124	1675	0	376	40	1205	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TTT RR	TTT LL	L LT R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	1089	1093	1550	1554	0.227 *	0.228 *	0.323 *	0.324 *
NBR	2	3200	508	523	572	587	0.159	0.163	0.179	0.183
SBL	2	3200	111	111	124	124	0.035 *	0.035 *	0.039 *	0.039 *
SBT	3	4800	1271	1278	1675	1682	0.265	0.266	0.349	0.350
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	189	189	376	376	-	-	-	-
EBT	3	4800	39	39	40	40	0.257 *	0.257 *	0.338 *	0.338 *
EBR	0	0	1005	1005	1205	1205	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.52	0.52	0.70	0.70
					SCENARIO LEVEL OF SERVICE:		A	A	B	B

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 2 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *RICE AVENUE*

E/W STREET: *U.S.HIGHWAY 101 SOUTHBOUND RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	1652	547	180	1260	0	227	46	663	0	0	0
(B) PROJECT-ADDED:	0	2	8	0	16	0	0	0	0	0	0	0
(C) CUMULATIVE:	0	2706	858	190	1580	0	245	50	863	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TTT RR	L TTT	L LT R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	1652	1654	2706	2708	0.344 *	0.345 *	0.564 *	0.564 *
NBR	2	3200	547	555	858	866	0.171	0.173	0.268	0.271
SBL	2	3200	180	180	190	190	0.056 *	0.056 *	0.059 *	0.059 *
SBT	3	4800	1260	1276	1580	1596	0.263	0.266	0.329	0.333
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	227	227	245	245	-	-	-	-
EBT	3	4800	46	46	50	50	0.154 *	0.154 *	0.187 *	0.187 *
EBR	0	0	464	464	604	604	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.55	0.56	0.81	0.81
					SCENARIO LEVEL OF SERVICE:		A	A	D	D

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 3 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *RICE AVENUE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	221	1074	0	0	1465	807	522	0	265	0	0	0
(B) PROJECT-ADDED:	1	0	0	0	0	7	19	0	4	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TTTR	L TTT R	LL LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	221	222			0.069 *	0.069 *		
NBT	3	4800	1074	1074			0.224	0.224		
NBR	0	0	0	0			-	-		
SBL	1	1600	0	0			0.000	0.000		
SBT	3	4800	1465	1465			0.305 *	0.305 *		
SBR	1	1600	807	814			0.504	0.509		
EBL	0	0	522	541			-	-		
EBT	4	6400	0	0			0.123 *	0.127 *		
EBR	0	0	265	269			-	-		
WBL	0	0	0	0			-	-		
WBT	1	1600	0	0			0.000 *	0.000 *		
WBR	0	0	0	0			-	-		
						LOST TIME:	0.00	0.00		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	0.50	0.50		
						SCENARIO LEVEL OF SERVICE:	A	A		

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 3 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *RICE AVENUE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	331	1378	0	0	1215	660	849	0	305	0	0	1
(B) PROJECT-ADDED:	3	0	0	0	0	16	10	0	2	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TTTR	L TTT R	LL LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	331	334			0.103 *	0.104 *		
NBT	3	4800	1378	1378			0.287	0.287		
NBR	0	0	0	0			-	-		
SBL	1	1600	0	0			0.000	0.000		
SBT	3	4800	1215	1215			0.253 *	0.253 *		
SBR	1	1600	660	676			0.413	0.423		
EBL	0	0	849	859			-	-		
EBT	4	6400	0	0			0.180 *	0.182 *		
EBR	0	0	305	307			-	-		
WBL	0	0	0	0			-	-		
WBT	1	1600	0	0			0.001 *	0.001 *		
WBR	0	0	1	1			-	-		
						LOST TIME:	0.00	0.00		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.54**	**0.54**		
						SCENARIO LEVEL OF SERVICE:	A	A		

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 3 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 2, 2018*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *RICE AVENUE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(B) PROJECT-ADDED:	1	0	0	0	0	3	6	0	1	0	0	0
(C) CUMULATIVE:	284	1409	405	190	2127	1017	565	1075	498	210	250	245

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
IMPROVED LANE GEOMETRICS	LL TTTT R	LL TTTT R	LL TTTT R	LLL TTT R

TRAFFIC SCENARIOS

SCENARIO 3 = CUMULATIVE (C)

SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200			284	285			0.089 *	0.089 *
NBT	4	6400			1409	1409			0.220	0.220
NBR	1	1600			405	405			0.253	0.253
SBL	2	3200			190	190			0.059	0.059
SBT	4	6400			2127	2127			0.332 *	0.332 *
SBR	1	1600			1017	1020			0.636	0.638
EBL	2	3200			565	571			0.177 *	0.178 *
EBT	4	6400			1075	1075			0.168	0.168
EBR	1	1600			498	499			0.311	0.312
WBL	3	4800			210	210			0.044	0.044
WBT	3	4800			250	250			0.052	0.052
WBR	1	1600			245	245			0.153 *	0.153 *
				LOST TIME:					0.00	0.00
				TOTAL INTERSECTION CAPACITY UTILIZATION:					0.75	0.75
				SCENARIO LEVEL OF SERVICE:					C	C

