Appendix 10 Traffic Report

URBAN
CROSSROADS

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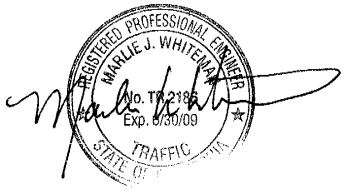

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HUNTINGTON BEACH SENIOR CENTER PROJECT
TRAFFIC IMPACT ANALYSIS (REVISED)
CITY OF HUNTINGTON BEACH, CALIFORNIA

September 12, 2007 (Revised)
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HUNTINGTON BEACH SENIOR CENTER PROJECT
TRAFFIC IMPACT ANALYSIS (REVISED)
CITY OF HUNTINGTON BEACH, CALIFORNIA

ES EXECUTIVE SUMMARY

A. Principal Findings

Required Level of Service (LOS): LOS "D" is considered acceptable by City of Huntington Beach standards. No study area intersections experience deficient operations for existing conditions.

Level of Service for Near Term Without Proposed Development: The intersection of Goldenwest Street at Slater Avenue is the only intersection projected to experience deficient operations under near term without proposed development conditions.

Level of Service for Near Term With Proposed Development: The intersection of Goldenwest Street at Slater Avenue is the only intersection projected to experience deficient operations under near term with proposed development conditions. The project contributes more than 0.01 change in Intersection Capacity Utilization, and therefore significantly impacts the intersection.

B. Conclusions

The proposed senior center is projected to generate a total of approximately 3,395 trip-ends per day on a weekday. On a typical Saturday, the project is projected to generate a total of 1,577 trip-ends per day.

For near term (2012) with project conditions, an additional northbound through lane at the intersection of Goldenwest Street at Slater Avenue, consistent with the City General Plan, is recommended to achieve Level of Service "D" conditions. Implementation will not necessitate street widening, however restriping and removal of existing parking will be necessary.

C. Recommendations

The following on-site improvements are recommended as part of the project:

- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at each project access should be reviewed with respect to standard Caltrans and City of Huntington Beach sight distance standards at the time of preparation of final grading, landscape and street improvement plans.
- The traffic signal at the intersection of Goldenwest Street and Talbert Avenue should be modified to accommodate the new west leg of the intersection (the project driveway).

1.0 INTRODUCTION AND SUMMARY

This report summarizes the traffic analysis performed to evaluate the potential impacts of the Huntington Beach Senior Center Project development on the roadway system in the study area. The analysis of potential impacts is accomplished through the analysis of existing conditions in the study area in conjunction with an evaluation of future study area conditions for without project (near term 2012) and with the proposed Huntington Beach Senior Center Project development (near term 2012) conditions.

The primary purpose of this analysis is to identify the improvements that are needed to provide acceptable traffic operations in conjunction with existing traffic, other cumulative development, and the proposed project, along with ambient background traffic growth on the existing street network. A mechanism, such as conditions of approval on the project, is required to ensure that the needed near term improvements are in place prior to full occupancy of the project. Otherwise, a potentially significant impact may occur.

This first chapter of the report briefly describes the project and study area. Analysis methodologies are presented, including a description of special issues analysis methodologies. Criteria for establishing the standards defining acceptable traffic operations and significant project impacts are also identified in this chapter of the report.

A. Site Location and Study Area

The study area is bounded by Slater Avenue on the north and Ellis Avenue to the south. Regional access to the study area is provided by Goldenwest Street, as it extends northerly to connect with the I-405 Freeway and southerly to connect with Pacific Coast Highway.

Exhibit 2-A graphically depicts the study area and intersection analysis locations. The intersection analysis locations have been selected through consultation with City of Huntington Beach staff.

B. Development Description

The proposed development in the City of Huntington Beach is generally located in Huntington Beach Central Park, just west of the intersection of Goldenwest Street at Talbert Avenue. The proposed land use includes a 45,000 square foot senior center.

C. Trip Generation

Trip generation represents the amount of traffic attracted to and produced by a development. Traffic generation for the project site will be presented in Chapter 2 of this report, and uses actual data collected at a similar existing senior center. Land use surrounding the project represents 2012 conditions for near term (full project occupancy) analysis.

D. Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, shopping, and recreational opportunities and the proximity to the regional freeway system.

E. Modal Split

Trip generation based on an existing senior center inherently includes the special public transportation available to senior citizens interacting with the senior center. The traffic reducing potential of more extensive public transit has not been considered in this report. Essentially the traffic projections may be "conservative" in that more intensive public transit might be able to reduce the traffic volumes.

F. Trip Assignment

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, and proposed arterial highway and local street system.

G. Intersection Analysis

Intersection Capacity Utilization (ICU) analysis has been performed at all signalized study area intersections. ICU values are used to determine levels of service at study area intersection locations and provide a means to quantitatively estimate incremental traffic impacts. To calculate the ICU value for an intersection, the volume of traffic using the intersection is compared with the capacity of the intersection. The ICU is usually expressed as a decimal percent (e.g., 0.86). The decimal percent represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The ICU based Level of Service is defined below:

LEVEL OF SERVICE	INTERSECTION CAPACITY UTILIZATION (ICU) VALUE
A	0 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	> 1.00

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

The definitions of level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control.

H. Definition of Deficiency and Significant Impact

Acceptable Level of Service (LOS) is LOS "D" as defined by City of Huntington Beach Traffic Study Guidelines (1996). Additionally, an intersection is impacted if the LOS is "E" or LOS "F" and the ICU value changes by 0.01 or more.

Cumulative traffic impact consists of individual effects which are created as a result of a combination of the proposed project together with other past, present, and probable future developments compounding to the overall traffic impacts. If a project is required to implement measures designed to alleviate the potential cumulative impact, it's impact is resolved. In the case of fair share contributions, a mechanism for implementation of the identified mitigation must also be demonstrated.

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2.0 PROJECT DESCRIPTION

This section describes the project land uses and traffic characteristics. The selection of intersection analysis locations is also documented in this section.

A. Project Description

The project site is generally located just west of the intersection of Goldenwest Street at Talbert Avenue in the City of Huntington Beach as shown on Exhibit 2-A. Intersection analysis locations have been selected in coordination with City staff, and are also included on Exhibit 2-A. The project site is proposed to be developed as a 45,000 square foot senior center. The building will be used for a variety of recreational programs and activities serving senior citizens. When recreational and social service programs are not utilizing the various rooms in the center, the rooms could be used for public meetings or receptions.

The site plan is shown on Exhibit 2-B. Traffic from the development will take access from the driveway on Goldenwest Street (the west leg of the intersection of Goldenwest Street at Talbert Avenue).

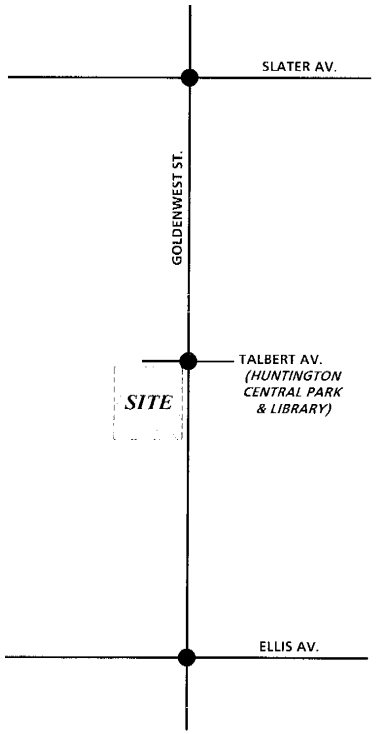
B. Project Traffic

The traffic related to the project has been calculated in accordance with the following accepted procedural steps:

- Trip Generation
- Trip Distribution
- Traffic Assignment

EXHIBIT 2-A

LOCATION MAP AND INTERSECTION ANALYSIS LOCATIONS



LEGEND:

● = INTERSECTION ANALYSIS LOCATION

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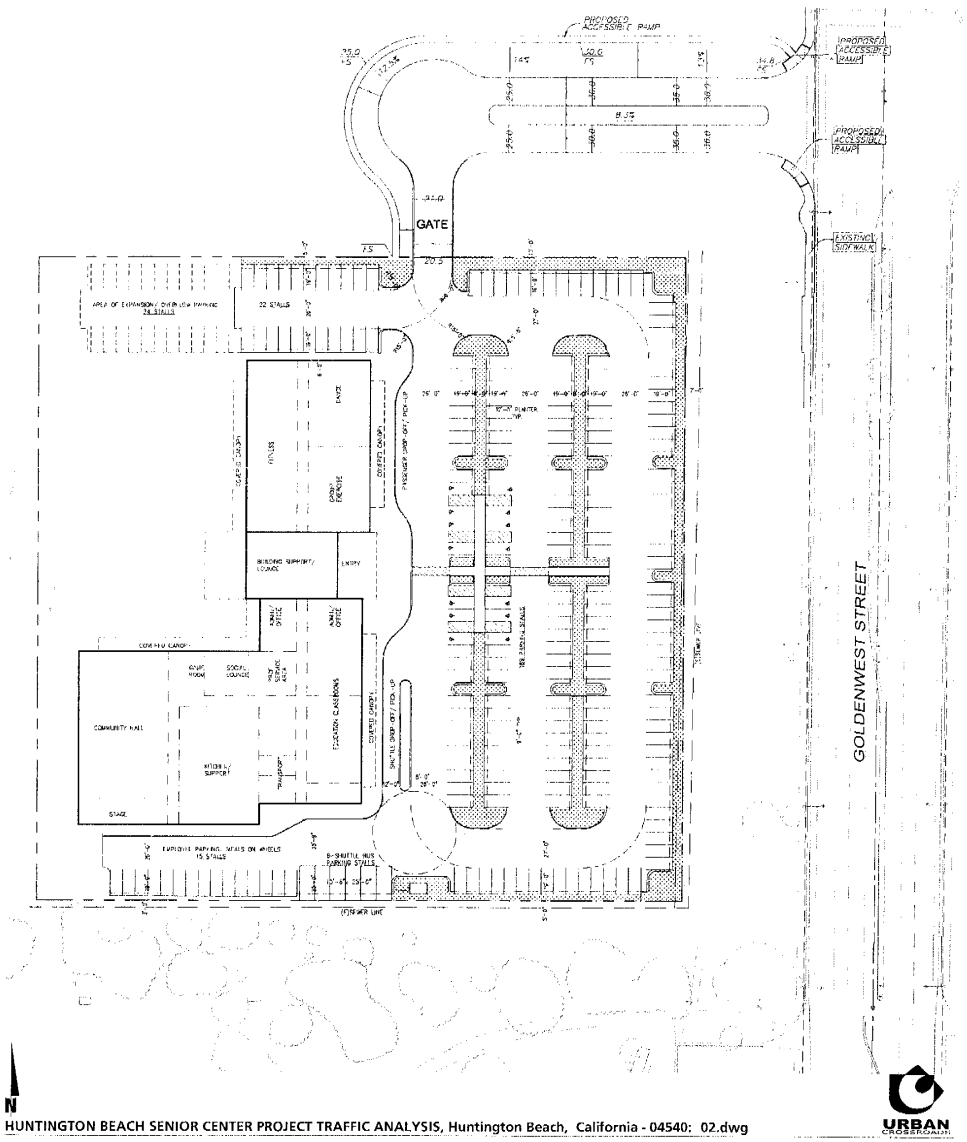
EXHIBIT 2-B

SITE PLAN



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These steps are described in detail below:

1. Project Trip Generation

Because of the unique nature of a senior center, count data was collected at a similar facility in a nearby community. The Oasis Senior Center in Newport Beach was selected for a variety of reasons

- It is also located in a southern California beach community.
- Events at the Oasis Senior Center are comparable to the expected events at the new Huntington Beach Senior Center (including outside group meetings and major events such as weddings and fundraisers).
- The Oasis Senior Center is currently undergoing redesign, as it is near capacity, which provides a reasonable worst case when used as the basis for trip generation at the future Huntington Beach Senior Center.

Peak hour trip rates have been calculated based on count data collected during high traffic times at the Oasis Senior Center. Appendix "A" contains the actual count data used to determine trip generation rates. Oasis Senior Center staff was contacted to determine an appropriately conservative time for data collection. The weekday peak hour data was collected on a day that an exercise class of 100 attendees overlaps with an outside group meeting and a bus excursion in the AM peak hour. The AM peak hour begins at 8 AM, and is characterized by a larger outbound volume than inbound, as the earlier (larger) meeting exits the Senior Center. This travel pattern is related to pre-business day meetings that use this type of facility. In the PM peak hour, the senior center is not very active. The weekend data was collected for a meeting with 100 or more attendees.

TABLE 2-1

WEEKDAY TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK HOUR						DAILY[3]
		AM			PM			
		IN	OUT	TOTAL	IN	OUT	TOTAL	
Senior Center	TSF	1.33	6.09	7.42	0.89	2.44	3.33	75.45

SATURDAY TRIP GENERATION RATES[1]

	UNITS[2]	MID-DAY PEAK HOUR			DAILY[3]
		IN	OUT	TOTAL	
Senior Center -Saturday	TSF	0.4	4.53	4.93	35.05

[1] Source: Oasis Senior Center Count Data

[2] TSF = thousand square feet

[3] Daily rates based on Institute of Transportation Engineers (ITE) peak to daily relationships for Community Centers.

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Peak hour trip rates have been calculated from the count data and the size of the center studied (22,500 square feet). The calculations are also included in Appendix "A". Daily trip rates have been factored from the community center trip rate from the Institute of Transportation Engineers (ITE) informational report Trip Generation (7th Edition, 2003). The resulting trip generation rates are included on Table 2-1.

Table 2-2 summarizes the projected trip generation for the proposed senior center development. The proposed development is projected to generate a total of approximately 3,395 trip-ends per day on a typical weekday. On a typical weekend, the project is projected to generate a total of 1,577 trip-ends per day.

2. Project Trip Distribution

The trip distribution and assignment process represents the directional orientation of traffic to and from the project site. Trip distribution is influenced by existing travel patterns, the geographic location of the site, the location of residential areas (including senior housing), commercial and recreational opportunities, and the proximity of the regional freeway system. The anticipated project trip distribution has been developed based on these factors. The project trip distribution is shown on Exhibit 2-C. The distribution has been reviewed and approved by City staff. As shown on Exhibit 2-C, 35% of the project traffic is expected to travel to/from the east, 20% will travel to/from the west and south, and 25% will travel to/from the north.

3. Project Traffic

Near term project only daily traffic volumes are shown on Exhibits 2-D and 2-E for weekday and weekend conditions, respectively. Roadways carrying the highest project traffic volumes on a typical weekday include

TABLE 2-2

WEEKDAY TRIP GENERATION SUMMARY

LAND USE	QUANTITY	UNITS[2]	PEAK HOUR						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Senior Center	45.0	TSF	60	274	334	40	110	150	3,395

SATURDAY TRIP GENERATION SUMMARY

	QUANTITY	UNITS	MID-DAY PEAK HOUR			DAILY
			IN	OUT	TOTAL	
Senior Center -Saturday	45.0	TSF	18	204	222	1,577

1 Source: Oasis Senior Center Count Data

2 TSF = Thousand Square Feet

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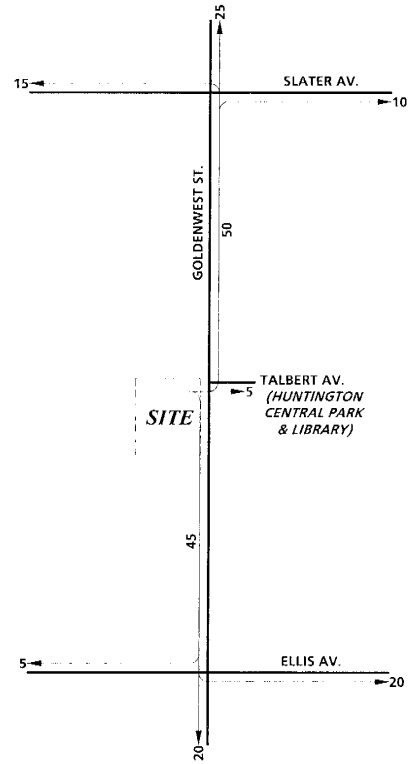
EXHIBIT 2-C

PROJECT TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT

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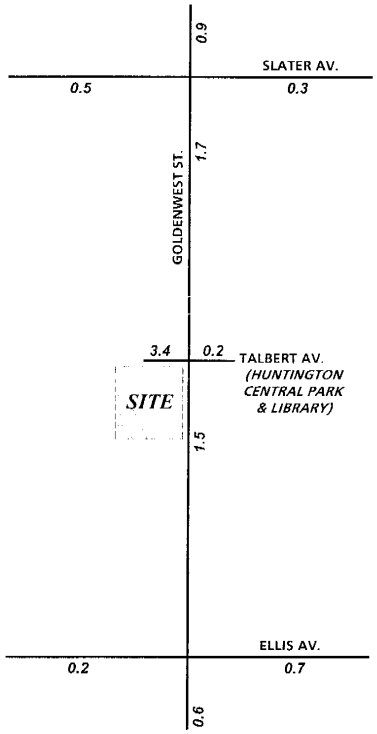
EXHIBIT 2-D

INTERIM YEAR PROJECT ONLY
AVERAGE DAILY TRAFFIC (ADT) - WEEKDAY



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

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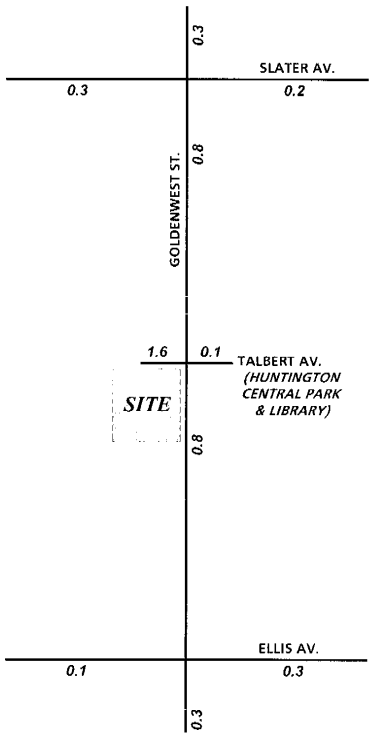
EXHIBIT 2-E

INTERIM YEAR PROJECT ONLY
AVERAGE DAILY TRAFFIC (ADT) - SATURDAY



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

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Goldenwest Avenue (north and south of Talbert Avenue) and the project access west of Goldenwest Avenue (each with more than 1,000 vehicles per day for some segments). On a typical weekend, these facilities also carry the most traffic, with approximately 1,600 vehicles per day using the project access. Near term project only peak hour turning movement volumes are included on Exhibits 2-F and 2-G for weekday AM and PM peak hour conditions and Exhibit 2-H for mid-day weekend conditions.

