

**Appendix 10b Existing + Project Traffic Conditions  
[New]**



**TABLE 1**

**INTERSECTION ANALYSIS FOR EXISTING WEEKDAY CONDITIONS**

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												CRITICAL VOL/CAPACITY <sup>2</sup>		LEVEL OF SERVICE		
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM	
		L	T	R	L	T	R	L	T	R	L	T	R					
Goldenwest St. (NS) at:																		
• Slater Av. (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.804	0.830	D	D	
• Talbert Av. (EW)	TS	0	3	1	1	3	0	0	0	0	2	0	1	0.322	0.453	A	A	
• Ellis Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.397	0.539	A	A	

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement; > = Right Turn Overlap Phase; >> = Free Right Turn

<sup>2</sup> Critical volume/capacity ratio and level of service are calculated using the following analysis software: Traffix, Version 7.8 R5 (2007). Per the City of Huntington Beach standard, critical volume/capacity ratio and level of service are determined using the Intersection Capacity Utilization method for intersections with traffic signal control.

<sup>3</sup> TS = Traffic Signal

**TABLE 2**

**INTERSECTION ANALYSIS FOR EXISTING WEEKEND CONDITIONS**

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												CRITICAL VOL/CAPACITY <sup>2</sup>	LEVEL OF SERVICE		
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND					SATURDAY	SATURDAY
		L	T	R	L	T	R	L	T	R	L	T	R				
Goldenwest St. (NS) at:																	
• Slater Av. (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.561	A		
• Talbert Av. (EW)	TS	0	3	1	1	3	0	0	0	0	2	0	1	0.352	A		
• Ellis Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.386	A		

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement; > = Right Turn Overlap Phase; >> = Free Right Turn

<sup>2</sup> Critical volume/capacity ratio and level of service are calculated using the following analysis software: Traffix, Version 7.8 R5 (2007). Per the City of Huntington Beach standard, critical volume/capacity ratio and level of service are determined using the Intersection Capacity Utilization method for intersections with traffic signal control.

<sup>3</sup> TS = Traffic Signal

**TABLE 3**

**INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT (E+P)  
WEEKDAY CONDITIONS**

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												CRITICAL VOL/ CAPACITY <sup>2</sup>		LEVEL OF SERVICE		
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM	
		L	T	R	L	T	R	L	T	R	L	T	R					
Goldenwest St. (NS) at:																		
• Slater Av. (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.829	0.839	D	D	
• Talbert Av. (EW)	TS	1	3	1	1	3	0	1	1	0	1	1	1	0.458	0.538	A	A	
• Ellis Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.446	0.556	A	A	

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement; > = Right Turn Overlap Phase; >> = Free Right Turn

<sup>2</sup> Critical volume/capacity ratio and level of service are calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the City of Huntington Beach standard, critical volume/capacity ratio and level of service are determined using the Intersection Capacity Utilization method for intersections with traffic signal control.

<sup>3</sup> TS = Traffic Signal

**TABLE 4**

**INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT (E+P)  
WEEKEND CONDITIONS**

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												CRITICAL VOL/ CAPACITY <sup>2</sup>	LEVEL OF SERVICE		
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND					SATURDAY	SATURDAY
		L	T	R	L	T	R	L	T	R	L	T	R				
Goldenwest St. (NS) at:																	
• Slater Av. (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.577	A		
• Talbert Av. (EW)	TS	1	3	1	1	3	0	1	1	0	1	1	1	0.466	A		
• Ellis Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.413	A		

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement; > = Right Turn Overlap Phase; >> = Free Right Turn

<sup>2</sup> Critical volume/capacity ratio and level of service are calculated using the following analysis software: Traffix, Version 8.0 R1 (2008). Per the City of Huntington Beach standard, critical volume/capacity ratio and level of service are determined using the Intersection Capacity Utilization method for intersections with traffic signal control.