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 3 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *RICE AVENUE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(B) PROJECT-ADDED:	1	0	0	0	0	6	5	0	1	0	0	0
(C) CUMULATIVE:	419	2480	90	190	2010	792	975	570	337	710	1091	520

GEOMETRICS

IMPROVED LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TTTT R	LL TTT R	LL TTTT R	LLL TTT R

TRAFFIC SCENARIOS

SCENARIO 3 = CUMULATIVE (C)

SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200			419	420			0.131 *	0.131 *
NBT	4	6400			2480	2480			0.388	0.388
NBR	1	1600			90	90			0.056	0.056
SBL	2	3200			190	190			0.059	0.059
SBT	4	6400			2010	2010			0.314 *	0.314 *
SBR	1	1600			792	798			0.495	0.499
EBL	2	3200			975	980			0.305	0.306
EBT	4	6400			570	570			0.089 *	0.089 *
EBR	1	1600			337	338			0.211	0.211
WBL	3	4800			710	710			0.148	0.148
WBT	3	4800			1091	1091			0.227 *	0.227 *
WBR	1	1600			520	520			0.325	0.325
					LOST TIME:				0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:				0.76	0.76
					SCENARIO LEVEL OF SERVICE:				C	C

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 4 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *U.S. HIGHWAY 101 NORTHBOUND RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	1212	0	0	1086	0	0	0	0	338	0	93
(B) PROJECT-ADDED:	0	4	0	0	1	0	0	0	0	0	0	0
(C) CUMULATIVE:	0	1363	0	0	1237	0	0	0	0	403	0	143

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TTT R	TTT R		L LR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	1212	1216	1363	1367	0.253 *	0.253 *	0.284 *	0.285 *
NBR	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	1086	1087	1237	1238	0.226	0.226	0.258	0.258
SBR	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	338	338	403	403	-	-	-	-
WBT	3	4800	0	0	0	0	0.090 *	0.090 *	0.114 *	0.114 *
WBR	0	0	93	93	143	143	-	-	-	-
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.34	0.34	0.40	0.40
					SCENARIO LEVEL OF SERVICE:		A	A	A	A

NOTES:

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#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 4 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *U.S.HIGHWAY 101 NORTHBOUND RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	1785	0	0	1382	0	0	0	0	323	0	817
(B) PROJECT-ADDED:	0	2	0	0	3	0	0	0	0	0	0	0
(C) CUMULATIVE:	0	1447	0	0	1432	0	0	0	0	373	0	902

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TTT R	TTT R		L LR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	1785	1787	1447	1449	0.372 *	0.372 *	0.301 *	0.302 *
NBR	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	1382	1385	1432	1435	0.288	0.289	0.298	0.299
SBR	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	323	323	373	373	-	-	-	-
WBT	3	4800	0	0	0	0	0.238 *	0.238 *	0.266 *	0.266 *
WBR	0	0	817	817	902	902	-	-	-	-
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.61	0.61	0.57	0.57
					SCENARIO LEVEL OF SERVICE:		B	B	A	A

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 5 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *U.S. HIGHWAY 101 SOUTHBOUND RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	1741	0	0	1258	0	222	0	573	0	0	0
(B) PROJECT-ADDED:	0	19	0	0	1	0	0	0	4	0	0	0
(C) CUMULATIVE:	0	1916	0	0	1308	0	272	0	640	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TTT R	TTT R	L LR R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	1741	1760	1916	1935	0.363 *	0.367 *	0.399 *	0.403 *
NBR	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	1258	1259	1308	1309	0.262	0.262	0.273	0.273
SBR	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	222	222	272	272	-	-	-	-
EBT	3	4800	0	0	0	0	0.166 *	0.166 *	0.190 *	0.191 *
EBR	0	0	573	577	640	644	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
			LOST TIME:				0.00	0.00	0.00	0.00
			TOTAL INTERSECTION CAPACITY UTILIZATION:				0.53	0.53	0.59	0.59
			SCENARIO LEVEL OF SERVICE:				A	A	A	A

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 5 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *U.S.HIGHWAY 101 SOUTHBOUND RAMPS*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	1785	0	0	1382	0	323	0	817	0	0	0
(B) PROJECT-ADDED:	0	10	0	0	3	0	0	0	13	0	0	0
(C) CUMULATIVE:	0	1985	0	0	1432	0	373	0	902	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TTT R	TTT R	L LR R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	1785	1795	1985	1995	0.372 *	0.374 *	0.414 *	0.416 *
NBR	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	1382	1385	1432	1435	0.288	0.289	0.298	0.299
SBR	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	323	323	373	373	-	-	-	-
EBT	3	4800	0	0	0	0	0.238 *	0.240 *	0.266 *	0.268 *
EBR	0	0	817	830	902	915	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.61	0.61	0.68	0.68
					SCENARIO LEVEL OF SERVICE:		B	B	B	B