EXHIBIT 2-F

WEEKDAY PROJECT ONLY AM PEAK HOUR INTERSECTION VOLUMES

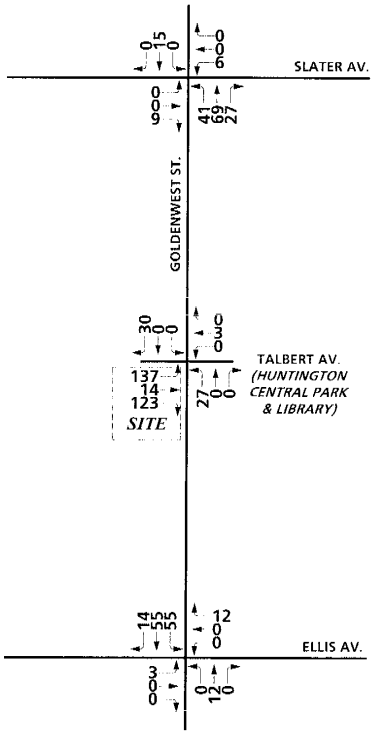

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EXHIBIT 2-G

WEEKDAY PROJECT ONLY
PM PEAK HOUR INTERSECTION VOLUMES

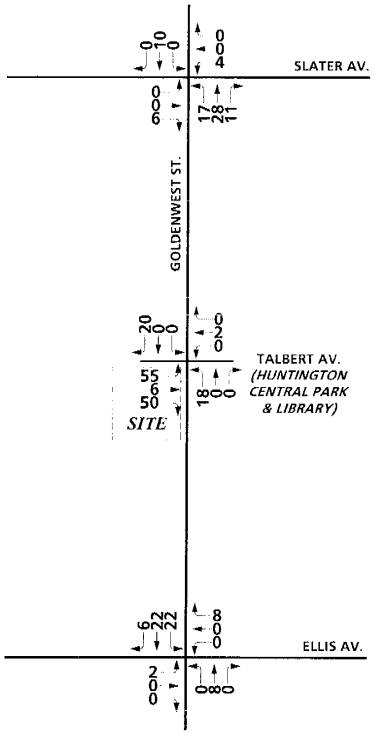

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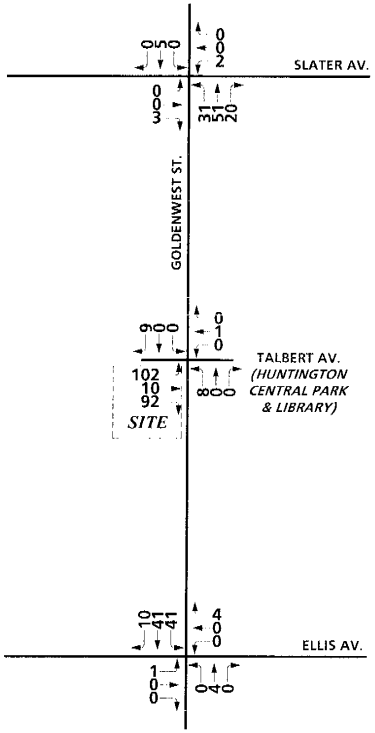
EXHIBIT 2-H

WEEKEND PROJECT ONLY
MID-DAY PEAK HOUR INTERSECTION VOLUMES



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3.0 AREA CONDITIONS

This chapter of the report describes existing conditions and planned future area improvements without the proposed project.

A. Site Accessibility

1. Area Roadway System

Exhibit 3-A identifies the existing through lanes for study area roadways and intersection controls and lane configurations at existing intersection analysis locations.

Exhibit 3-B shows the City of Huntington Beach Currently Adopted General Plan Circulation Plan. Exhibit 3-C illustrates the City of Huntington Beach typical roadway cross-sections. The Orange County Master Plan of Arterial Highways (MPAH) is shown on Exhibit 3-D.

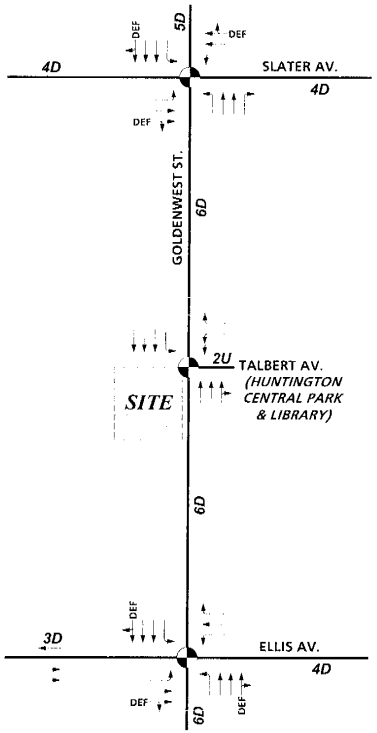
Goldenwest Street is currently a six (6) lane divided north-south roadway in the study area, although north of the intersection with Slater Avenue, it is five (5) lanes (3 southbound, 2 northbound). On the currently adopted General Plan, Goldenwest Street is classified as six (6) lane divided Major arterial street south of Talbert Avenue and a four (4) lane Primary arterial street north of Talbert Avenue.

Slater Avenue exists as a four (4) lane divided east-west roadway throughout the study area. It is classified as a four (4) lane Secondary arterial street on the adopted General Plan.

Talbert Avenue is a two (2) lane divided roadway providing access to the Huntington Central Park and Library. The west leg of Talbert Avenue will be the project site access. Talbert Avenue is not shown on the City of Huntington Beach Circulation Plan

EXHIBIT 3-A

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



LEGEND:

- = TRAFFIC SIGNAL
- *4* = NUMBER OF LANES
- *D* = DIVIDED
- *U* = UNDIVIDED
- DEF = DEFACTO RIGHT TURN LANE

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EXHIBIT 3-B

CITY OF HUNTINGTON BEACH
CURRENTLY ADOPTED CIRCULATION PLAN

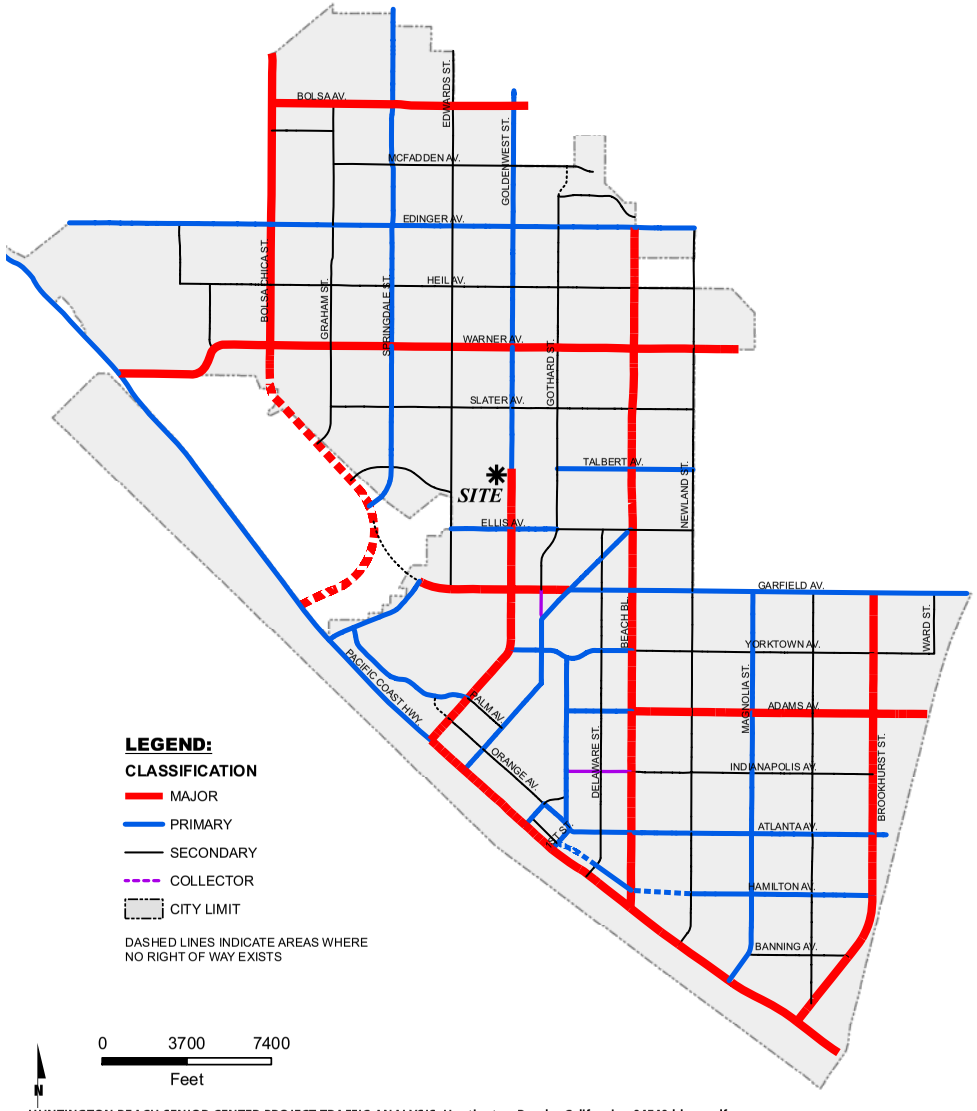

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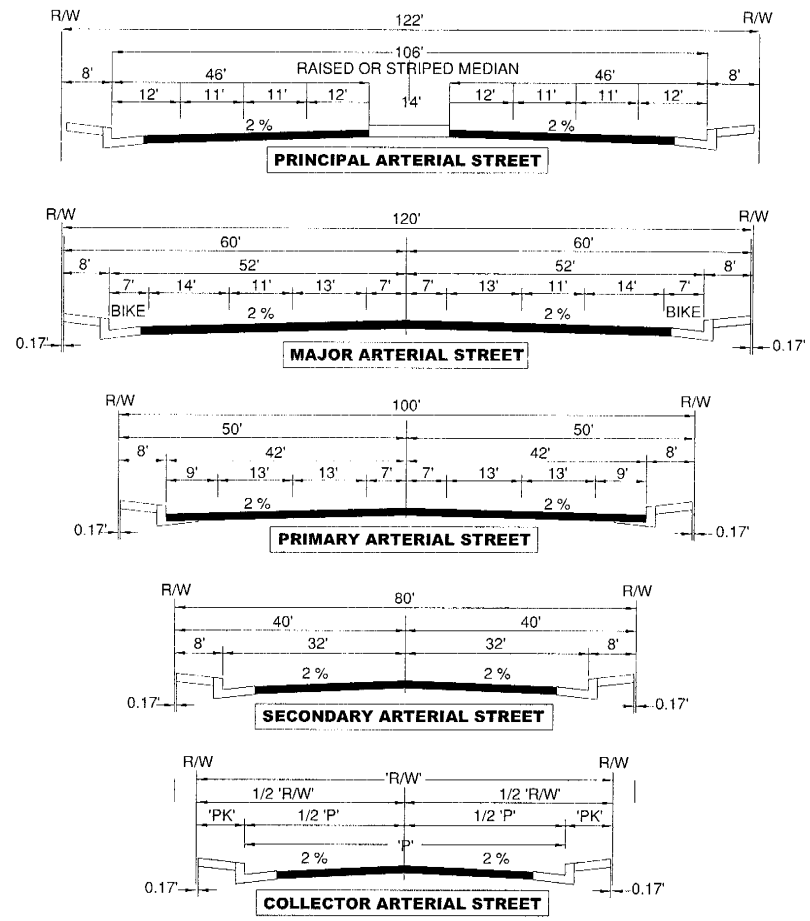
EXHIBIT 3-C

CITY OF HUNTINGTON BEACH
GENERAL PLAN ROADWAY CROSS-SECTIONS

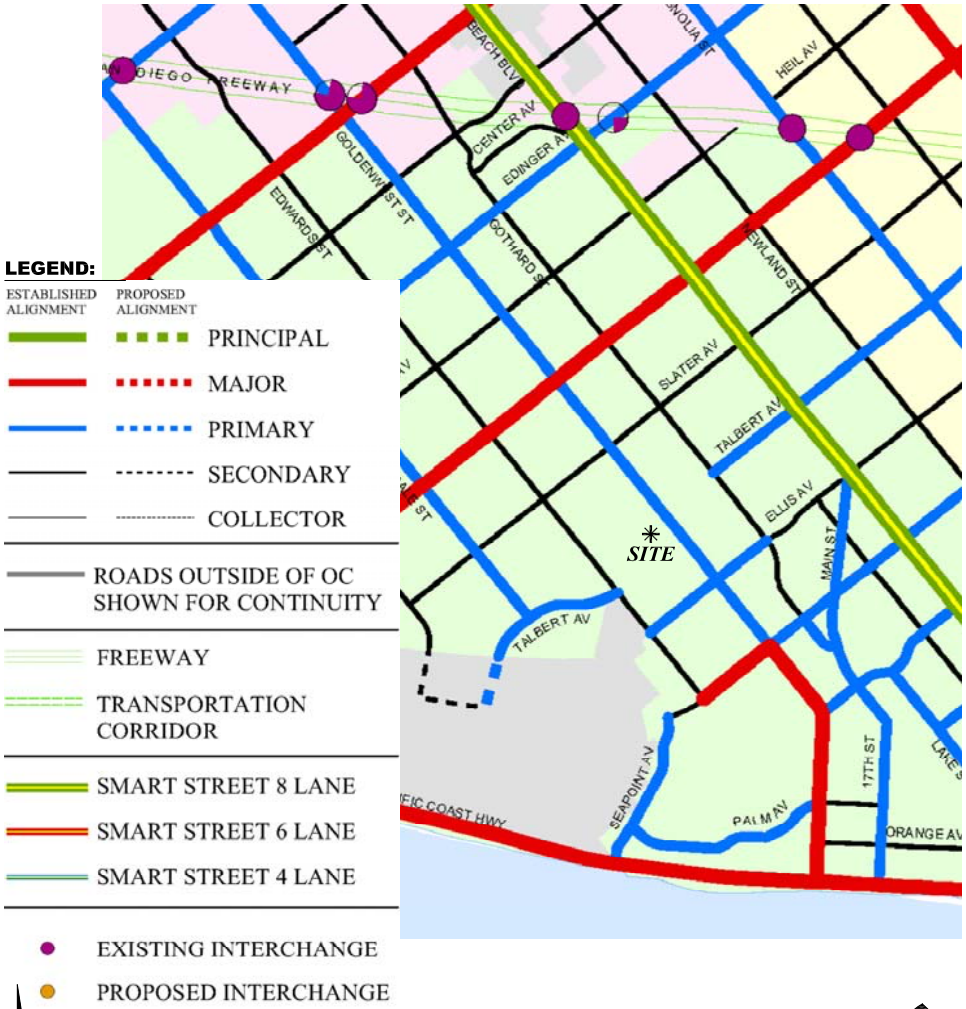


SOURCE: CITY OF HUNTINGTON BEACH

HUNTINGTON BEACH SENIOR CENTER PROJECT TRAFFIC ANALYSIS, Huntington Beach, California - 04540: 33.dwg

EXHIBIT 3-D

ORANGE COUNTY MASTER PLAN OF ARTERIAL HIGHWAYS



SOURCE: OCTA

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URBAN CROSSROADS

Ellis Avenue is currently a four (4) lane divided roadway east of Goldenwest Street. West of Goldenwest Street, Ellis Avenue has one lane westbound and two lanes eastbound. It is classified as a four (4) lane (divided) Primary arterial street in the currently adopted General Plan.

2. Traffic Volumes and Conditions

Existing average daily traffic (ADT) on arterial highways throughout the study area are shown on Exhibit 3-E for weekday conditions and Exhibit 3-F for weekend conditions. Existing ADT volumes are based upon traffic data compiled by Urban Crossroads, Inc. Appendix "B" contains traffic count worksheets for daily traffic counts in the study area. Where daily traffic count data was unavailable, peak hour data has been used to estimate the average daily traffic volumes.