<sup>3</sup> TS = Traffic Signal

**TABLE5**

**EXISTING PLUS PROJECT CONDITIONS  
WEEKDAY CONDITIONS  
POTENTIAL SIGNIFICANT IMPACT ANALYSIS SUMMARY**

INTERSECTION	PEAK HOUR	ANALYSIS METHODOLOGY	(1) Existing	(2) Existing Plus Project	(3) Change in ICU (Column 2) minus (Column 1)	(4) Project Impact? <sup>1</sup>
Goldenwest Street (NS) at Slater Avenue (EW)	AM	ICU	0.804	0.829	0.025	<b>NO - LOS A</b>
		LOS	D	D		
	PM	ICU	0.830	0.839	0.009	<b>NO - LOS A</b>
		LOS	D	D		
Goldenwest Street (NS) at Talbert Avenue (EW)	AM	ICU	0.322	0.458	0.136	<b>NO - LOS A</b>
		LOS	A	A		
	PM	ICU	0.453	0.538	0.085	<b>NO - LOS A</b>
		LOS	A	A		
Goldenwest Street (NS) at Ellis Avenue (EW)	AM	ICU	0.397	0.446	0.049	<b>NO - LOS A</b>
		LOS	A	A		
	PM	ICU	0.539	0.556	0.017	<b>NO - LOS A</b>
		LOS	A	A		

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1 A project impact is identified if the resulting Level of Service (LOS) **With the Project** is LOS "E" or LOS "F" and the ICU value changes by 0.01 or more (in comparison to the baseline condition).

**TABLE5**

**EXISTING PLUS PROJECT CONDITIONS  
WEEKDAY CONDITIONS  
POTENTIAL SIGNIFICANT IMPACT ANALYSIS SUMMARY**

INTERSECTION	PEAK HOUR	ANALYSIS METHODOLOGY	(1) Existing	(2) Existing Plus Project	(3) Change in ICU (Column 2) minus (Column 1)	(4) Project Impact? <sup>1</sup>
Goldenwest Street (NS) at Slater Avenue (EW)	AM	ICU	0.804	0.829	0.025	<b>NO - LOS D</b>
		LOS	D	D		
	PM	ICU	0.830	0.839	0.009	<b>NO - LOS D</b>
		LOS	D	D		
Goldenwest Street (NS) at Talbert Avenue (EW)	AM	ICU	0.322	0.458	0.136	<b>NO - LOS A</b>
		LOS	A	A		
	PM	ICU	0.453	0.538	0.085	<b>NO - LOS A</b>
		LOS	A	A		
Goldenwest Street (NS) at Ellis Avenue (EW)	AM	ICU	0.397	0.446	0.049	<b>NO - LOS A</b>
		LOS	A	A		
	PM	ICU	0.539	0.556	0.017	<b>NO - LOS A</b>
		LOS	A	A		

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1 A project impact is identified if the resulting Level of Service (LOS) **With the Project** is LOS "E" or LOS "F" and the ICU value changes by 0.01 or more (in comparison to the baseline condition).

**TABLE6**

**EXISTING PLUS PROJECT CONDITIONS  
WEEKEND CONDITIONS  
POTENTIAL SIGNIFICANT IMPACT ANALYSIS SUMMARY**

INTERSECTION	ANALYSIS METHODOLOGY	SATURDAY		(3) Change in ICU (Column 2) minus (Column 1)	(4) Project Impact?
		(1) Existing	(2) Existing Plus Project		
Goldenwest Street (NS) at Slater Avenue (EW)	ICU	0.561	0.577	0.016	<b>NO - LOS A</b>
	LOS	A	A		
Goldenwest Street (NS) at Talbert Avenue (EW)	ICU	0.352	0.466	0.114	<b>NO - LOS A</b>
	LOS	A	A		
Goldenwest Street (NS) at Ellis Avenue (EW)	ICU	0.386	0.413	0.027	<b>NO - LOS A</b>
	LOS	A	A		

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1 A project impact is identified if the resulting Level of Service (LOS) **With the Project** is LOS "E" or LOS "F" and the ICU value changes by 0.01 or more (in comparison to the baseline condition).