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 06 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *LOCKWOOD STREET*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	60	1719	28	319	1305	162	183	49	63	28	36	269
(B) PROJECT-ADDED:	0	0	0	4	0	0	0	1	0	0	1	19
(C) CUMULATIVE:	65	1959	33	327	1535	167	188	56	68	33	42	280

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TT TR	LL TTT R	LL T R	L LT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	60	60	65	65	0.019	0.019	0.020	0.020
NBT	3	4800	1719	1719	1959	1959	0.364 *	0.364 *	0.415 *	0.415 *
NBR	0	0	28	28	33	33	-	-	-	-
SBL	2	3200	319	323	327	331	0.100 *	0.101 *	0.102 *	0.103 *
SBT	3	4800	1305	1305	1535	1535	0.272	0.272	0.320	0.320
SBR	1	1600	162	162	167	167	0.101	0.101	0.104	0.104
EBL	2	3200	183	183	188	188	0.057 *	0.057 *	0.059 *	0.059 *
EBT	1	1600	49	50	56	57	0.031	0.031	0.035	0.036
EBR	1	1600	63	63	68	68	0.039	0.039	0.043	0.043
WBL	0	0	28	28	33	33	-	-	-	-
WBT	2	3200	36	37	42	43	0.020	0.020	0.023	0.024
WBR	1	1600	54	58	56	60	0.034 *	0.036 *	0.035 *	0.038 *
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.56**	**0.56**	**0.61**	**0.62**
					SCENARIO LEVEL OF SERVICE:		A	A	B	B

NOTES:Westbound Right-Turn Overlap with Southbound Left-Turn

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 06 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *LOCKWOOD STREET*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	231	1348	44	305	1486	391	392	93	199	117	80	359
(B) PROJECT-ADDED:	0	0	0	16	0	0	0	1	0	0	1	10
(C) CUMULATIVE:	241	1628	54	321	1731	401	402	104	209	127	91	374

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TT TR	LL TTT R	LL T R	L LT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	231	231	241	241	0.072	0.072	0.075	0.075
NBT	3	4800	1348	1348	1628	1628	0.290 *	0.290 *	0.350 *	0.350 *
NBR	0	0	44	44	54	54	-	-	-	-
SBL	2	3200	305	321	321	337	0.095 *	0.100 *	0.100 *	0.105 *
SBT	3	4800	1486	1486	1731	1731	0.310	0.310	0.361	0.361
SBR	1	1600	391	391	401	401	0.244	0.244	0.251	0.251
EBL	2	3200	392	392	402	402	0.123 *	0.123 *	0.126 *	0.126 *
EBT	1	1600	93	94	104	105	0.058	0.059	0.065	0.066
EBR	1	1600	199	199	209	209	0.124	0.124	0.131	0.131
WBL	0	0	117	117	127	127	-	-	-	-
WBT	2	3200	80	81	91	92	0.062	0.062	0.068	0.068
WBR	1	1600	197	203	206	211	0.123 *	0.127 *	0.129 *	0.132 *
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.63	0.64	0.71	0.71
					SCENARIO LEVEL OF SERVICE:		B	B	C	C

NOTES: Westbound Right-Turn overlap with Southbound Left-Turn

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 07 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	322	1114	180	274	926	263	644	807	262	72	437	115
(B) PROJECT-ADDED:	0	0	1	0	0	0	0	5	0	4	15	0
(C) CUMULATIVE:	325	1234	281	334	1026	323	724	1974	292	123	678	165

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TTT R	LL TTT R	LLL TT R	L TTT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	322	322	325	325	0.101	0.101		
NBT	3	4800	1114	1114	1234	1234	0.232 *	0.232 *		
NBR	1	1600	180	181	281	282	0.113	0.113		
SBL	2	3200	274	274	334	334	0.086 *	0.086 *		
SBT	3	4800	926	926	1026	1026	0.193	0.193		
SBR	1	1600	263	263	323	323	0.164	0.164		
EBL	3	4800	644	644	724	724	0.13	0.13		
EBT	2	3200	807	812	1974	1979	0.252 *	0.254 *		
EBR	1	1600	262	262	292	292	0.16	0.16		
WBL	1	1600	72	76	123	127	0.045 *	0.048 *		
WBT	3	4800	437	452	678	693	0.091	0.094		
WBR	1	1600	115	115	165	165	0.072	0.072		
					LOST TIME:		0.00	0.00		
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.62	0.62		
					SCENARIO LEVEL OF SERVICE:		B	B		

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 07 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	430	1047	95	147	1246	460	462	454	153	183	943	169
(B) PROJECT-ADDED:	0	0	3	0	0	0	0	12	0	2	8	0
(C) CUMULATIVE:	430	1197	196	197	1366	560	562	950	196	234	2001	219