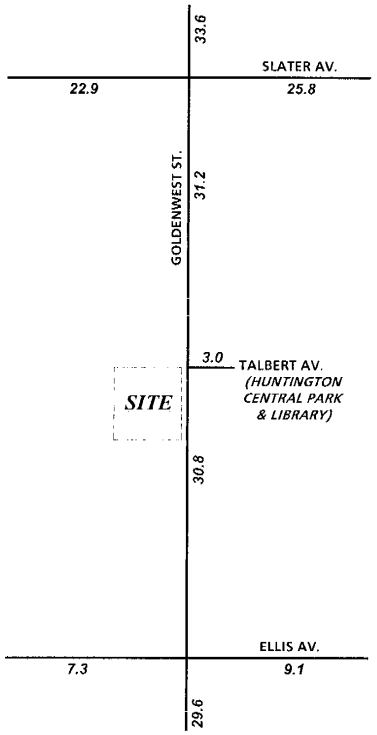
The highest daily traffic volumes in the study area occur at Goldenwest Street, north of Slater Avenue which carries traffic in excess of 33,000 vehicles per day (vpd). Other roadway segments carrying more than 15,000 vpd in the study area include Slater Avenue and the rest of Goldenwest Street. The weekday traffic volumes are generally higher than the weekend traffic volumes.

Appendix "C" contains Urban Crossroads, Inc. analysis of the relationship between the peak hour and daily traffic volume data. The peak hours, when added together, totaled 14.86% of the daily traffic volume for weekday conditions. For weekend conditions, the peak hour was approximately 8.25% of daily.

Existing peak hour traffic operations have been evaluated for the study area intersections. Existing intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts conducted in June, 2007. Exhibit 3-G depicts the weekday AM peak hour traffic volumes

EXHIBIT 3-E

WEEKDAY EXISTING AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

N

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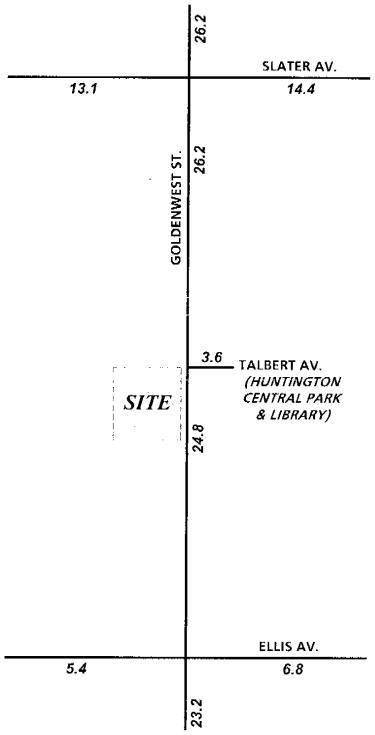
URBAN CROSSROADS

EXHIBIT 3-F

WEEKEND EXISTING AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

N

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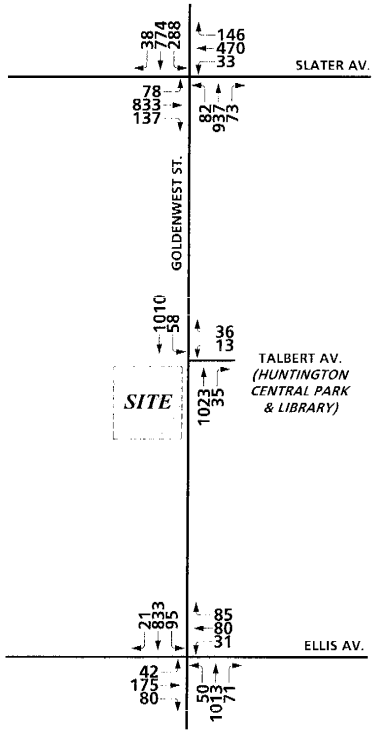
URBAN CROSSROADS

EXHIBIT 3-G

WEEKDAY EXISTING AM PEAK HOUR INTERSECTION VOLUMES



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URBAN

and Exhibit 3-H depicts the weekday PM peak hour traffic volumes. Exhibit 3-I presents the weekend (mid-day) peak hour traffic volumes. Peak hour traffic count worksheets are included in Appendix "D". The results of the existing intersection analysis are summarized in Tables 3-1 (weekday) and 3-2 (for weekend), along with the existing intersection geometrics and traffic control devices at the analysis locations. For existing traffic conditions, all of the study area intersections experience acceptable traffic operations. Existing intersection analysis worksheets are provided in Appendices "E" and "F" for weekday and weekend conditions, respectively.

EXHIBIT 3-H

WEEKDAY EXISTING PM PEAK HOUR INTERSECTION VOLUMES

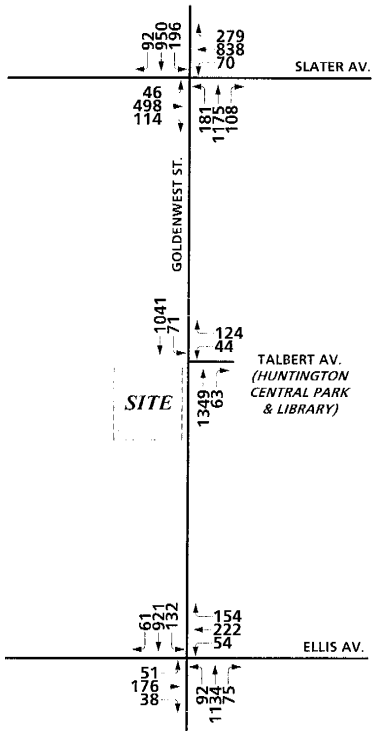

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EXHIBIT 3-I

WEEKEND EXISTING MID-DAY PEAK HOUR INTERSECTION VOLUMES

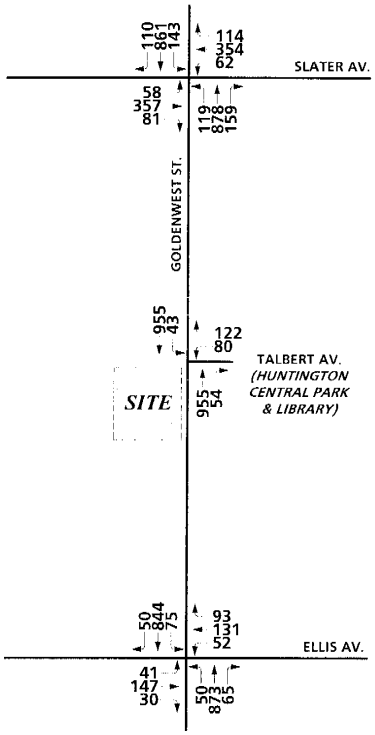

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TABLE 3-1

INTERSECTION ANALYSIS FOR EXISTING WEEKDAY CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												CRITICAL VOL/ CAPACITY[2]		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
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

[1] 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

[2] 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.

[3] TS = Traffic Signal

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TABLE 3-2

INTERSECTION ANALYSIS FOR EXISTING WEEKEND CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												CRITICAL VOL/ CAPACITY[2]	LEVEL OF SERVICE
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	SATURDAY	SATURDAY
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

[1] 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

[2] 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.

[3] TS = Traffic Signal

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4.0 NEAR TERM (2012) CONDITIONS

The near term analysis year for purposes of this study is 2012. It is expected that the project will be fully occupied by 2012. The initial section of this chapter describes background assumptions, and provides descriptions of the near term scenarios analyzed in this study. Subsequent sections describe projected traffic volumes, roadway operations, and the recommended improvements necessary to provide acceptable traffic operations in the study area.

A. Land Use and Trip Generation

Trip generation represents the amount of traffic which is attracted and produced by a development. The traffic generation for this project is based upon the specific land uses planned for the Huntington Beach Senior Center Project. For without project conditions, the site continues to be vacant.

Land use surrounding the site represents existing plus ambient growth plus other development conditions. Ambient growth is included at a rate of two percent (2%) per year. Per discussions with City Staff, other development trip generation is negligible (i.e. the ambient growth rate includes the minimal amount of other development traffic in the study area); other developments included on the list provided by the City were too small or too far away to significantly impact the study area.

B. Background Roadway System Assumptions

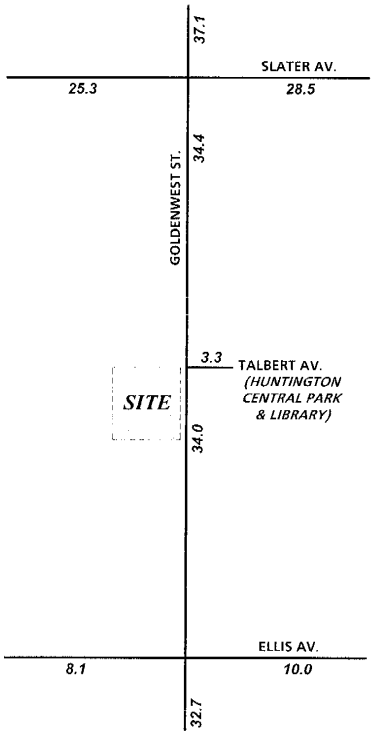
The near term roadway network assumptions are based on existing conditions.

C. Future Traffic Volumes

Near term forecasts have been developed from existing daily traffic volumes. Ambient growth has been added to existing volumes, as shown in Appendix "G". Near term without project daily traffic volumes are shown on Exhibits 4-A and 4-B for weekday and weekend conditions, respectively. The highest study area

EXHIBIT 4-A

WEEKDAY INTERIM YEAR WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

N

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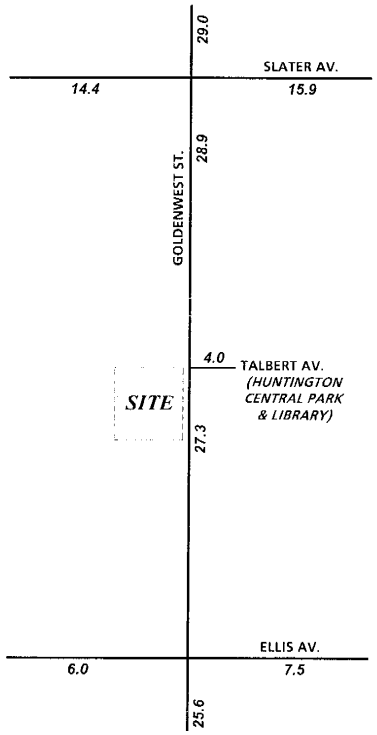
URBAN CROSSROADS

EXHIBIT 4-B

WEEKEND INTERIM YEAR WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

N

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URBAN CROSSROADS

volumes occur on Goldenwest Street, north of Slater Avenue. AM and PM peak hour (weekday) intersection volumes are shown on Exhibits 4-C and 4-D, respectively. Mid-day weekend intersection volumes are shown on Exhibit 4-E.

For near term with project conditions, ambient growth has been added to existing volumes, in addition to project traffic, as shown in Appendix "G" The resulting daily traffic volumes are included on Exhibits 4-F and 4-G for weekday and weekend conditions, respectively. AM and PM peak hour (weekday) intersection volumes are shown on Exhibits 4-H and 4-I, respectively. Mid-day weekend intersection volumes are shown on Exhibit 4-J.

D. Intersection Level of Service

Intersection analysis has been performed for near term conditions without and with the project.

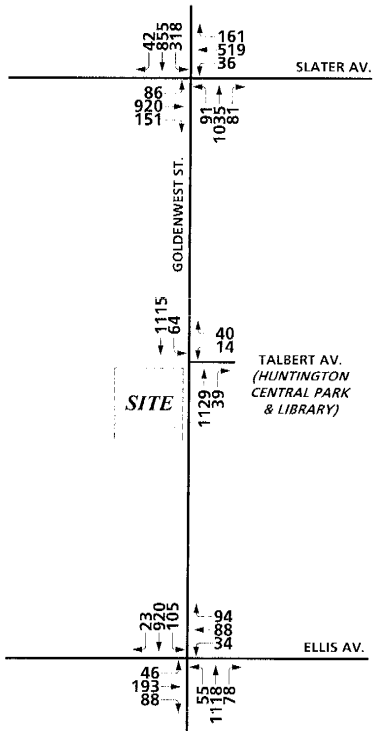
1. Without Project

Near term intersection levels of service for without project conditions are shown in Tables 4-1 and 4-2. Table 4-1 contains intersection capacity utilization analysis for all study area intersections for 2012 Without Project weekday conditions. Appendix "H" contains intersection analysis worksheets for 2012 Without Project (weekday) conditions. All study area intersections except Goldenwest Street at Slater Avenue will experience acceptable levels of service with existing lanes. With improvements consisting of converting the northbound right turn lane to a third northbound through lane, acceptable LOS can be achieved at all study area intersections. This improvement can be implemented within the existing curb-to-curb cross-section.

Table 4-2 contains intersection capacity utilization analysis for all signalized study area intersections for weekend conditions. Appendix "I" contains intersection analysis worksheets for without project (weekday) conditions.

EXHIBIT 4-C

WEEKDAY NEAR TERM (2012) WITHOUT PROJECT AM PEAK HOUR INTERSECTION VOLUMES



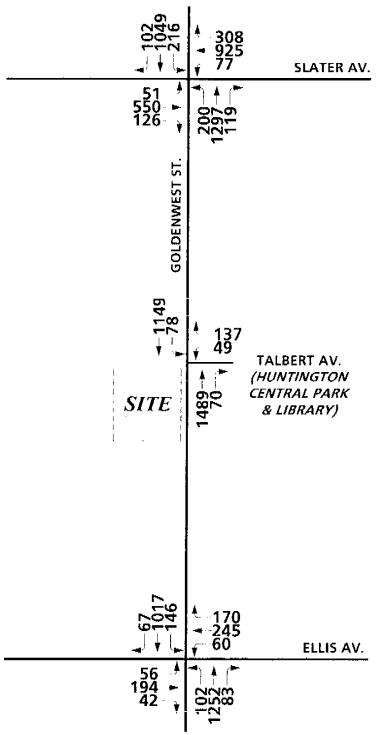
N

HUNTINGTON BEACH SENIOR CENTER PROJECT TRAFFIC ANALYSIS, Huntington Beach, California - 04540: 38.dwg

URBAN CROSSROADS

EXHIBIT 4-D

WEEKDAY NEAR TERM (2012) WITHOUT PROJECT PM PEAK HOUR INTERSECTION VOLUMES



N

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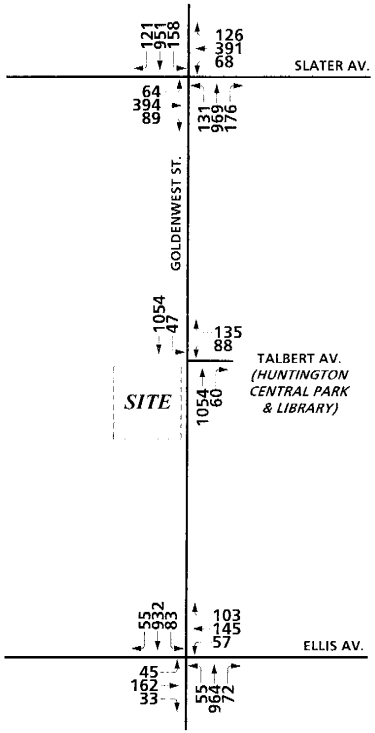
URBAN CROSSROADS

EXHIBIT 4-E

WEEKEND NEAR TERM (2012) WITHOUT PROJECT MID-DAY PEAK HOUR INTERSECTION VOLUMES



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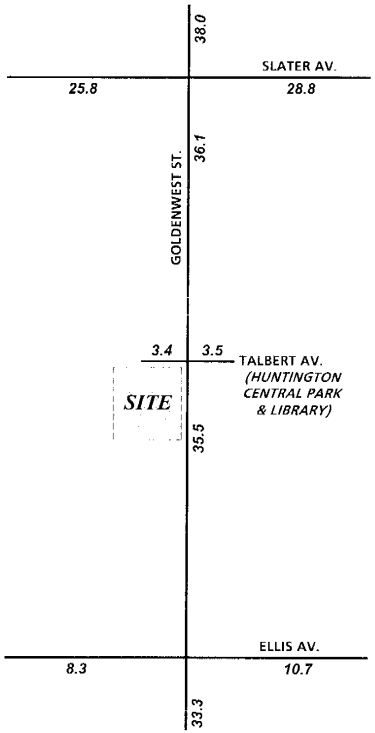
URBAN CROSSROADS

EXHIBIT 4-F

WEEKDAY INTERIM YEAR WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

N

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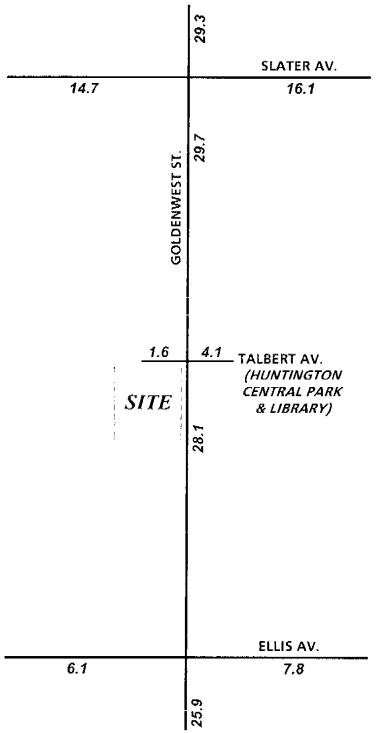
URBAN CROSSROADS