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TTT R	LL TTT R	LLL TT R	L TTT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	430	430	430	430	0.134 *	0.134 *		
NBT	3	4800	1047	1047	1197	1197	0.218	0.218		
NBR	1	1600	95	98	196	199	0.059	0.061		
SBL	2	3200	147	147	197	197	0.046	0.046		
SBT	3	4800	1246	1246	1366	1366	0.260 *	0.260 *		
SBR	1	1600	460	460	560	560	0.288	0.288		
EBL	3	4800	462	462	562	562	0.096 *	0.096 *		
EBT	2	3200	454	466	950	962	0.142	0.146		
EBR	1	1600	153	153	196	196	0.096	0.096		
WBL	1	1600	183	185	234	236	0.114	0.116		
WBT	3	4800	943	951	2001	2009	0.196 *	0.198 *		
WBR	1	1600	169	169	219	219	0.106	0.106		
					LOST TIME:		0.00	0.00		
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.69	0.69		
					SCENARIO LEVEL OF SERVICE:		B	B		

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD SENIOR APARTMENTS PROJECT

REF: 07 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	322	1114	180	274	926	263	644	807	262	72	437	115
(B) PROJECT-ADDED:	0	0	1	0	0	0	0	5	0	4	1	0
(C) CUMULATIVE:	325	1234	281	334	1026	323	724	1974	292	123	678	165

GEOMETRICS

IMPROVED LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TTT R	LL TTTT R	LLL TTT R	LL TTTT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	322	322	325	325	0.101	0.101	0.102	0.102
NBT	3	4800	1114	1114	1234	1234	0.232 *	0.232 *	0.257 *	0.257 *
NBR	1	1600	180	181	281	282	0.113	0.113	0.176	0.176
SBL	2	3200	274	274	334	334	0.086 *	0.086 *	0.104 *	0.104 *
SBT	4	6400	926	926	1026	1026	0.145	0.145	0.160	0.160
SBR	1	1600	263	263	323	323	0.164	0.164	0.202	0.202
EBL	3	4800	644	644	724	724	0.134 *	0.134 *	0.151	0.151
EBT	3	4800	807	812	1974	1979	0.168	0.169	0.411 *	0.412 *
EBR	1	1600	262	262	292	292	0.164	0.164	0.183	0.183
WBL	2	3200	72	76	123	127	0.023	0.024	0.038 *	0.040 *
WBT	4	6400	437	438	678	679	0.068	0.068	0.106	0.106
WBR	1	1600	115	115	165	165	0.072 *	0.072 *	0.103	0.103
			LOST TIME:				0.00	0.00	0.00	0.00
			TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.52**	**0.52**	**0.81**	**0.81**
			SCENARIO LEVEL OF SERVICE:				A	A	D	D

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 07 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *ROSE AVENUE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	430	1047	95	147	1246	460	462	454	153	183	943	169
(B) PROJECT-ADDED:	0	0	3	0	0	0	0	12	0	2	8	0
(C) CUMULATIVE:	430	1197	196	197	1366	560	562	950	196	234	2001	219

GEOMETRICS

IMPROVED LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TTT R	LL TTTT R	LLL TTT R	LL TTTT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	430	430	430	430	0.134 *	0.134 *	0.134 *	0.134 *
NBT	3	4800	1047	1047	1197	1197	0.218	0.218	0.249	0.249
NBR	1	1600	95	98	196	199	0.059	0.061	0.123	0.124
SBL	2	3200	147	147	197	197	0.046	0.046	0.062	0.062
SBT	4	6400	1246	1246	1366	1366	0.195 *	0.195 *	0.213 *	0.213 *
SBR	1	1600	460	460	560	560	0.288	0.288	0.350	0.350
EBL	3	4800	462	462	562	562	0.096 *	0.096 *	0.117 *	0.117 *
EBT	3	4800	454	466	950	962	0.095	0.097	0.198	0.200
EBR	1	1600	153	153	196	196	0.096	0.096	0.123	0.123
WBL	2	3200	183	185	234	236	0.057	0.058	0.073	0.074
WBT	4	6400	943	951	2001	2009	0.147 *	0.149 *	0.313 *	0.314 *
WBR	1	1600	169	169	219	219	0.106	0.106	0.137	0.137
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.57	0.57	0.78	0.78
					SCENARIO LEVEL OF SERVICE:		A	A	C	C

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 08 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *WILIAMS DRIVE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	186	176	54	88	71	17	83	989	127	70	431	118
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	6	0	0	19	0
(C) CUMULATIVE:	186	176	54	88	71	17	83	2317	127	70	773	118

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L T R	L TT TR	L TT TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	186	186	186	186	0.116	0.116	0.116	0.116
NBT	1	1600	176	176	176	176	0.144 *	0.144 *	0.144 *	0.144 *
NBR	0	0	54	54	54	54	-	-	-	-
SBL	1	1600	88	88	88	88	0.055 *	0.055 *	0.055 *	0.055 *
SBT	1	1600	71	71	71	71	0.044	0.044	0.044	0.044
SBR	1	1600	17	17	17	17	0.01	0.01	0.011	0.011
EBL	1	1600	83	83	83	83	0.052	0.052	0.052	0.052
EBT	3	4800	989	995	2317	2323	0.233 *	0.234 *	0.509 *	0.510 *
EBR	0	0	127	127	127	127	-	-	-	-
WBL	1	1600	70	70	70	70	0.044 *	0.044 *	0.044 *	0.044 *
WBT	3	4800	431	450	773	792	0.114	0.118	0.186	0.190
WBR	0	0	118	118	118	118	-	-	-	-
			LOST TIME:				0.00	0.00	0.00	0.00
			TOTAL INTERSECTION CAPACITY UTILIZATION:				0.48	0.48	0.75	0.75
			SCENARIO LEVEL OF SERVICE:				A	A	C	C