EXHIBIT 4-G

WEEKEND INTERIM YEAR WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

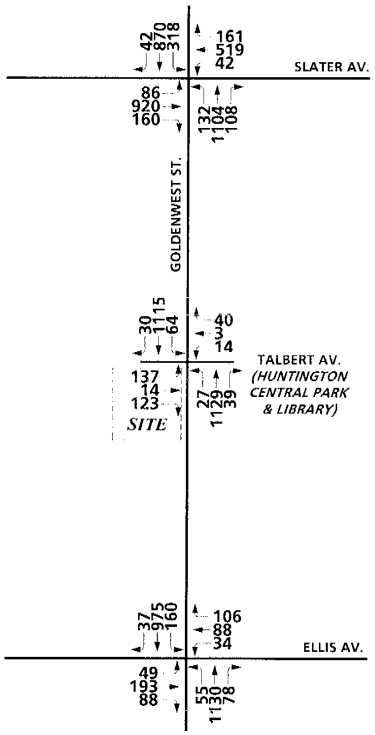
N

HUNTINGTON BEACH SENIOR CENTER PROJECT TRAFFIC ANALYSIS, Huntington Beach, California - 04540: 26.dwg

URBAN CROSSROADS

EXHIBIT 4-H

WEEKDAY NEAR TERM (2012) WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES



N

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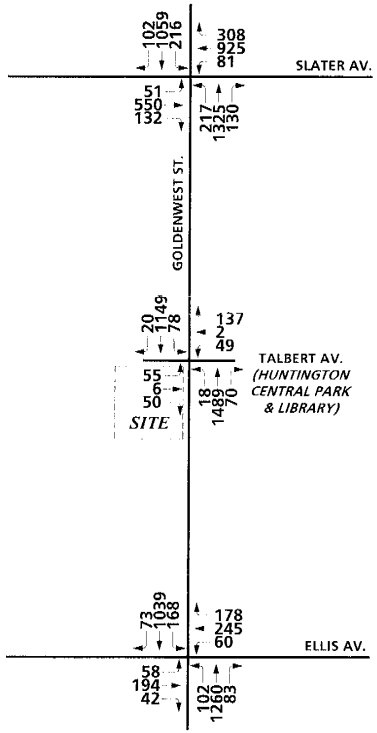
URBAN CROSSROADS

EXHIBIT 4-I

WEEKDAY NEAR TERM (2012) WITH PROJECT PM PEAK HOUR INTERSECTION VOLUMES



N

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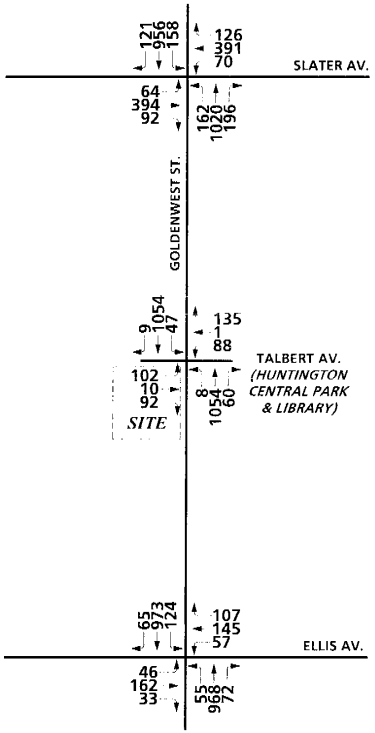
URBAN CROSSROADS

EXHIBIT 4-J

WEEKEND NEAR TERM (2012) WITH PROJECT MID-DAY PEAK HOUR INTERSECTION VOLUMES



N

HUNTINGTON BEACH SENIOR CENTER PROJECT TRAFFIC ANALYSIS, Huntington Beach, California - 04540: 43.dwg

URBAN CROSSROADS

TABLE 4-1

INTERSECTION ANALYSIS FOR INTERIM YEAR (2012)
WITHOUT PROJECT WEEKDAY CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			CRITICAL VOL/ CAPACITY[2]		LEVEL OF SERVICE	
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Goldenwest St. (NS) at:																	
• Slater Av. (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.882	0.912	D	E
-with improvements	TS	1	**3**	0	1	3	1	1	2	1	1	2	1	0.791	0.801	C	C
• Talbert Av. (EW)	TS	0	3	1	1	3	0	0	0	0	2	0	1	0.350	0.495	A	A
• Ellis Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.433	0.590	A	A

1 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

2 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.

3 TS = Traffic Signal

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TABLE 4-2

INTERSECTION ANALYSIS FOR INTERIM YEAR (2012)
WITHOUT PROJECT WEEKEND CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			CRITICAL VOL/ CAPACITY[2]	LEVEL OF SERVICE
		L	T	R	L	T	R	L	T	R	L	T	R	SATURDAY	SATURDAY
Goldenwest St. (NS) at:															
• Slater Av. (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.614	B
-with improvements	TS	1	**3**	0	1	3	1	1	2	1	1	2	1	0.549	A
• Talbert Av. (EW)	TS	0	3	1	1	3	0	0	0	0	2	0	1	0.384	A
• Ellis Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.421	A

1 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

2 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.

3 TS = Traffic Signal

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Although all intersections operate acceptably for weekend conditions, analysis with improvements required for weekday conditions has been performed and is summarized on Table 4-2.

2. With Project

Near term intersection levels of service for 2012 With Project conditions are shown in Tables 4-3 and 4-4. Table 4-3 contains intersection capacity utilization analysis for all study area intersections. Intersection analysis worksheets for with project conditions (weekday) are contained in Appendix "J". All study area intersections except Goldenwest Street at Slater Avenue will experience acceptable levels of service with existing lanes. With the same improvements previously described for 2012 Without Project conditions, acceptable LOS can be achieved at all study area intersections. Appendix "K" contains intersection analysis worksheets for with project (weekend) conditions. Table 4-4 summarizes the results of this analysis.

A project impact is defined as a change in ICU of 0.01 or greater, where deficient traffic operations are projected to occur. The project causes an increase of 0.026 during the AM peak hour, and an increase of 0.008 during the PM peak hour. The project therefore results in a potentially significant impact during the AM peak hour only at the intersection of Goldenwest Street (NS) at Slater Avenue (EW).

E. Special Issues

A number of special issues related to the specific characteristics of the proposed project have been evaluated. These issues include:

- Safety and Driver Behavior
- Pedestrian Needs
- Atypical Design Features

TABLE 4-3

INTERSECTION ANALYSIS FOR INTERIM YEAR (2012)
WITH PROJECT WEEKDAY CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												CRITICAL VOL/ CAPACITY[2]		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Goldenwest St. (NS) at:																	
• Slater Av. (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.908	0.920	E	E
-with improvements	TS	1	**3**	0	1	3	1	1	2	1	1	2	1	0.815	0.809	C	C
• Talbert Av. (EW)	TS	1	3	1	1	3	0	1	1	0	1	1	1	0.486	0.580	A	A
• Ellis Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.482	0.607	A	B

[1] 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

[2] 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.

[3] TS = Traffic Signal

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TABLE 4-4

INTERSECTION ANALYSIS FOR INTERIM YEAR (2012)
WITH PROJECT WEEKEND CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND L	T	R	SOUTH-BOUND L	T	R	EAST-BOUND L	T	R	WEST-BOUND L	T	R	CRITICAL VOL/ CAPACITY[2] SATURDAY	LEVEL OF SERVICE SATURDAY
Goldenwest St. (NS) at:															
• Slater Av. (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.630	B
-with improvements	TS	1	**3**	0	1	3	1	1	2	1	1	2	1	0.564	A
• Talbert Av. (EW)	TS	1	3	1	1	3	0	1	1	0	1	1	1	0.497	A
• Ellis Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.448	A

[1] 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

[2] 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.

[3] TS = Traffic Signal

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1. Safety and Driver Behavior

The driving behavior of an aging population has become a topic of increased visibility as the generation commonly known as "baby boomers" has begun to reach retirement age. Various organizations, including the American Association of Retired Persons (AARP), the Transportation Research Board (TRB), and the National Cooperative Highway Research Program (NCHRP) have published information on this topic in recent years.

In general, drivers' physical and mental skills diminish as the aging process occurs. A statistical correlation has been identified between accident rates and driver age, with both young (teenage) and older (over 70) drivers overrepresented in the accident statistics. Various practices can be implemented to reduce the potential for accidents involving older drivers. Recommended measures include increased letter sizes on signs to enhance legibility, as well as increased signal clearance intervals to accommodate reduced reaction and decision times on the part of older drivers.

2. Design Recommendations

Typical traffic signals are timed using a pedestrian walking speed of 4 feet per second (fps). In areas with a high concentration of senior citizens, a slower speed is recommended. The traffic signal for the intersection of Goldenwest Street at Talbert Avenue (the project entrance) should therefore be timed based on a pedestrian walking speed of 2.8 fps. The minimum green time for pedestrians to cross Goldenwest Street at this walking speed is 44 seconds. Table 4-5 shows the increase in loss time necessary to accommodate pedestrian activity. As shown on Table 4-5, providing an "All red" pedestrian phase with every cycle would result in LOS "E" traffic operations, while providing such a pedestrian phase every other cycle would result in LOS "C" traffic operations.

TABLE 4-5

PEDESTRIAN CROSSING TIME EVALUATION

Goldenwest Street Width (Curb to Curb)	104	Feet
Pedestrian Crossing Speed (Reduced)	2.8	Feet per Second
Required Crossing Time	37	Seconds
Initial Green Walk Time	7	Seconds
Total Required Time	44	Seconds
Assumed Cycle Length	120	Seconds
Percent of Cycle for Pedestrian Crossing	0.367	
Maximum Calculated ICU at Talbert Avenue	0.580	
ICU with Pedestrian All-Red Phase (Every Cycle)	0.947	
Resulting LOS (Pedestrians on Every Cycle)	"E"	
ICU with Pedestrian All-Red Phase (Every Other Cycle)	0.764	
Resulting LOS (Pedestrians on Every Other Cycle)	"C"	

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The senior center will need to comply with the current regulations related to the Americans With Disabilities Act (ADA). Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48" for the pedestrian travelway, vibration-free zone for pedestrians, etc.

There is an OCTA bus stop located approximately 100 feet south of the intersection of Goldenwest Street at Talbert Avenue on the west side of Goldenwest Street. Access to the senior center from this existing bus stop shall be designed to encourage use of public transit.

In addition to providing pedestrian green time to accommodate a 2.8 foot-per-second walking speed, it is recommended that split phase operations be implemented for east-west traffic at the intersection of Goldenwest Street (NS) at Talbert Avenue (EW), as shown in the intersection analysis worksheets in the Appendix. Also, prohibiting right turn on red movements for eastbound traffic is recommended to reduce the need for decisions regarding gaps in traffic by the drivers leaving the proposed senior center. This also addresses the potential sight distance issue posed by the uphill grade for southbound traffic on Goldenwest Street at this location.

It may also be desirable to lengthen the traffic signal yellow and/or all red clearance intervals at this intersection to avoid potential conflicts that could result from the slower reaction and decision times associated with older drivers. Finally, using a larger type size for signage related to the proposed senior center and the access intersection should be considered.

5.0 FINDINGS AND CONCLUSIONS

A. Site Accessibility

The project will take access as the new west leg of the intersection of Goldenwest Street at Talbert Avenue. The project driveway will be signal controlled. The intersection will be designed to minimize confusion through signage, separation of turn lanes, etc.

B. Project Impact

The proposed development is projected to generate a total of approximately 3,395 trip-ends per weekday. In the AM peak hour the project is projected to generate 334 vehicles per hour (VPH), while PM peak hour trip generation is estimated at 150 vehicles per hour (VPH). On a typical Saturday, the proposed development is projected to generate a total of 1,577 trip-ends per day, with 222 vehicles per hour (VPH) during the peak hour.

A project impact occurs if there is an ICU change of 0.01 or more. The project causes an ICU change of more than 0.01 in the AM peak hour at the intersection of Goldenwest Street at Slater Avenue, causing the level of service to change from LOS "D" to LOS "E".

C. Mitigation

The required improvement is an additional northbound through lane at the intersection of Goldenwest Street and Slater Avenue. This can be provided by restriping the existing northbound right turn lane, without any physical roadway widening. Improvements are expected to have minimal cost and shall be constructed by the project.

Approximately 300' of existing on-street parking from Ford Drive to Betty Drive will need to be removed in order to allow three through lanes northbound. This on-street parking is the most convenient parking for the 6 homes that front on

Goldenwest Street. Primary resident parking is provided for 5 of the 6 homes off the alley that parallels Goldenwest. The remaining home has driveway access from Goldenwest, and on-site parking. On-street parking is typically used by guests. Alternate on-street parking within acceptable walking distance (less than 500 feet) is available on nearby local street, including Ford Drive, Mill Circle, and Betty Drive. The loss of approximately 12 on-street parking spaces on Goldenwest therefore represents a less than significant impact.

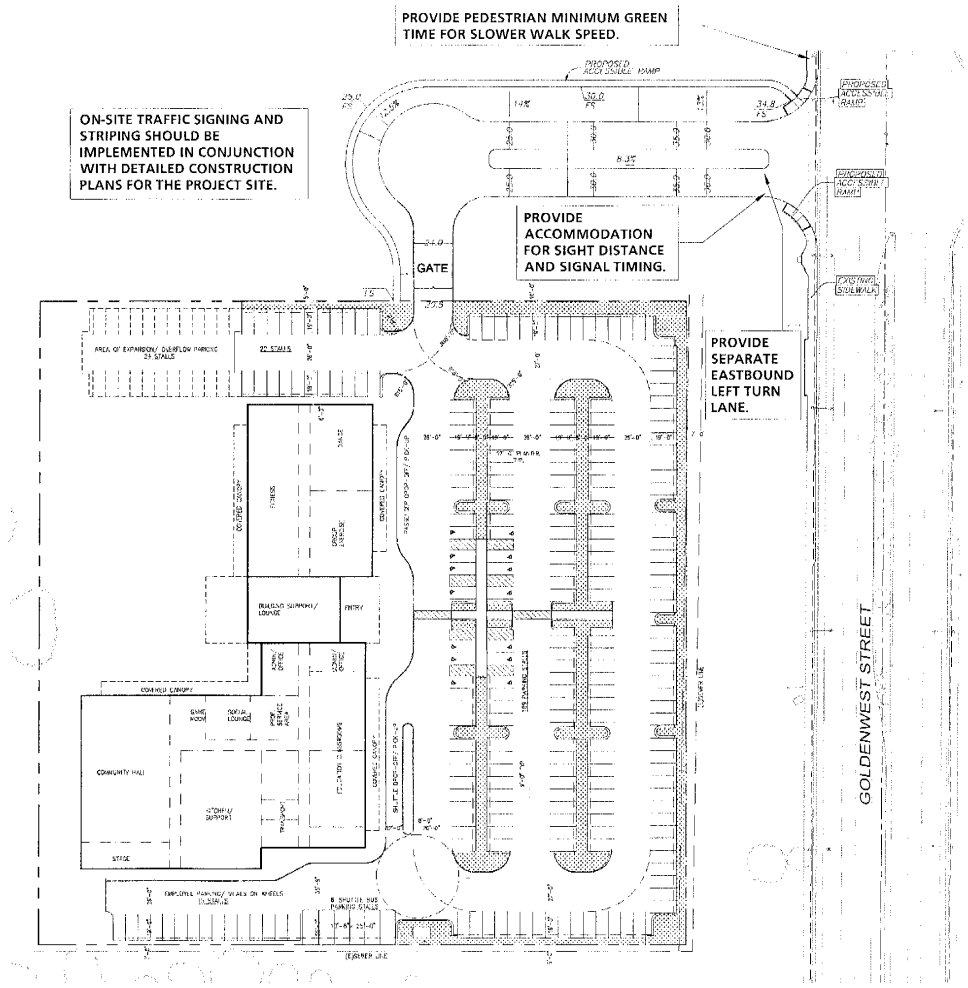
D. Design Recommendations

The recommendations in this section address on-site improvements relative to development of the project site. In addition to the recommendations described herein, the Project shall mitigate its impact at off-site locations. Exhibit 5-A illustrates the recommended on-site improvement measures:

- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at the project access should be reviewed with respect to standard Caltrans and City of Huntington Beach sight distance standards at the time of preparation of final grading, landscape and street improvement plans.
- The intersection of Goldenwest Street at Talbert Avenue should be modified to include the project driveway as the west leg, with corresponding signal modifications and intersection lane improvements. Special signalization should be considered to:
  - provide split phase operations for east/west movements;
  - provide adequate pedestrian green to accommodate a slower walk speed (e.g., 2.8 feet per second);
  - address design sight distance.

EXHIBIT 5-A

CIRCULATION RECOMMENDATIONS



SIGHT DISTANCE AT EACH PROJECT ACCESS SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND CITY OF HUNTINGTON BEACH SIGHT DISTANCE STANDARDS AT THE TIME OF PREPARATION OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

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HUNTINGTON BEACH SENIOR CENTER PROJECT TRAFFIC ANALYSIS, Huntington Beach, California - 04540: 44.dwg

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APPENDIX A

OASIS SENIOR CENTER COUNT DATA

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: PARKING LOT
EAST-WEST STREET: 5TH
JURISDICTION: NEWPORT BEACH

DATE: 06-02-07

PEAK HOUR: 10:15AM

NORTH LEG

TOTAL: 62

Rt	Thru	Lt	
4		58	Total
0	0	5	1st
1	0	9	2nd
2	0	29	3rd
1	0	15	4th

EAST LEG TOTAL: 63

	1st	2nd	3rd	4th	Total
Rt	3	0	0	1	4
Thru	13	4	18	16	51
Lt	1	3	4	0	8

Total	1st	2nd	3rd	4th	
1	1	0	0	0	Lt
44	13	12	11	8	Thru
	0	0	0	0	Rt

WEST LEG TOTAL: 45

PEAK HOUR FACTORS

NORTH LEG = 0.50
SOUTH LEG = 0.75
EAST LEG = 0.72
WEST LEG = 0.80

ALL LEGS = 0.68

	Lt	Thru	Rt
1st	0	0	1
2nd	0	0	2
3rd	0	0	1
4th	0	0	2
Total			6

TOTAL: 6

SOUTH LEG

HOUR TOTAL: 176

Prepared by NEWPORT TRAFFIC STUDIES

A-3

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: NARCISUS
EAST-WEST STREET: PARKING LOT
JURISDICTION: NEWPORT BEACH

DATE: 06-02-07

PEAK HOUR: 10:15AM

NORTH LEG

TOTAL: 16

Rt	Thru	Lt	
	16		Total
0	5		1st
0	4		2nd
0	6		3rd
0	1		4th

EAST LEG TOTAL: 0

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
1	0	1	0	0	Lt
					Thru
39	2	7	14	16	Rt

WEST LEG TOTAL: 40

PEAK HOUR FACTORS

NORTH LEG = 0.67
SOUTH LEG = 0.44
EAST LEG =
WEST LEG = 0.63

ALL LEGS = 0.86

	Lt	Thru	Rt
1st	0	5	
2nd	3	6	
3rd	0	1	
4th	1	0	
Total	4	12	

TOTAL: 16

SOUTH LEG

HOUR TOTAL: 72

Prepared by NEWPORT TRAFFIC STUDIES

A-4

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: NARCISUS
EAST-WEST STREET: PARKING LOT
JURISDICTION: NEWPORT BEACH

DATE: 06-05-07

PEAK HOUR: 08:00AM

NORTH LEG

TOTAL: 8

Rt	Thru	Lt	
	8		Total
0	2		1st
0	1		2nd
0	3		3rd
0	2		4th

EAST LEG TOTAL: 0

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
	0	0	0	0	Lt
					Thru
67	10	27	20	10	Rt

WEST LEG TOTAL: 67

PEAK HOUR FACTORS

NORTH LEG = 0.67
SOUTH LEG = 0.47
EAST LEG =
WEST LEG = 0.62

ALL LEGS = 0.60

	Lt	Thru	Rt
1st	3	3	
2nd	12	4	
3rd	0	0	
4th	7	1	
Total	22	8	

SOUTH LEG

TOTAL: 30

HOUR TOTAL: 105

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: NARCISUS
EAST-WEST STREET: PARKING LOT
JURISDICTION: NEWPORT BEACH

DATE: 06-05-07

PEAK HOUR: 04:00PM

NORTH LEG

TOTAL: 4

Rt	Thru	Lt	
	4		Total
0	0		1st
0	1		2nd
0	1		3rd
0	2		4th

EAST LEG TOTAL: 0

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
	0	0	0	0	Lt
					Thru
10	3	2	4	1	Rt

WEST LEG TOTAL: 10

PEAK HOUR FACTORS

NORTH LEG = 0.50
SOUTH LEG = 0.83
EAST LEG =
WEST LEG = 0.63

ALL LEGS = 0.94

	Lt	Thru	Rt
1st	4	2	
2nd	2	3	
3rd	0	3	
4th	2	4	
Total	8	12	

SOUTH LEG

TOTAL: 20

HOUR TOTAL: 34

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: PARKING LOT
EAST-WEST STREET: 5TH
JURISDICTION: NEWPORT BEACH

DATE: 06-05-07

PEAK HOUR: 07:45AM

NORTH LEG

TOTAL: 72

Rt	Thru	Lt	
11		61	Total
2	0	9	1st
3	0	11	2nd
2	0	27	3rd
4	0	14	4th

EAST LEG TOTAL: 75

	1st	2nd	3rd	4th	Total
Rt	0	1	2	3	6
Thru	18	24	12	8	62
Lt	1	3	2	1	7

Total	1st	2nd	3rd	4th	
1	1	0	0	0	Lt
34	9	6	11	8	Thru
3	1	0	1	1	Rt

WEST LEG TOTAL: 38

PEAK HOUR FACTORS

NORTH LEG = 0.62
SOUTH LEG = 0.69
EAST LEG = 0.67
WEST LEG = 0.79

ALL LEGS = 0.80

	Lt	Thru	Rt
1st	1	0	0
2nd	0	0	4
3rd	2	0	2
4th	1	0	1
Total	4		7

TOTAL: 11

SOUTH LEG

HOUR TOTAL: 196

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: PARKING LOT
EAST-WEST STREET: 5TH
JURISDICTION: NEWPORT BEACH

DATE: 06-05-07

PEAK HOUR: 04:00PM

NORTH LEG

TOTAL: 45

Rt	Thru	Lt	
6		39	Total
0	0	0	1st
1	0	3	2nd
3	0	32	3rd
2	0	4	4th

EAST LEG TOTAL: 40

	1st	2nd	3rd	4th	Total
Rt	0	3	6	3	12
Thru	5	9	7	5	26
Lt	2	0	0	0	2

Total	1st	2nd	3rd	4th	
	0	0	0	0	Lt
26	7	10	3	6	Thru
	0	0	0	0	Rt

WEST LEG TOTAL: 26

PEAK HOUR FACTORS

NORTH LEG = 0.32
SOUTH LEG = 0.25
EAST LEG = 0.77
WEST LEG = 0.65

ALL LEGS = 0.55

	Lt	Thru	Rt
1st	1	0	1
2nd	0	0	0
3rd	0	0	0
4th	0	0	0
Total	1		1

TOTAL: 2

SOUTH LEG

HOUR TOTAL: 113

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: PARKING LOT

EAST-WEST STREET: 5TH

TIME: 09:30AM-10:30AM DATE: 06-02-07

NORTH LEG

Rt	Thru	Lt	
1	0	14	Total
1	0	4	1st
0	0	2	2nd
0	0	3	3rd
0	0	5	4th

	1st	2nd	3rd	4th	Total
Rt	2	1	3	3	9
Thru	10	9	13	13	45
Lt	2	1	1	1	5

Total	1st	2nd	3rd	4th	
1	0	0	0	1	Lt
43	10	11	9	13	Thru
0	0	0	0	0	Rt

	Lt	Thru	Rt
1st	0	0	0
2nd	0	0	1
3rd	0	0	2
4th	0	0	1
Total	0	0	4

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: PARKING LOT

EAST-WEST STREET: 5TH

TIME: 10:30AM-11:30AM DATE: 06-02-07

NORTH LEG

Rt	Thru	Lt	
5	0	58	Total
1	0	9	1st
2	0	29	2nd
1	0	15	3rd
1	0	5	4th

	1st	2nd	3rd	4th	Total
Rt	0	0	1	1	2
Thru	4	18	16	13	51
Lt	3	4	0	0	7

Total	1st	2nd	3rd	4th	
0	0	0	0	0	Lt
39	12	11	8	8	Thru
0	0	0	0	0	Rt

	Lt	Thru	Rt
1st	0	0	2
2nd	0	0	1
3rd	0	0	2
4th	0	0	0
Total	0	0	5

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: PARKING LOT

EAST-WEST STREET: 5TH

TIME: 11:30AM-12:30PM DATE: 06-02-07

NORTH LEG

Rt	Thru	Lt	
3	1	2	Total
1	0	0	1st
0	0	1	2nd
2	1	1	3rd
0	0	0	4th

	1st	2nd	3rd	4th	Total
Rt	1	1	1	0	3
Thru	6	7	10	4	27
Lt	0	0	0	0	0

Total	1st	2nd	3rd	4th	
1	0	1	0	0	Lt
30	8	9	9	4	Thru
2	1	0	0	1	Rt

	Lt	Thru	Rt
1st	0	0	0
2nd	0	0	1
3rd	0	0	1
4th	0	0	0
Total	0	0	2

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: NARCISUS

EAST-WEST STREET: PARKING LOT

TIME: 09:30AM-10:30AM DATE: 06-02-07

NORTH LEG

Rt	Thru	Lt	
0	12		Total
0	2		1st
0	2		2nd
0	3		3rd
0	5		4th

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
1	1	0	0	0	Lt
					Thru
11	3	2	4	2	Rt

	Lt	Thru	Rt
1st	12	2	
2nd	4	1	
3rd	2	1	
4th	0	5	
Total	18	9	

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: NARCISUS

EAST-WEST STREET: PARKING LOT

TIME: 10:30AM-11:30AM DATE: 06-02-07

NORTH LEG

Rt	Thru	Lt	
0	13		Total
0	4		1st
0	6		2nd
0	1		3rd
0	2		4th

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
1	1	0	0	0	Lt
					Thru
42	7	14	16	5	Rt

	Lt	Thru	Rt
1st	3	6	
2nd	0	1	
3rd	1	0	
4th	0	1	
Total	4	8	

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: NARCISUS

EAST-WEST STREET: PARKING LOT

TIME: 11:30AM-12:30PM DATE: 06-02-07

NORTH LEG

Rt	Thru	Lt	
0	11		Total
0	2		1st
0	3		2nd
0	4		3rd
0	2		4th

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
0	0	0	0	0	Lt
					Thru
0	0	0	0	0	Rt

	Lt	Thru	Rt
1st	0	1	
2nd	0	2	
3rd	0	2	
4th	0	1	
Total	0	6	

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: NARCISUS

EAST-WEST STREET: PARKING LOT

TIME: 07:00AM-08:00AM DATE: 06-05-07

NORTH LEG

Rt	Thru	Lt	
0	8		Total
0	2		1st
0	3		2nd
0	1		3rd
0	2		4th

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
0	0	0	0	0	Lt
					Thru
16	4	2	1	9	Rt

	Lt	Thru	Rt
1st	5	1	
2nd	12	2	
3rd	2	0	
4th	5	2	
Total	24	5	

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: NARCISUS

EAST-WEST STREET: PARKING LOT

TIME: 08:00AM-09:00AM DATE: 06-05-07

NORTH LEG

Rt	Thru	Lt	
0	8		Total
0	2		1st
0	1		2nd
0	3		3rd
0	2		4th

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
0	0	0	0	0	Lt
					Thru
67	10	27	20	10	Rt

	Lt	Thru	Rt
1st	3	3	
2nd	12	4	
3rd	0	0	
4th	7	1	
Total	22	8	

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: NARCISUS

EAST-WEST STREET: PARKING LOT

TIME: 04:00PM-05:00PM DATE: 06-05-07

NORTH LEG

Rt	Thru	Lt	
0	4		Total
0	0		1st
0	1		2nd
0	1		3rd
0	2		4th

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
0	0	0	0	0	Lt
					Thru
10	3	2	4	1	Rt

	Lt	Thru	Rt
1st	4	2	
2nd	2	3	
3rd	0	3	
4th	2	4	
Total	8	12	

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: NARCISUS

EAST-WEST STREET: PARKING LOT

TIME: 05:00PM-06:00PM DATE: 06-05-07

NORTH LEG

Rt	Thru	Lt	
0	3		Total
0	0		1st
0	1		2nd
0	0		3rd
0	2		4th

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
0	0	0	0	0	Lt
					Thru
14	4	3	3	4	Rt

	Lt	Thru	Rt
1st	1	1	
2nd	2	2	
3rd	1	1	
4th	1	2	
Total	5	6	

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: PARKING LOT

EAST-WEST STREET: 5TH

TIME: 07:00AM-08:00AM DATE: 06-05-07

NORTH LEG

Rt	Thru	Lt	
3	0	18	Total
0	0	4	1st
0	0	3	2nd
1	0	2	3rd
2	0	9	4th

	1st	2nd	3rd	4th	Total
Rt	1	2	2	0	5
Thru	11	9	14	18	52
Lt	0	0	2	1	3

Total	1st	2nd	3rd	4th	
1	0	0	0	1	Lt
35	9	7	10	9	Thru
1	0	0	0	1	Rt

	Lt	Thru	Rt
1st	2	0	1
2nd	0	0	2
3rd	1	0	1
4th	1	0	0
Total	4	0	4

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: PARKING LOT

EAST-WEST STREET: 5TH

TIME: 08:00AM-09:00AM DATE: 06-05-07

NORTH LEG

Rt	Thru	Lt	
11	0	59	Total
3	0	11	1st
2	0	27	2nd
4	0	14	3rd
2	0	7	4th

	1st	2nd	3rd	4th	Total
Rt	1	2	3	1	7
Thru	24	12	8	13	57
Lt	3	2	1	1	7

Total	1st	2nd	3rd	4th	
1	0	0	0	1	Lt
34	6	11	8	9	Thru
2	0	1	1	0	Rt

	Lt	Thru	Rt
1st	0	0	4
2nd	2	0	2
3rd	1	0	1
4th	0	0	2
Total	3	0	9

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: PARKING LOT

EAST-WEST STREET: 5TH

TIME: 04:00PM-05:00PM DATE: 06-05-07

NORTH LEG

Rt	Thru	Lt	
6	0	39	Total
0	0	0	1st
1	0	3	2nd
3	0	32	3rd
2	0	4	4th

	1st	2nd	3rd	4th	Total
Rt	0	3	6	3	12
Thru	5	9	7	5	26
Lt	2	0	0	0	2

Total	1st	2nd	3rd	4th	
0	0	0	0	0	Lt
26	7	10	3	6	Thru
0	0	0	0	0	Rt

	Lt	Thru	Rt
1st	1	0	1
2nd	0	0	0
3rd	0	0	0
4th	0	0	0
Total	1	0	1

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: PARKING LOT

EAST-WEST STREET: 5TH

TIME: 05:00PM-06:00PM DATE:

NORTH LEG

Rt	Thru	Lt	
			Total
			1st
			2nd
			3rd
			4th

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
					Lt
					Thru
					Rt

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

Prepared by NEWPORT TRAFFIC STUDIES

SENIOR CENTER TRIP GENERATION CALCULATION

	Narcissus Lot		5th lot		Total (15 minute)		Hourly Totals			
	IN	OUT	IN	OUT	IN	OUT		IN	OUT	TOTAL
7-715	5	4	1	4	6	8	7-8	30	37	67
715-730	12	2	2	3	14	5	715-815	28	53	81
730-745	2	1	2	3	4	4	730-830	28	104	132
745-800	5	9	1	11	6	20	745-845	27	138	165
800-815	3	10	1	14	4	24	800-900	30	137	167 ← Peak
815-830	12	27	2	29	14	56				
830-845	0	20	3	18	3	38				
845-900	7	10	2	9	9	19				
					0	0				
					0	0				
					0	0				

Analyst: BP

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TABLE 1

OASIS SENIOR CENTER WEEKDAY COUNTED TRIP GENERATION SUMMARY

LAND USE	QUANTITY	UNITS	PEAK HOUR AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Oasis Senior Center	22.5	TSF	30	137	167	20	55	75	1,030

OASIS SENIOR CENTER WEEKDAY TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK HOUR OF GENERATOR AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Oasis Senior Center	TSF	1.33	6.09	7.42	0.89	2.44	3.33	45.78

[1] Source: Based on Traffic Counts
[2] TSF = thousand square feet
DU = Dwelling Units
RM = Rooms
STU = Students

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APPENDIX B

DAILY TRAFFIC VOLUME COUNT WORKSHEETS

24 HOUR VOLUMES

STREET : GOLDENWEST
LOCATION : S/O SLATER

HUNTINGTON BEACH
DATE : 04-21-07

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	182	148	330
	1:00	142	87	229
	2:00	82	77	159
	3:00	35	41	76
	4:00	45	32	77
	5:00	65	79	144
	6:00	130	149	279
	7:00	324	366	690
	8:00	567	571	1,138
	9:00	737	655	1,392
	10:00	1,068	938	2,006
	11:00	1,137	1,035	2,172
PM	12:00	1,163	1,020	2,183
	1:00	1,128	980	2,108
	2:00	1,042	940	1,982
	3:00	1,067	942	2,009
	4:00	1,075	884	1,959
	5:00	925	776	1,701
	6:00	763	685	1,448
	7:00	661	537	1,198
	8:00	467	466	933
	9:00	435	370	805
	10:00	339	361	700
	11:00	193	264	457
	12:00	13,772	12,403	26,175

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : GOLDENWEST
LOCATION : S/O SLATER

HUNTINGTON BEACH
DATE : 04-21-07

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
58	41	99	12:00	334	242	576
48	38	86		270	275	545
38	43	81		271	223	494
38	26	64		288	280	568
36	22	58	1:00	260	244	504
22	25	47		274	240	514
45	20	65		284	247	531
39	20	59		310	249	559
23	17	40	2:00	236	213	449
28	16	44		282	244	526
16	24	40		241	221	462
15	20	35		283	262	545
15	10	25	3:00	258	219	477
4	10	14		282	250	532
5	13	18		240	244	484
11	8	19		287	229	516
11	4	15	4:00	255	225	480
7	7	14		274	202	476
12	11	23		267	219	486
15	10	25		279	238	517
15	13	28	5:00	236	186	422
14	21	35		240	219	459
18	22	40		246	183	429
18	23	41		203	188	391
20	21	41	6:00	223	170	393
28	33	61		189	169	358
39	41	80		189	175	364
43	54	97		162	171	333
55	69	124	7:00	179	139	318
68	79	147		189	147	336
95	89	184		149	137	286
106	129	235		144	114	258
112	136	248	8:00	108	140	248
135	146	281		134	118	252
156	154	310		121	122	243
164	135	299		104	86	190
168	147	315	9:00	115	115	230
189	154	343		90	77	167
187	165	352		117	89	206
193	189	382		113	89	202
215	212	427	10:00	104	93	197
287	235	522		74	94	168
263	227	490		81	86	167
303	264	567		80	88	168
265	263	528	11:00	51	62	113
297	244	541		50	86	136
251	252	503		48	59	107
324	276	600		44	57	101