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT

REF: 08 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *WILIAMS DRIVE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	152	146	59	149	159	116	70	571	95	87	1000	156
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	15	0	0	10	0
(C) CUMULATIVE:	152	146	59	149	159	116	70	1218	95	87	2159	156

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L T R	L TT TR	L TT TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	152	152	152	152	0.095	0.095	0.095	0.095
NBT	1	1600	146	146	146	146	0.128 *	0.128 *	0.128 *	0.128 *
NBR	0	0	59	59	59	59	-	-	-	-
SBL	1	1600	149	149	149	149	0.093 *	0.093 *	0.093 *	0.093 *
SBT	1	1600	159	159	159	159	0.099	0.099	0.099	0.099
SBR	1	1600	116	116	116	116	0.073	0.073	0.073	0.073
EBL	1	1600	70	70	70	70	0.044 *	0.044 *	0.044 *	0.044 *
EBT	3	4800	571	586	1218	1233	0.139	0.142	0.274	0.277
EBR	0	0	95	95	95	95	-	-	-	-
WBL	1	1600	87	87	87	87	0.054	0.054	0.054	0.054
WBT	3	4800	1000	1010	2159	2169	0.241 *	0.243 *	0.482 *	0.484 *
WBR	0	0	156	156	156	156	-	-	-	-
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.51	0.51	0.75	0.75
					SCENARIO LEVEL OF SERVICE:		A	A	C	C

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 9 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *LOMBARD STREET*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	146	57	85	29	15	39	178	733	208	156	447	55
(B) PROJECT-ADDED:	0	0	0	21	0	19	6	0	0	0	0	6
(C) CUMULATIVE:	146	57	85	39	15	47	187	2058	208	156	807	62

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	LT TR	LL TTT R	L TTT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	146	146	146	146	0.091 *	0.091 *	0.091 *	0.091 *
NBT	2	3200	57	57	57	57	0.018	0.018	0.018	0.018
NBR	1	1600	85	85	85	85	0.053	0.053	0.053	0.053
SBL	0	0	29	50	39	60	-	-	-	-
SBT	2	3200	15	15	15	15	0.026 *	0.038 *	0.032 *	0.044 *
SBR	0	0	39	58	47	66	-	-	-	-
EBL	2	3200	178	184	187	193	0.056	0.058	0.058	0.060
EBT	3	4800	733	733	2058	2058	0.153 *	0.153 *	0.429 *	0.429 *
EBR	1	1600	208	208	208	208	0.130	0.130	0.130	0.130
WBL	1	1600	156	156	156	156	0.098 *	0.098 *	0.098 *	0.098 *
WBT	3	4800	447	447	807	807	0.093	0.093	0.168	0.168
WBR	1	1600	55	61	62	68	0.034	0.038	0.039	0.043
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.37	0.38	0.65	0.66
					SCENARIO LEVEL OF SERVICE:		A	A	B	B

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 9 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *LOMBARD STREET*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	181	62	78	73	29	192	146	537	117	115	895	35
(B) PROJECT-ADDED:	0	0	0	10	0	10	15	0	0	0	0	16
(C) CUMULATIVE:	181	62	78	82	29	202	157	1178	117	115	2049	44

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	LT TR	LL TTT R	L TTT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	181	181	181	181	0.113 *	0.113 *	0.113 *	0.113 *
NBT	2	3200	62	62	62	62	0.019	0.019	0.019	0.019
NBR	1	1600	78	78	78	78	0.049	0.049	0.049	0.049
SBL	0	0	73	83	82	92	-	-	-	-
SBT	2	3200	29	29	29	29	0.092 *	0.098 *	0.098 *	0.104 *
SBR	0	0	192	202	202	212	-	-	-	-
EBL	2	3200	146	161	157	172	0.046 *	0.05 *	0.049 *	0.054 *
EBT	3	4800	537	537	1178	1178	0.112	0.112	0.245	0.245
EBR	1	1600	117	117	117	117	0.073	0.073	0.073	0.073
WBL	1	1600	115	115	115	115	0.072	0.072	0.072	0.072
WBT	3	4800	895	895	2049	2049	0.186 *	0.186 *	0.427 *	0.427 *
WBR	1	1600	35	51	44	60	0.022	0.032	0.028	0.038
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.44	0.45	0.69	0.70
					SCENARIO LEVEL OF SERVICE:		A	A	B	B

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 10 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *SOLAR DRIVE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	28	37	108	70	13	21	126	540	55	300	573	171
(B) PROJECT-ADDED:	0	0	0	2	0	0	0	21	0	0	6	2
(C) CUMULATIVE:	28	37	108	72	13	21	126	1870	55	300	911	173