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : GOLDENWEST
LOCATION : S/O SLATER

HUNTINGTON BEACH
DATE : 04-26-07

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	89	119	208
	1:00	47	54	101
	2:00	35	51	86
	3:00	28	21	49
	4:00	71	30	101
	5:00	238	135	373
	6:00	529	456	985
	7:00	1,065	815	1,880
	8:00	1,088	1,009	2,097
	9:00	1,019	744	1,763
	10:00	949	701	1,650
	11:00	1,005	769	1,774
	12:00	1,033	850	1,883
PM	1:00	978	873	1,851
	2:00	1,080	929	2,009
	3:00	1,261	1,014	2,275
	4:00	1,316	1,041	2,357
	5:00	1,488	1,125	2,613
	6:00	1,224	1,044	2,268
	7:00	845	804	1,649
	8:00	617	673	1,290
	9:00	408	519	927
	10:00	288	330	618
	11:00	171	211	382
	12:00	16,872	14,317	31,189

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : GOLDENWEST
LOCATION : S/O SLATER

HUNTINGTON BEACH
DATE : 04-26-07

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
17	46	63	12:00	244	207	451
27	25	52		281	223	504
21	24	45		236	208	444
24	24	48		272	212	484
16	20	36	1:00	240	248	488
13	15	28		230	223	453
11	10	21		232	200	432
7	9	16		276	202	478
8	17	25	2:00	246	223	469
7	12	19		271	223	494
8	12	20		289	264	553
12	10	22		274	219	493
5	7	12	3:00	344	229	573
8	6	14		321	284	605
8	3	11		294	201	495
7	5	12		302	300	602
5	2	7	4:00	322	247	569
18	5	23		310	245	555
24	6	30		327	275	602
24	17	41		357	274	631
34	17	51	5:00	362	288	650
50	25	75		368	283	651
72	39	111		399	278	677
82	54	136		359	276	635
80	78	158	6:00	320	277	597
125	90	215		323	261	584
137	124	261		290	242	532
187	164	351		291	264	555
226	165	391	7:00	252	231	483
272	180	452		233	209	442
269	197	466		184	164	348
298	273	571		176	200	376
263	265	528	8:00	169	214	383
256	281	537		156	146	302
268	232	500		154	148	302
301	231	532		138	165	303
278	216	494	9:00	115	129	244
257	173	430		115	138	253
251	179	430		101	157	258
233	176	409		77	95	172
251	200	451	10:00	85	91	176
228	143	371		84	92	176
242	169	411		57	69	126
228	189	417		62	78	140
271	194	465	11:00	51	63	114
241	178	419		33	62	95
265	205	470		41	46	87
228	192	420		46	40	86

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

Saturday

STREET : GOLDENWEST
LOCATION : S/O SLATER

HUNTINGTON BEACH
DATE : 04-21-07

		NORTHBOUND	SOUTHBOUND	TOTAL
	12:00	182	148	330
	1:00	142	87	229
	2:00	82	77	159
	3:00	35	41	76
	4:00	45	32	77
	5:00	65	79	144
	6:00	130	149	279
	7:00	324	366	690
	8:00	567	571	1,138
	9:00	737	655	1,392
	10:00	1,068	938	2,006
	11:00	1,137	1,035	2,172
AM	12:00	1,163	1,020	2,183
PM	1:00	1,128	980	2,108
	2:00	1,042	940	1,982
	3:00	1,067	942	2,009
	4:00	1,075	884	1,959
	5:00	925	776	1,701
	6:00	763	685	1,448
	7:00	661	537	1,198
	8:00	467	466	933
	9:00	435	370	805
	10:00	339	361	700
	11:00	193	264	457
	12:00	13,772	12,403	26,175

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : GOLDENWEST
LOCATION : S/O SLATER

HUNTINGTON BEACH
DATE : 04-21-07

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
58	41	99	12:00	334	242	576
48	38	86		270	275	545
38	43	81		271	223	494
38	26	64		288	280	568
36	22	58	1:00	260	244	504
22	25	47		274	240	514
45	20	65		284	247	531
39	20	59		310	249	559
23	17	40	2:00	236	213	449
28	16	44		282	244	526
16	24	40		241	221	462
15	20	35		283	262	545
15	10	25	3:00	258	219	477
4	10	14		282	250	532
5	13	18		240	244	484
11	8	19		287	229	516
11	4	15	4:00	255	225	480
7	7	14		274	202	476
12	11	23		267	219	486
15	10	25		279	238	517
15	13	28	5:00	236	186	422
14	21	35		240	219	459
18	22	40		246	183	429
18	23	41		203	188	391
20	21	41	6:00	223	170	393
28	33	61		189	169	358
39	41	80		189	175	364
43	54	97		162	171	333
55	69	124	7:00	179	139	318
68	79	147		189	147	336
95	89	184		149	137	286
106	129	235		144	114	258
112	136	248	8:00	108	140	248
135	146	281		134	118	252
156	154	310		121	122	243
164	135	299		104	86	190
168	147	315	9:00	115	115	230
189	154	343		90	77	167
187	165	352		117	89	206
193	189	382		113	89	202
215	212	427	10:00	104	93	197
287	235	522		74	94	168
263	227	490		81	86	167
303	264	567		80	88	168
265	263	528	11:00	51	62	113
297	244	541		50	86	136
251	252	503		48	59	107
324	276	600		44	57	101

Prepared by NEWPORT TRAFFIC STUDIES

APPENDIX C

EXISTING PEAK TO DAILY RELATIONSHIPS ANALYSIS AND
ESTIMATED DAILY VOLUMES

									PK Vol	DY Vol
INTERSECTION:	Goldenwest St.	(NS)	Slater Av.	(EW)						
	AM PH Vol	PM PH Vol								
NL	82	181								
NT	937	1175								
NR	73	108								
SL	288	196								
ST	774	950								
SR	38	92								
EL	78	46								
ET	833	498								
ER	137	114								
WL	33	70								
WT	470	838								
WR	146	279								
Leg	PK Vol By Leg		ADT	Leg Percent	description					
North Leg	4999			#DIV/0!	Goldenwest St.	n/o	Slater Av.		0	0
South Leg	4634		31189	14.86%	Goldenwest St.	s/o	Slater Av.		4634	31189
East Leg	3832			#DIV/0!	Slater Av.	e/o	Goldenwest St.		0	0
West Leg	3407			#DIV/0!	Slater Av.	w/o	Goldenwest St.		0	0

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									PM Vol	DY Vol
INTERSECTION:	Goldenwest St.	(NS)	Slater Av.	(EW)						
	PM PH Vol									
NL	119									
NT	878									
NR	159									
SL	143									
ST	861									
SR	110									
EL	58									
ET	357									
ER	81									
WL	62									
WT	354									
WR	114									
LEG	Pk Vol By Leg		ADT	Leg Percent	Description					
North Leg	2164			#DIV/0!	Goldenwest St.	n/o	Slater Av.		0	0
South Leg	2160		26175	8.25%	Goldenwest St.	s/o	Slater Av.		2160	26175
East Leg	1189			#DIV/0!	Slater Av.	e/o	Goldenwest St.		0	0
West Leg	1079			#DIV/0!	Slater Av.	w/o	Goldenwest St.		0	0

ADT CALCULATIONS - Weekday | BOTH Factor 6.7304

14.86%

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INTERSECTION			PM PEAK HOUR VOLUMES												
	(NORTH-SOUTH STREET)	(EAST-WEST STREET)		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	Goldenwest St.	Slater Av.	AM	82	937	73	288	774	38	78	833	137	33	470	146
			PM	181	1175	108	196	950	92	46	498	114	70	838	279
	LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out				
				2661	2338	2078	2556	1996	1836	1701	1706				
					PHVol	Factor	ADT								
	Goldenwest St.	n/o Slater Av.		N Leg	4999	6.7304	**33,645**								
	Goldenwest St.	s/o Slater Av.		S Leg	4634	6.7304	**31,189**								
	Slater Av.	e/o Goldenwest St.		E Leg	3832	6.7304	**25,791**								
	Slater Av.	w/o Goldenwest St.		W Leg	3407	6.7304	**22,930**								
2	Goldenwest St.	Talbert Av.	AM	0	1023	35	58	1010	0	0	0	0	13	0	36
			PM	0	1349	63	71	1041	0	0	0	0	44	0	124
	LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out				
				2532	2180	2108	2470	227	217	0	0				
					PHVol	Factor	ADT								
	Goldenwest St.	n/o Talbert Av.		N Leg	4712	6.7304	**31,714**								
	Goldenwest St.	s/o Talbert Av.		S Leg	4578	6.7304	**30,812**								
	Talbert Av.	e/o Goldenwest St.		E Leg	444	6.7304	**2,988**								
	Talbert Av.	w/o Goldenwest St.		W Leg	0	6.7304	**-**								
3	Goldenwest St.	Ellis Av.	AM	50	1013	71	95	833	21	42	175	80	31	80	85
			PM	92	1134	75	132	921	61	51	176	38	54	222	154
	LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out				
				2479	2063	1957	2435	724	626	526	562				
					PHVol	Factor	ADT								
	Goldenwest St.	n/o Ellis Av.		N Leg	4542	6.7304	**30,569**								
	Goldenwest St.	s/o Ellis Av.		S Leg	4392	6.7304	**29,560**								
	Ellis Av.	e/o Goldenwest St.		E Leg	1350	6.7304	**9,086**								
	Ellis Av.	w/o Goldenwest St.		W Leg	1088	6.7304	**7,323**								

ADT CALCULATIONS - Saturday | Peak Factor 12.118

8.25%

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INTERSECTION			PM PEAK HOUR VOLUMES												
	(NORTH-SOUTH STREET)	(EAST-WEST STREET)		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	Goldenwest St.	Slater Av.		119	878	159	143	861	110	58	357	81	62	354	114
	LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out				
				1050	1114	1004	1156	659	530	583	496				
					PHVol	Factor	ADT								
	Goldenwest St.	n/o Slater Av.		N Leg	2164	12.118	**26,223**								
	Goldenwest St.	s/o Slater Av.		S Leg	2160	12.118	**26,175**								
	Slater Av.	e/o Goldenwest St.		E Leg	1189	12.118	**14,408**								
	Slater Av.	w/o Goldenwest St.		W Leg	1079	12.118	**13,075**								
2	Goldenwest St.	Talbert Av.		0	955	54	43	955	0	0	0	0	80	0	122
	LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out				
				1077	998	1035	1009	97	202	0	0				
					PHVol	Factor	ADT								
	Goldenwest St.	n/o Talbert Av.		N Leg	2075	12.118	**25,145**								
	Goldenwest St.	s/o Talbert Av.		S Leg	2044	12.118	**24,769**								
	Talbert Av.	e/o Goldenwest St.		E Leg	299	12.118	**3,623**								
	Talbert Av.	w/o Goldenwest St.		W Leg	0	12.118	**-**								
2	Goldenwest St.	Ellis Av.		50	873	65	75	844	50	41	147	30	52	131	93
	LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out				
				1007	969	926	988	287	276	231	218				
					PHVol	Factor	ADT								
	Goldenwest St.	n/o Ellis Av.		N Leg	1976	12.118	**23,945**								
	Goldenwest St.	s/o Ellis Av.		S Leg	1914	12.118	**23,194**								
	Ellis Av.	e/o Goldenwest St.		E Leg	563	12.118	**6,822**								
	Ellis Av.	w/o Goldenwest St.		W Leg	449	12.118	**5,441**								

APPENDIX D

EXISTING PEAK HOUR INTERSECTION COUNT WORKSHEETS

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: GOLDENWEST
EAST-WEST STREET: SLATER
JURISDICTION: HUNTINGTON BEACH

DATE: 04-26-07

PEAK HOUR: 07:15AM

NORTH LEG

TOTAL: 1,100

Rt	Thru	Lt	
38	774	288	Total
7	155	67	1st
12	161	66	2nd
10	223	76	3rd
9	235	79	4th

EAST LEG TOTAL: 649

	1st	2nd	3rd	4th	Total
Rt	42	31	46	27	146
Thru	102	122	139	107	470
Lt	7	10	8	8	33

Total	1st	2nd	3rd	4th	
78	17	21	29	11	Lt
833	189	210	250	184	Thru
137	37	31	42	27	Rt

WEST LEG TOTAL: 1,048

PEAK HOUR FACTORS

NORTH LEG = 0.85
SOUTH LEG = 0.93
EAST LEG = 0.84
WEST LEG = 0.82

ALL LEGS = 0.87

	Lt	Thru	Rt
1st	18	241	20
2nd	20	210	18
3rd	22	249	21
4th	22	237	14
Total	82	937	73

TOTAL: 1,092

SOUTH LEG

HOUR TOTAL: 3,889

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: GOLDENWEST
EAST-WEST STREET: SLATER
JURISDICTION: HUNTINGTON BEACH

DATE: 04-26-07

PEAK HOUR: 05:00PM

NORTH LEG

TOTAL: 1,238

Rt	Thru	Lt	
92	950	196	Total
21	240	61	1st
17	232	45	2nd
27	241	43	3rd
27	237	47	4th

EAST LEG TOTAL: 1,187

	1st	2nd	3rd	4th	Total
Rt	89	55	66	69	279
Thru	190	243	185	220	838
Lt	23	17	11	19	70

Total	1st	2nd	3rd	4th	
46	11	13	9	13	Lt
498	133	117	118	130	Thru
114	27	29	28	30	Rt

WEST LEG TOTAL: 658

PEAK HOUR FACTORS

NORTH LEG = 0.96
SOUTH LEG = 0.93
EAST LEG = 0.94
WEST LEG = 0.95

ALL LEGS = 0.98

	Lt	Thru	Rt
1st	52	286	29
2nd	36	295	30
3rd	48	321	23
4th	45	273	26
Total	181	1175	108

TOTAL: 1,464

SOUTH LEG

HOUR TOTAL: 4,547

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: GOLDENWEST
EAST-WEST STREET: TALBERT
JURISDICTION: HUNTINGTON BEACH

DATE: 04-26-07

PEAK HOUR: 07:45AM

NORTH LEG

TOTAL: 1,068

	Rt	Thru	Lt
Total		1010	58
1st		266	15
2nd		255	14
3rd		265	16
4th		224	13

EAST LEG TOTAL: 49

	1st	2nd	3rd	4th	Total
Rt	11	10	7	8	36
Thru					
Lt	3	4	4	2	13

	Total	1st	2nd	3rd	4th
Lt					
Thru					
Rt					

WEST LEG TOTAL: 0

PEAK HOUR FACTORS

NORTH LEG = 0.95
SOUTH LEG = 0.92
EAST LEG = 0.88
WEST LEG =

ALL LEGS = 0.94

	Lt	Thru	Rt
1st		276	10
2nd		251	9
3rd		245	7
4th		251	9
Total		1023	35

TOTAL: 1,058

SOUTH LEG

HOUR TOTAL: 2,175

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: GOLDENWEST
EAST-WEST STREET: TALBERT
JURISDICTION: HUNTINGTON BEACH

DATE: 04-26-07

PEAK HOUR: 05:00PM

NORTH LEG

TOTAL: 1,112

	Rt	Thru	Lt
Total		1041	71
1st		267	21
2nd		261	17
3rd		262	14
4th		251	19

EAST LEG TOTAL: 168

	1st	2nd	3rd	4th	Total
Rt	33	41	28	22	124
Thru					
Lt	7	12	15	10	44

	Total	1st	2nd	3rd	4th
Lt					
Thru					
Rt					

WEST LEG TOTAL: 0

PEAK HOUR FACTORS

NORTH LEG = 0.97
SOUTH LEG = 0.96
EAST LEG = 0.79
WEST LEG =

ALL LEGS = 0.98

	Lt	Thru	Rt
1st		335	20
2nd		326	17
3rd		357	11
4th		331	15
Total		1349	63

TOTAL: 1,412

SOUTH LEG

HOUR TOTAL: 2,692

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: GOLDENWEST
EAST-WEST STREET: ELLIS
JURISDICTION: HUNTINGTON BEACH

DATE: 04-26-07

PEAK HOUR: 07:45AM

NORTH LEG

TOTAL: 949

Rt	Thru	Lt	
21	833	95	Total
9	198	37	1st
5	217	19	2nd
4	238	17	3rd
3	180	22	4th

EAST LEG TOTAL: 196

	1st	2nd	3rd	4th	Total
Rt	30	21	10	24	85
Thru	27	18	14	21	80
Lt	7	11	10	3	31

Total	1st	2nd	3rd	4th	
42	9	13	10	10	Lt
175	40	50	42	43	Thru
80	22	18	29	11	Rt

WEST LEG TOTAL: 297

PEAK HOUR FACTORS

NORTH LEG = 0.92
SOUTH LEG = 0.92
EAST LEG = 0.77
WEST LEG = 0.92

ALL LEGS = 0.94

	Lt	Thru	Rt
1st	9	281	18
2nd	10	241	20
3rd	13	255	22
4th	18	236	11
Total	50	1013	71