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T R	L TR	L TT TR	L TT TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	28	28	28	28	0.018	0.018	0.018	0.018
NBT	1	1600	37	37	37	37	0.023	0.023	0.023	0.023
NBR	1	1600	108	108	108	108	0.068 *	0.068 *	0.068 *	0.068 *
SBL	1	1600	70	72	72	74	0.044 *	0.045 *	0.045 *	0.046 *
SBT	1	1600	13	13	13	13	0.021	0.021	0.021	0.021
SBR	0	0	21	21	21	21	-	-	-	-
EBL	1	1600	126	126	126	126	0.079	0.079	0.079	0.079
EBT	3	4800	540	561	1870	1891	0.124 *	0.128 *	0.401 *	0.405 *
EBR	0	0	55	55	55	55	-	-	-	-
WBL	1	1600	300	300	300	300	0.188 *	0.188 *	0.188 *	0.188 *
WBT	3	4800	573	579	911	917	0.155	0.157	0.226	0.228
WBR	0	0	171	173	173	175	-	-	-	-
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.42	0.43	0.70	0.71
					SCENARIO LEVEL OF SERVICE:		A	A	B	C

NOTES:

Printed: 10/12/22

#22068 - LOCKWOOD APARTMENTS PROJECT REF: 10 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *SEPTEMBER 14, 2022*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *SOLAR DRIVE*

E/W STREET: *GONZALEZ ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	64	17	246	133	36	82	110	727	59	193	741	94
(B) PROJECT-ADDED:	0	0	0	2	0	0	0	10	0	0	16	3
(C) CUMULATIVE:	64	17	246	135	36	82	110	1372	59	193	1899	97

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T R	L TR	L TT TR	L TT TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	64	64	64	64	0.040	0.040	0.040	0.040
NBT	1	1600	17	17	17	17	0.011	0.011	0.011	0.011
NBR	1	1600	246	246	246	246	0.154 *	0.154 *	0.154 *	0.154 *
SBL	1	1600	133	135	135	137	0.083 *	0.084 *	0.084 *	0.086 *
SBT	1	1600	36	36	36	36	0.074	0.074	0.074	0.074
SBR	0	0	82	82	82	82	-	-	-	-
EBL	1	1600	110	110	110	110	0.069 *	0.069 *	0.069 *	0.069 *
EBT	3	4800	727	737	1372	1382	0.164	0.166	0.298	0.300
EBR	0	0	59	59	59	59	-	-	-	-
WBL	1	1600	193	193	193	193	0.121	0.121	0.121	0.121
WBT	3	4800	741	757	1899	1915	0.174 *	0.178 *	0.416 *	0.420 *
WBR	0	0	94	97	97	100	-	-	-	-
					LOST TIME:		0.00	0.00	0.00	0.00
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.48	0.49	0.72	0.73
					SCENARIO LEVEL OF SERVICE:		A	A	C	C

NOTES:

Printed: 10/12/22

CALIFORNIA GOVERNMENT CODE SECTION 65915 (p)(1)

State of California

GOVERNMENT CODE

Section 65915

65915. (a) (1) When an applicant seeks a density bonus for a housing development within, or for the donation of land for housing within, the jurisdiction of a city, county, or city and county, that local government shall comply with this section. A city, county, or city and county shall adopt an ordinance that specifies how compliance with this section will be implemented. Except as otherwise provided in subdivision (s), failure to adopt an ordinance shall not relieve a city, county, or city and county from complying with this section.

(2) A local government shall not condition the submission, review, or approval of an application pursuant to this chapter on the preparation of an additional report or study that is not otherwise required by state law, including this section. This subdivision does not prohibit a local government from requiring an applicant to provide reasonable documentation to establish eligibility for a requested density bonus, incentives or concessions, as described in subdivision (d), waivers or reductions of development standards, as described in subdivision (e), and parking ratios, as described in subdivision (p).

(3) In order to provide for the expeditious processing of a density bonus application, the local government shall do all of the following:

(A) Adopt procedures and timelines for processing a density bonus application.

(B) Provide a list of all documents and information required to be submitted with the density bonus application in order for the density bonus application to be deemed complete. This list shall be consistent with this chapter.

(C) Notify the applicant for a density bonus whether the application is complete in a manner consistent with the timelines specified in Section 65943.

(D) (i) If the local government notifies the applicant that the application is deemed complete pursuant to subparagraph (C), provide the applicant with a determination as to the following matters:

(I) The amount of density bonus, calculated pursuant to subdivision (f), for which the applicant is eligible.

(II) If the applicant requests a parking ratio pursuant to subdivision (p), the parking ratio for which the applicant is eligible.

(III) If the applicant requests incentives or concessions pursuant to subdivision (d) or waivers or reductions of development standards pursuant to subdivision (e), whether the applicant has provided adequate information for the local government to make a determination as to those incentives, concessions, or waivers or reductions of development standards.

(6) "Total units" or "total dwelling units" means a calculation of the number of units that:

(A) Excludes a unit added by a density bonus awarded pursuant to this section or any local law granting a greater density bonus.

(B) Includes a unit designated to satisfy an inclusionary zoning requirement of a city, county, or city and county.