TOTAL: 1,134

SOUTH LEG

HOUR TOTAL: 2,576

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: GOLDENWEST
EAST-WEST STREET: ELLIS
JURISDICTION: HUNTINGTON BEACH

DATE: 04-26-07

PEAK HOUR: 04:45PM

NORTH LEG

TOTAL: 1,114

Rt	Thru	Lt	
61	921	132	Total
11	257	22	1st
14	237	42	2nd
18	213	30	3rd
18	214	38	4th

EAST LEG TOTAL: 430

	1st	2nd	3rd	4th	Total
Rt	38	48	30	38	154
Thru	57	65	43	57	222
Lt	13	21	7	13	54

Total	1st	2nd	3rd	4th	
51	18	9	17	7	Lt
176	37	48	50	41	Thru
38	7	11	8	12	Rt

WEST LEG TOTAL: 265

PEAK HOUR FACTORS

NORTH LEG = 0.95
SOUTH LEG = 0.95
EAST LEG = 0.80
WEST LEG = 0.88

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	27	263	24
2nd	21	290	15
3rd	17	288	14
4th	27	293	22
Total	92	1134	75

TOTAL: 1,301

SOUTH LEG

HOUR TOTAL: 3,110

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: GOLDENWEST
EAST-WEST STREET: SLATER
JURISDICTION: HUNTINGTON BEACH

DATE: 04-28-07

PEAK HOUR: 11:30AM

NORTH LEG

TOTAL: 1,114

Rt	Thru	Lt	
110	861	143	Total
35	217	39	1st
35	200	31	2nd
18	232	34	3rd
22	212	39	4th

EAST LEG TOTAL: 530

	1st	2nd	3rd	4th	Total
Rt	23	34	27	30	114
Thru	74	80	88	112	354
Lt	12	18	12	20	62

Total	1st	2nd	3rd	4th	
58	15	15	18	10	Lt
357	84	100	75	98	Thru
81	19	24	20	18	Rt

WEST LEG TOTAL: 496

PEDS BY LEG

North	South	East	West

	Lt	Thru	Rt
1st	22	214	40
2nd	26	226	31
3rd	38	215	63
4th	33	223	25
Total	119	878	159

SOUTH LEG

PEAK HOUR FACTORS

NORTH LEG = 0.96
SOUTH LEG = 0.91
EAST LEG = 0.82
WEST LEG = 0.89

ALL LEGS = 0.98

TOTAL: 1,156

HOUR TOTAL: 3,296

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: GOLDENWEST
EAST-WEST STREET: TALBERT
JURISDICTION: HUNTINGTON BEACH

DATE: 04-28-07

PEAK HOUR: 11:30AM

NORTH LEG

TOTAL: 998

Rt	Thru	Lt	
	955	43	Total
	228	14	1st
	230	10	2nd
	244	10	3rd
	253	9	4th

EAST LEG TOTAL: 202

	1st	2nd	3rd	4th	Total
Rt	33	32	30	27	122
Thru					
Lt	17	19	24	20	80

Total	1st	2nd	3rd	4th	
					Lt
					Thru
					Rt

WEST LEG TOTAL: 0

PEAK HOUR FACTORS

NORTH LEG = 0.95
SOUTH LEG = 0.97
EAST LEG = 0.94
WEST LEG =

ALL LEGS = 0.97

	Lt	Thru	Rt
1st		228	13
2nd		239	16
3rd		240	12
4th		248	13
Total		955	54

SOUTH LEG

TOTAL: 1,009

HOUR TOTAL: 2,209

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: GOLDENWEST
EAST-WEST STREET: ELLIS
JURISDICTION: HUNTINGTON BEACH

DATE: 04-28-07

PEAK HOUR: 11:30AM

NORTH LEG

TOTAL: 969

Rt	Thru	Lt	
50	844	75	Total
10	189	17	1st
11	203	16	2nd
13	220	18	3rd
16	232	24	4th

EAST LEG TOTAL: 276

	1st	2nd	3rd	4th	Total
Rt	24	20	26	23	93
Thru	36	30	32	33	131
Lt	17	11	13	11	52

Total	1st	2nd	3rd	4th	
41	12	10	11	8	Lt
147	40	38	33	36	Thru
30	5	8	10	7	Rt

WEST LEG TOTAL: 218

PEAK HOUR FACTORS

NORTH LEG = 0.89
SOUTH LEG = 0.97
EAST LEG = 0.90
WEST LEG = 0.96

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	9	211	19
2nd	14	221	16
3rd	10	218	16
4th	17	223	14
Total	50	873	65

TOTAL: 988

SOUTH LEG

HOUR TOTAL: 2,451

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: SLATER

TIME: 07:00AM-08:00AM

DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
37	665	270	Total
8	126	61	1st
7	155	67	2nd
12	161	66	3rd
10	223	76	4th

	1st	2nd	3rd	4th	Total
Rt	30	42	31	46	149
Thru	96	102	122	139	459
Lt	9	7	10	8	34

Total	1st	2nd	3rd	4th	
82	15	17	21	29	Lt
840	191	189	210	250	Thru
142	32	37	31	42	Rt

	Lt	Thru	Rt
1st	20	191	17
2nd	18	241	20
3rd	20	210	18
4th	22	249	21
Total	80	891	76

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: SLATER

TIME: 08:00AM-09:00AM DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
41	850	253	Total
9	235	79	1st
6	232	51	2nd
15	194	60	3rd
11	189	63	4th

	1st	2nd	3rd	4th	Total
Rt	27	24	28	30	109
Thru	107	64	66	79	316
Lt	8	12	13	14	47

Total	1st	2nd	3rd	4th	
47	11	15	10	11	Lt
661	184	183	156	138	Thru
118	27	37	26	28	Rt

	Lt	Thru	Rt
1st	22	237	14
2nd	17	216	18
3rd	16	219	27
4th	19	241	30
Total	74	913	89

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: SLATER

TIME: 04:00PM-05:00PM DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
84	875	212	Total
22	222	44	1st
23	196	49	2nd
20	225	65	3rd
19	232	54	4th

	1st	2nd	3rd	4th	Total
Rt	58	39	50	50	197
Thru	156	151	168	199	674
Lt	14	15	17	15	61

Total	1st	2nd	3rd	4th	
55	12	20	9	14	Lt
483	120	113	104	146	Thru
114	23	24	26	41	Rt

	Lt	Thru	Rt
1st	35	251	26
2nd	52	220	28
3rd	47	255	26
4th	37	292	12
Total	171	1018	92

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: SLATER

TIME: 05:00PM-06:00PM DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
92	950	196	Total
21	240	61	1st
17	232	45	2nd
27	241	43	3rd
27	237	47	4th

	1st	2nd	3rd	4th	Total
Rt	89	55	66	69	279
Thru	190	243	185	220	838
Lt	23	17	11	19	70

Total	1st	2nd	3rd	4th	
46	11	13	9	13	Lt
498	133	117	118	130	Thru
114	27	29	28	30	Rt

	Lt	Thru	Rt
1st	52	286	29
2nd	36	295	30
3rd	48	321	23
4th	45	273	26
Total	181	1175	108

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: TALBERT

TIME: 07:00AM-08:00AM DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
	765	51	Total
	150	10	1st
	168	12	2nd
	181	14	3rd
	266	15	4th

	1st	2nd	3rd	4th	Total
Rt	9	10	13	11	43
Thru					
Lt	2	3	2	3	10

Total	1st	2nd	3rd	4th	
					Lt
					Thru
					Rt

	Lt	Thru	Rt
1st		202	8
2nd		260	5
3rd		231	7
4th		276	10
Total		969	30

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: TALBERT

TIME: 08:00AM-09:00AM DATE: 04-26-07

NORTH LEG

	Rt	Thru	Lt
Total		965	52
1st		255	14
2nd		265	16
3rd		224	13
4th		221	9

	1st	2nd	3rd	4th	Total
Rt	10	7	8	10	35
Thru					
Lt	4	4	2	1	11

	Total	1st	2nd	3rd	4th
Lt					
Thru					
Rt					

	Lt	Thru	Rt
1st		251	9
2nd		245	7
3rd		251	9
4th		282	10
Total		1029	35

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: TALBERT

TIME: 04:00PM-05:00PM DATE: 04-26-07

NORTH LEG

	Rt	Thru	Lt
Total		940	68
1st		229	30
2nd		223	16
3rd		237	12
4th		251	10

	1st	2nd	3rd	4th	Total
Rt	23	43	31	27	124
Thru					
Lt	10	14	10	9	43

	Total	1st	2nd	3rd	4th
Lt					
Thru					
Rt					

	Lt	Thru	Rt
1st		281	23
2nd		265	12
3rd		283	13
4th		312	15
Total		1141	63

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: TALBERT

TIME: 05:00PM-06:00PM DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
	1041	71	Total
	267	21	1st
	261	17	2nd
	262	14	3rd
	251	19	4th

	1st	2nd	3rd	4th	Total
Rt	33	41	28	22	124
Thru					
Lt	7	12	15	10	44

Total	1st	2nd	3rd	4th	
					Lt
					Thru
					Rt

	Lt	Thru	Rt
1st		335	20
2nd		326	17
3rd		357	11
4th		331	15
Total		1349	63

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: ELLIS

TIME: 07:00AM-08:00AM DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
28	586	107	Total
8	118	26	1st
5	131	21	2nd
6	139	23	3rd
9	198	37	4th

	1st	2nd	3rd	4th	Total
Rt	19	15	23	30	87
Thru	13	16	21	27	77
Lt	9	5	4	7	25

Total	1st	2nd	3rd	4th	
38	10	8	11	9	Lt
155	31	46	38	40	Thru
63	13	11	17	22	Rt

	Lt	Thru	Rt
1st	7	198	13
2nd	10	256	11
3rd	12	211	14
4th	9	281	18
Total	38	946	56

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: ELLIS

TIME: 08:00AM-09:00AM DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
23	792	89	Total
5	217	19	1st
4	238	17	2nd
3	180	22	3rd
11	157	31	4th

	1st	2nd	3rd	4th	Total
Rt	21	10	24	17	72
Thru	18	14	21	23	76
Lt	11	10	3	8	32

Total	1st	2nd	3rd	4th	
43	13	10	10	10	Lt
169	50	42	43	34	Thru
63	18	29	11	5	Rt

	Lt	Thru	Rt
1st	10	241	20
2nd	13	255	22
3rd	18	236	11
4th	15	286	15
Total	56	1018	68

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: ELLIS

TIME: 04:00PM-05:00PM DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
35	865	65	Total
8	200	12	1st
7	190	13	2nd
9	218	18	3rd
11	257	22	4th

	1st	2nd	3rd	4th	Total
Rt	29	41	44	38	152
Thru	36	44	60	57	197
Lt	14	16	18	13	61

Total	1st	2nd	3rd	4th	
50	9	12	11	18	Lt
134	30	36	31	37	Thru
31	6	7	11	7	Rt

	Lt	Thru	Rt
1st	24	269	16
2nd	21	236	14
3rd	30	240	21
4th	27	263	24
Total	102	1008	75

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: ELLIS

TIME: 05:00PM-06:00PM DATE: 04-26-07

NORTH LEG

Rt	Thru	Lt	
65	884	137	Total
14	237	42	1st
18	213	30	2nd
18	214	38	3rd
15	220	27	4th

	1st	2nd	3rd	4th	Total
Rt	48	30	38	33	149
Thru	65	43	57	51	216
Lt	21	7	13	10	51

Total	1st	2nd	3rd	4th	
43	9	17	7	10	Lt
178	48	50	41	39	Thru
41	11	8	12	10	Rt

	Lt	Thru	Rt
1st	21	290	15
2nd	17	288	14
3rd	27	293	22
4th	23	287	18
Total	88	1158	69

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: SLATER

TIME: 10:30AM-11:30AM DATE: 04-28-07

NORTH LEG

Rt	Thru	Lt	
90	805	138	Total
18	191	32	1st
21	185	31	2nd
32	210	46	3rd
19	219	29	4th

	1st	2nd	3rd	4th	Total
Rt	32	30	25	28	115
Thru	79	72	83	84	318
Lt	15	18	18	18	69

Total	1st	2nd	3rd	4th	
78	23	22	22	11	Lt
373	91	85	90	107	Thru
103	28	35	17	23	Rt

	Lt	Thru	Rt
1st	31	203	36
2nd	32	220	38
3rd	30	205	43
4th	30	220	26
Total	123	848	143

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: SLATER

TIME: 11:30AM-12:30PM DATE: 04-28-07

NORTH LEG

Rt	Thru	Lt	
110	861	143	Total
35	217	39	1st
35	200	31	2nd
18	232	34	3rd
22	212	39	4th

	1st	2nd	3rd	4th	Total
Rt	23	34	27	30	114
Thru	74	80	88	112	354
Lt	12	18	12	20	62

Total	1st	2nd	3rd	4th	
58	15	15	18	10	Lt
357	84	100	75	98	Thru
81	19	24	20	18	Rt

	Lt	Thru	Rt
1st	22	214	40
2nd	26	226	31
3rd	38	215	63
4th	33	223	25
Total	119	878	159

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: SLATER

TIME: 12:30PM-01:30PM DATE: 04-28-07

NORTH LEG

Rt	Thru	Lt	
93	842	156	Total
19	205	39	1st
24	204	42	2nd
21	211	31	3rd
29	222	44	4th

	1st	2nd	3rd	4th	Total
Rt	26	43	37	27	133
Thru	74	94	95	86	349
Lt	17	12	17	13	59

Total	1st	2nd	3rd	4th	
65	15	20	18	12	Lt
385	91	100	84	110	Thru
112	29	25	26	32	Rt

	Lt	Thru	Rt
1st	32	212	15
2nd	32	217	27
3rd	28	204	29
4th	26	213	26
Total	118	846	97

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: TALBERT

TIME: 10:30AM-11:30AM DATE: 04-28-07

NORTH LEG

	Rt	Thru	Lt
Total		910	53
1st		219	10
2nd		226	16
3rd		224	16
4th		241	11

	1st	2nd	3rd	4th	Total
Rt	29	30	28	22	109
Thru					
Lt	18	17	20	17	72

	Total	1st	2nd	3rd	4th
Lt					
Thru					
Rt					

	Lt	Thru	Rt
1st		241	10
2nd		242	9
3rd		231	11
4th		230	9
Total		944	39

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: TALBERT

TIME: 11:30AM-12:30PM DATE: 04-28-07

NORTH LEG

	Rt	Thru	Lt
Total		955	43
1st		228	14
2nd		230	10
3rd		244	10
4th		253	9

	1st	2nd	3rd	4th	Total
Rt	33	32	30	27	122
Thru					
Lt	17	19	24	20	80

	Total	1st	2nd	3rd	4th
Lt					
Thru					
Rt					

	Lt	Thru	Rt
1st		228	13
2nd		239	16
3rd		240	12
4th		248	13
Total		955	54

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: TALBERT

TIME: 12:30PM-01:30PM DATE: 04-28-07

NORTH LEG

	Rt	Thru	Lt
Total		853	101
1st		197	23
2nd		204	24
3rd		211	32
4th		241	22

	1st	2nd	3rd	4th	Total
Rt	32	40	29	26	127
Thru					
Lt	16	19	23	20	78

	Total	1st	2nd	3rd	4th
Lt					
Thru					
Rt					

	Lt	Thru	Rt
1st		221	11
2nd		217	16
3rd		222	12
4th		231	10
Total		891	49

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: ELLIS

TIME: 10:30AM-11:30AM DATE: 04-28-07

NORTH LEG

	Rt	Thru	Lt
Total	24	786	66
1st	6	200	14
2nd	5	193	13
3rd	5	190	19
4th	8	203	20

	1st	2nd	3rd	4th	Total
Rt	24	25	27	22	98
Thru	35	32	30	30	127
Lt	16	14	16	13	59

	Total	1st	2nd	3rd	4th
Lt	32	7	8	9	8
Thru	150	32	37	42	39
Rt	41	9	8	13	11

	Lt	Thru	Rt
1st	11	201	18
2nd	12	200	20
3rd	10	210	12
4th	6	202	16
Total	39	813	66

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: ELLIS

TIME: 11:30AM-12:30PM DATE: 04-28-07

NORTH LEG

Rt	Thru	Lt	
50	844	75	Total
10	189	17	1st
11	203	16	2nd
13	220	18	3rd
16	232	24	4th

	1st	2nd	3rd	4th	Total
Rt	24	20	26	23	93
Thru	36	30	32	33	131
Lt	17	11	13	11	52

Total	1st	2nd	3rd	4th	
41	12	10	11	8	Lt
147	40	38	33	36	Thru
30	5	8	10	7	Rt

	Lt	Thru	Rt
1st	9	211	19
2nd	14	221	16
3rd	10	218	16
4th	17	223	14
Total	50	873	65

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: GOLDENWEST

EAST-WEST STREET: ELLIS

TIME: 12:30PM-01:30PM DATE: 04-28-07

NORTH LEG

Rt	Thru	Lt	
49	778	92	Total
13	179	20	1st
10	188	23	2nd
11	196	22	3rd
15	215	27	4th