(p) (1) Except as provided in paragraphs (2), (3), and (4), upon the request of the developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of parking for persons with a disability and guests, of a development meeting the criteria of subdivisions (b) and (c), that exceeds the following ratios:

(A) Zero to one bedroom: one onsite parking space.

(B) Two to three bedrooms: one and one-half onsite parking spaces.

(C) Four and more bedrooms: two and one-half parking spaces.

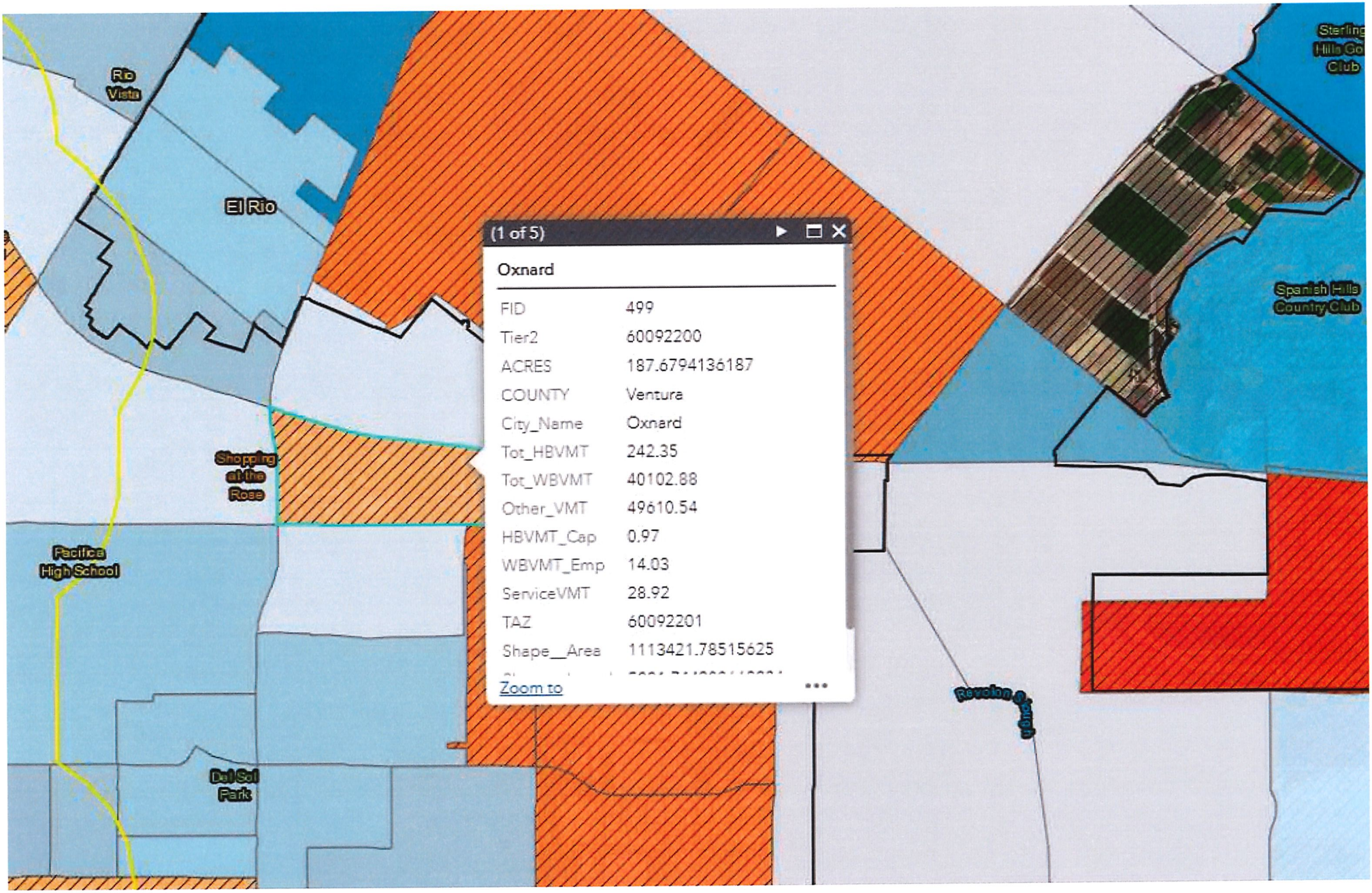
(2) (A) Notwithstanding paragraph (1), if a development includes at least 20 percent low-income units for housing developments meeting the criteria of subparagraph (A) of paragraph (1) of subdivision (b) or at least 11 percent very low income units for housing developments meeting the criteria of subparagraph (B) of paragraph (1) of subdivision (b), is located within one-half mile of a major transit stop, and there is unobstructed access to the major transit stop from the development, then, upon the request of the developer, a city, county, or city and county shall not impose a vehicular parking ratio, inclusive of parking for persons with a disability and guests, that exceeds 0.5 spaces per unit. Notwithstanding paragraph (1), if a development includes at least 40 percent moderate-income units for housing developments meeting the criteria of subparagraph (D) of paragraph (1) of subdivision (b), is located within one-half mile of a major transit stop, as defined in subdivision (b) of Section 21155 of the Public Resources Code, and the residents of the development have unobstructed access to the major transit stop from the development then, upon the request of the developer, a city, county, or city and county shall not impose a vehicular parking ratio, inclusive of parking for persons with a disability and guests, that exceeds 0.5 spaces per bedroom.

(B) For purposes of this subdivision, "unobstructed access to the major transit stop" means a resident is able to access the major transit stop without encountering natural or constructed impediments. For purposes of this subparagraph, "natural or constructed impediments" includes, but is not limited to, freeways, rivers, mountains, and bodies of water, but does not include residential structures, shopping centers, parking lots, or rails used for transit.

(3) Notwithstanding paragraph (1), if a development consists solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families, as provided in Section 50052.5 of the Health and Safety Code, then, upon the request of the developer, a city, county, or city and county shall not impose vehicular parking standards if the development meets either of the following criteria:

(A) The development is located within one-half mile of a major transit stop and there is unobstructed access to the major transit stop from the development.

VENTURA COUNTY TRANSPORTATION COMMISSION TRAVEL DEMAND MODEL TAZ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Sterling Hills Golf Club
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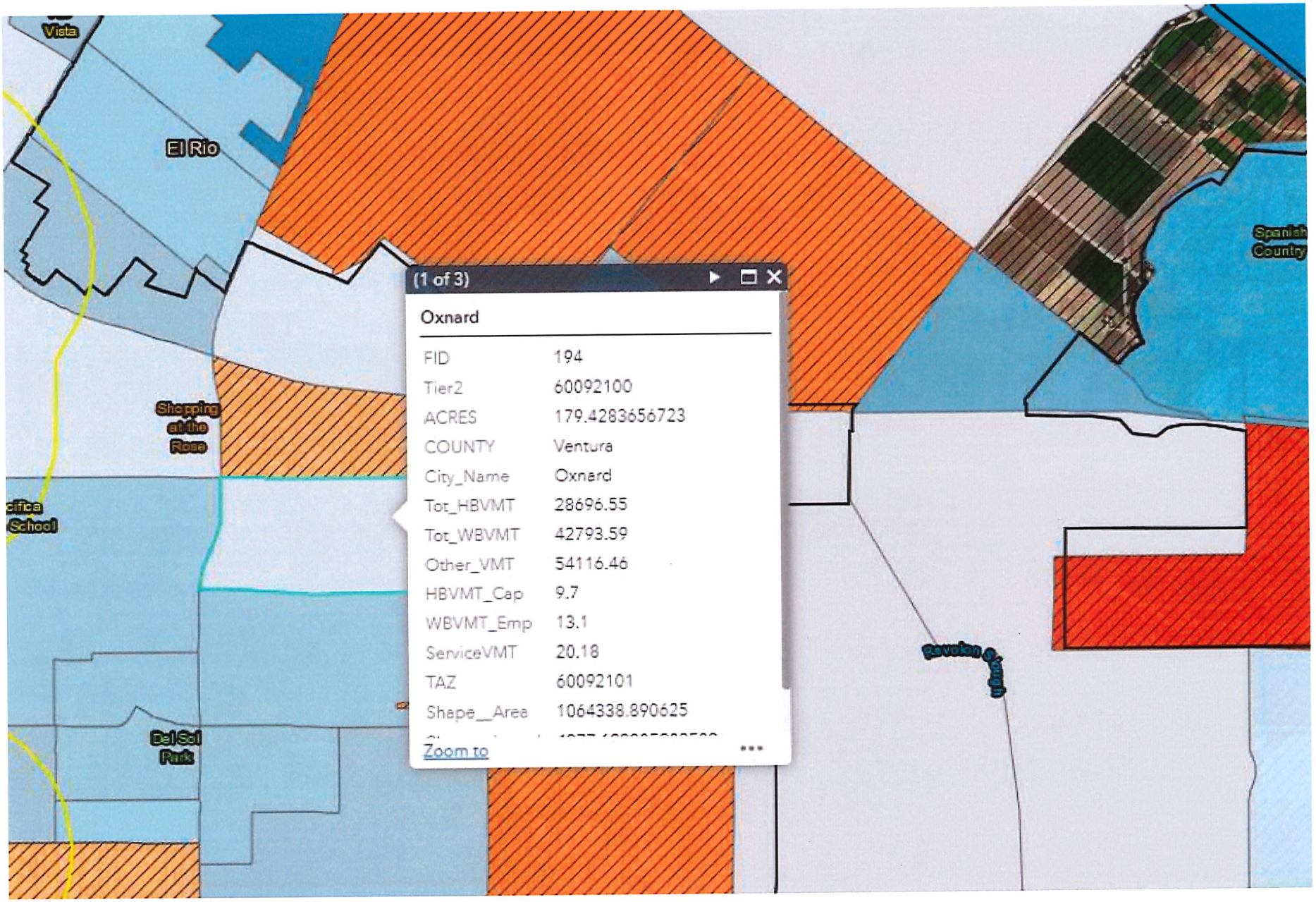
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School
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