	1st	2nd	3rd	4th	Total
Rt	34	40	33	26	133
Thru	30	28	26	30	114
Lt	10	11	9	7	37

Total	1st	2nd	3rd	4th	
33	6	4	8	15	Lt
98	22	23	24	29	Thru
28	8	5	9	6	Rt

	Lt	Thru	Rt
1st	10	196	16
2nd	11	191	23
3rd	10	200	18
4th	16	202	9
Total	47	789	66

Prepared by NEWPORT TRAFFIC STUDIES

APPENDIX E

EXISTING INTERSECTION ANALYSIS
(WEEKDAY)

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN:4540)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	82	937	73	288	774	38	78	833	137	33	470	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	937	73	288	774	38	78	833	137	33	470	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	937	73	288	774	38	78	833	137	33	470	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	937	73	288	774	38	78	833	137	33	470	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	937	73	288	774	38	78	833	137	33	470	146
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.05	0.18	0.16	0.02	0.05	0.26	0.09	0.02	0.15	0.09
Crit Moves:		****		****				****		****		

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN:4540)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1023	35	58	1010	0	0	0	0	13	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1023	35	58	1010	0	0	0	0	13	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1023	35	58	1010	0	0	0	0	13	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1023	35	58	1010	0	0	0	0	13	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1023	35	58	1010	0	0	0	0	13	0	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.02	0.04	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:		****		****								****

EXAM Mon Jun 25, 2007 09:32:08 Page 4-1

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN:4540)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Ellis Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	50	1013	71	95	833	21	42	175	80	31	80	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1013	71	95	833	21	42	175	80	31	80	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1013	71	95	833	21	42	175	80	31	80	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1013	71	95	833	21	42	175	80	31	80	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1013	71	95	833	21	42	175	80	31	80	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.04	0.06	0.17	0.01	0.03	0.05	0.05	0.02	0.05	0.05
Crit Moves:		****		****			****				****	

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EXPM Mon Jun 25, 2007 09:32:25 Page 2-1

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN:4540)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	181	1175	108	196	950	92	46	498	114	70	838	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	1175	108	196	950	92	46	498	114	70	838	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1175	108	196	950	92	46	498	114	70	838	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1175	108	196	950	92	46	498	114	70	838	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1175	108	196	950	92	46	498	114	70	838	279
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.07	0.12	0.20	0.06	0.03	0.16	0.07	0.04	0.26	0.17
Crit Moves:		****		****			****				****	

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HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN:4540)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1349	63	71	1041	0	0	0	0	44	0	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1349	63	71	1041	0	0	0	0	44	0	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1349	63	71	1041	0	0	0	0	44	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1349	63	71	1041	0	0	0	0	44	0	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1349	63	71	1041	0	0	0	0	44	0	124
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.04	0.04	0.22	0.00	0.00	0.00	0.00	0.01	0.00	0.08
Crit Moves:		****		****								****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN:4540)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Ellis Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	92	1134	75	132	921	61	51	176	38	54	222	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1134	75	132	921	61	51	176	38	54	222	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1134	75	132	921	61	51	176	38	54	222	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1134	75	132	921	61	51	176	38	54	222	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1134	75	132	921	61	51	176	38	54	222	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.05	0.08	0.19	0.04	0.03	0.06	0.02	0.03	0.14	0.10
Crit Moves:		****		****			****				****	

APPENDIX F

EXISTING INTERSECTION ANALYSIS
(WEEKEND)

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN:4540)
Existing Conditions
Saturday Mid-Day

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	119	878	159	143	861	110	58	357	81	62	354	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	878	159	143	861	110	58	357	81	62	354	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	878	159	143	861	110	58	357	81	62	354	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	878	159	143	861	110	58	357	81	62	354	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	878	159	143	861	110	58	357	81	62	354	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.10	0.09	0.18	0.07	0.04	0.11	0.05	0.04	0.11	0.07
Crit Moves:		****		****			****				****	

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN:4540)
Existing Conditions
Saturday Mid-Day

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	955	54	43	955	0	0	0	0	80	0	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	955	54	43	955	0	0	0	0	80	0	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	955	54	43	955	0	0	0	0	80	0	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	955	54	43	955	0	0	0	0	80	0	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	955	54	43	955	0	0	0	0	80	0	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.03	0.03	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.08
Crit Moves:		****		****								****

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EX SAT                    Mon Jun 25, 2007 09:42:25                Page 4-1
-------------------------------------------------------------------------------
      HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN:4540)
                             Existing Conditions
                              Saturday Mid-Day
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):          0.386
Loss Time (sec):        5 (Y+R=5.0 sec)  Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         60                Level Of Service:                  A
*******************************************************************************
Street Name:          Goldenwest St.                      Ellis Av.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       50  873   65    75  844   50    41  147   30    52  131   93
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    50  873   65    75  844   50    41  147   30    52  131   93
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     50  873   65    75  844   50    41  147   30    52  131   93
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    50  873   65    75  844   50    41  147   30    52  131   93
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    50  873   65    75  844   50    41  147   30    52  131   93
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.00 3.00 1.00  1.00 3.00 1.00  1.00 2.00 1.00  1.00 1.00 1.00
Final Sat.:   1600 4800 1600  1600 4800 1600  1600 3200 1600  1600 1600 1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.03 0.18 0.04  0.05 0.18 0.03  0.03 0.05 0.02  0.03 0.08 0.06
Crit Moves:        ****        ****             ****                 ****
*******************************************************************************
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APPENDIX G

NEAR TERM (2012)
DAILY TRAFFIC VOLUME REFINEMENTS

ADT CALCULATIONS — BOTH Factor 6.7304

U:\UcJobs_04100-04500_04500\04540\Excel\[ADT Estimation Both.xls]estimator — 3395

INTERSECTION (NORTH-SOUTH STREET)	(EAST-WEST STREET)		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	2012 np	%	proj	2012 wp
PM PEAK HOUR VOLUMES																		
1 Goldenwest St.	Slater Av.	AM	82	937	73	288	774	38	78	833	137	33	479	146				
		PM	181	1175	108	196	950	92	46	498	114	70	838	279				
LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out								
			2661	2338	2078	2556	1996	1836	1701	1706								
				PHVol	Factor	ADT												
Goldenwest St.	n/o Slater Av.		N Leg	4999	6.7304	**33,645**									37,147	25	849	37,996
Goldenwest St.	s/o Slater Av.		S Leg	4634	6.7304	**31,189**									34,435	50	1,698	36,133
Slater Av.	e/o Goldenwest St.		E Leg	3832	6.7304	**25,791**									28,475	10	340	28,815
Slater Av.	w/o Goldenwest St.		W Leg	3407	6.7304	**22,930**									25,317	15	509	25,826
2 Goldenwest St.	Talbert Av.	AM	0	1023	35	58	1010	0	0	0	0	13	0	38				
		PM	0	1349	63	71	1041	0	0	0	0	44	0	124				
LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out								
			2532	2180	2108	2470	227	217	0	0								
				PHVol	Factor	ADT												
Goldenwest St.	n/o Talbert Av.		N Leg	4712	6.7304	**31,714**									35,015		-	
Goldenwest St.	s/o Talbert Av.		S Leg	4578	6.7304	**30,812**									34,019	45	1,528	36,543
Talbert Av.	e/o Goldenwest St.		E Leg	444	6.7304	**2,988**									3,299	5	170	34,189
Talbert Av.	w/o Goldenwest St.		W Leg	0	6.7304	-									-	100	3,395	6,694
3 Goldenwest St.	Ellis Av.	AM	50	1013	71	95	833	21	42	175	80	31	80	85				
		PM	92	1134	75	132	921	61	51	176	38	54	222	154				
LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out								
			2479	2063	1957	2435	724	626	526	562								
				PHVol	Factor	ADT												
Goldenwest St.	n/o Ellis Av.		N Leg	4542	6.7304	**30,569**									33,751		-	
Goldenwest St.	s/o Ellis Av.		S Leg	4392	6.7304	**29,560**									32,637	20	679	679
Ellis Av.	e/o Goldenwest St.		E Leg	1350	6.7304	**9,086**									10,032	20	679	34,430
Ellis Av.	w/o Goldenwest St.		W Leg	1088	6.7304	**7,323**									8,085	5	170	32,807

G-3

ADT CALCULATIONS — Peak Factor 12.118

U:\UcJobs_04100-04500_04500\04540\Excel\[ADT Estimation_Sat.xls]estimator — 1577

INTERSECTION (NORTH-SOUTH STREET)	(EAST-WEST STREET)		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	2012 np	%	proj	2012 wp
PM PEAK HOUR VOLUMES																		
1 Goldenwest St.	Slater Av.		119	878	159	143	861	110	58	357	81	62	354	114				
LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out								
			1050	1114	1004	1156	659	530	583	496								
				PHVol	Factor	ADT												
Goldenwest St.	n/o Slater Av.		N Leg	2164	12.118	**26,223**									28,952	25	394	29,346
Goldenwest St.	s/o Slater Av.		S Leg	2160	12.118	**26,175**									28,899	50	789	29,688
Slater Av.	e/o Goldenwest St.		E Leg	1189	12.118	**14,408**									15,908	10	158	16,066
Slater Av.	w/o Goldenwest St.		W Leg	1079	12.118	**13,075**									14,436	15	237	14,673
2 Goldenwest St.	Talbert Av.		0	955	54	43	955	0	0	0	0	80	0	122				
LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out								
			1077	998	1035	1009	97	202	0	0								
				PHVol	Factor	ADT												
Goldenwest St.	n/o Talbert Av.		N Leg	2075	12.118	**25,145**									27,762		-	
Goldenwest St.	s/o Talbert Av.		S Leg	2044	12.118	**24,769**									27,347	45	710	28,057
Talbert Av.	e/o Goldenwest St.		E Leg	299	12.118	**3,623**									4,000	5	79	4,079
Talbert Av.	w/o Goldenwest St.		W Leg	0	12.118	-									-	100	1,577	1,577
2 Goldenwest St.	Ellis Av.		50	873	85	75	844	50	41	147	30	52	131	93				
LEG			N. In	N. Out	S. In	S. Out	E. In	E. Out	W. In	W. Out								
			1007	969	926	988	287	276	231	218								
				PHVol	Factor	ADT												
Goldenwest St.	n/o Ellis Av.		N Leg	1976	12.118	**23,945**									26,437		-	
Goldenwest St.	s/o Ellis Av.		S Leg	1914	12.118	**23,194**									25,608	20	315	25,923
Ellis Av.	e/o Goldenwest St.		E Leg	563	12.118	**6,822**									7,532	20	315	7,847
Ellis Av.	w/o Goldenwest St.		W Leg	449	12.118	**5,441**									6,007	5	79	6,086

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APPENDIX H

NEAR TERM (2012) WITHOUT PROJECT
INTERSECTION ANALYSIS
(WEEKDAY)

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
~~Saturday Mid-Day~~ AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	3	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	82	937	73	288	774	38	78	833	137	33	470	146
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	91	1035	81	318	855	42	86	920	151	36	519	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1035	81	318	855	42	86	920	151	36	519	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1035	81	318	855	42	86	920	151	36	519	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1035	81	318	855	42	86	920	151	36	519	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1035	81	318	855	42	86	920	151	36	519	161
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.05	0.20	0.18	0.03	0.05	0.29	0.09	0.02	0.16	0.10
Crit Moves:		****		****				****		****		

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year W/O Project W/ Impr
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	82	937	73	288	774	38	78	833	137	33	470	146
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	91	1035	81	318	855	42	86	920	151	36	519	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1035	81	318	855	42	86	920	151	36	519	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1035	81	318	855	42	86	920	151	36	519	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1035	81	318	855	42	86	920	151	36	519	161
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4453	347	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.20	0.18	0.03	0.05	0.29	0.09	0.02	0.16	0.10
Crit Moves:		****		****				****		****		

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With out Project Conditions
~~Saturday Mid-Day~~ AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3	0 1	1 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	1023	35	58	1010	0	0	0	0	13	0	36
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1129	39	64	1115	0	0	0	0	14	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1129	39	64	1115	0	0	0	0	14	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1129	39	64	1115	0	0	0	0	14	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1129	39	64	1115	0	0	0	0	14	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1129	39	64	1115	0	0	0	0	14	0	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.02	0.04	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:		****		****								****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With out Project Conditions
~~Saturday Mid-Day~~ AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Ellis Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	3	0 1	1 0	2	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	50	1013	71	95	833	21	42	175	80	31	80	85
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	55	1118	78	105	920	23	46	193	88	34	88	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1118	78	105	920	23	46	193	88	34	88	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1118	78	105	920	23	46	193	88	34	88	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1118	78	105	920	23	46	193	88	34	88	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	1118	78	105	920	23	46	193	88	34	88	94
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.05	0.07	0.19	0.01	0.03	0.06	0.06	0.02	0.06	0.06
Crit Moves:		****		****			****				****	

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: E

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	181	1175	108	196	950	92	46	498	114	70	838	279
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	200	1297	119	216	1049	102	51	550	126	77	925	308
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1297	119	216	1049	102	51	550	126	77	925	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1297	119	216	1049	102	51	550	126	77	925	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1297	119	216	1049	102	51	550	126	77	925	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1297	119	216	1049	102	51	550	126	77	925	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.07	0.14	0.22	0.06	0.03	0.17	0.08	0.05	0.29	0.19
Crit Moves:		****		****			****				****	

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year W/O Project W/ Impr
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	181	1175	108	196	950	92	46	498	114	70	838	279
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	200	1297	119	216	1049	102	51	550	126	77	925	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1297	119	216	1049	102	51	550	126	77	925	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1297	119	216	1049	102	51	550	126	77	925	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1297	119	216	1049	102	51	550	126	77	925	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4396	404	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.14	0.22	0.06	0.03	0.17	0.08	0.05	0.29	0.19
Crit Moves:		****		****			****				****	

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3	0 1	1 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	1349	63	71	1041	0	0	0	0	44	0	124
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1489	70	78	1149	0	0	0	0	49	0	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1489	70	78	1149	0	0	0	0	49	0	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1489	70	78	1149	0	0	0	0	49	0	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1489	70	78	1149	0	0	0	0	49	0	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1489	70	78	1149	0	0	0	0	49	0	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.04	0.05	0.24	0.00	0.00	0.00	0.00	0.02	0.00	0.09
Crit Moves:		****		****								****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Ellis Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	3	0 1	1 0	2	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	92	1134	75	132	921	61	51	176	38	54	222	154
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	102	1252	83	146	1017	67	56	194	42	60	245	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1252	83	146	1017	67	56	194	42	60	245	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1252	83	146	1017	67	56	194	42	60	245	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1252	83	146	1017	67	56	194	42	60	245	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1252	83	146	1017	67	56	194	42	60	245	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.05	0.09	0.21	0.04	0.04	0.06	0.03	0.04	0.15	0.11
Crit Moves:		****		****			****				****	

APPENDIX I

NEAR TERM (2012) WITHOUT PROJECT
INTERSECTION ANALYSIS
(WEEKEND)

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year Without Project Conditions
Saturday Mid-Day

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5 (Y+R=5.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	119	878	159	143	861	110	58	357	81	62	354	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	131	969	176	158	951	121	64	394	89	68	391	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	969	176	158	951	121	64	394	89	68	391	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	969	176	158	951	121	64	394	89	68	391	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	969	176	158	951	121	64	394	89	68	391	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.11	0.10	0.20	0.08	0.04	0.12	0.06	0.04	0.12	0.08
Crit Moves:		****		****			****				****	

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year W/O Project W/ Impr
Saturday Mid-Day

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	5 (Y+R=5.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	A

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	119	878	159	143	861	110	58	357	81	62	354	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	131	969	176	158	951	121	64	394	89	68	391	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	969	176	158	951	121	64	394	89	68	391	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	969	176	158	951	121	64	394	89	68	391	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	969	176	158	951	121	64	394	89	68	391	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.54	0.46	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4064	736	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.10	0.20	0.08	0.04	0.12	0.06	0.04	0.12	0.08
Crit Moves:		****		****			****				****	

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year Without Project Conditions
Saturday Mid-Day

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3	0 1	1 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	955	54	43	955	0	0	0	0	80	0	122
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1054	60	47	1054	0	0	0	0	88	0	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1054	60	47	1054	0	0	0	0	88	0	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1054	60	47	1054	0	0	0	0	88	0	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1054	60	47	1054	0	0	0	0	88	0	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.03	0.22	0.00	0.00	0.00	0.00	0.03	0.00	0.08
Crit Moves:		****		****								****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year Without Project Conditions
Saturday Mid-Day

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Ellis Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	3	0 1	1 0	2	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	50	873	65	75	844	50	41	147	30	52	131	93
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	55	964	72	83	932	55	45	162	33	57	145	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	964	72	83	932	55	45	162	33	57	145	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	964	72	83	932	55	45	162	33	57	145	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	964	72	83	932	55	45	162	33	57	145	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.04	0.05	0.19	0.03	0.03	0.05	0.02	0.04	0.09	0.06
Crit Moves:		****		****			****				****	

APPENDIX J

NEAR TERM (2012) WITH PROJECT
INTERSECTION ANALYSIS
(WEEKDAY)

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: E

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	82	937	73	288	774	38	78	833	137	33	470	146
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	91	1035	81	318	855	42	86	920	151	36	519	161
Added Vol:	41	69	27	0	15	0	0	0	9	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1104	108	318	870	42	86	920	160	42	519	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1104	108	318	870	42	86	920	160	42	519	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1104	108	318	870	42	86	920	160	42	519	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1104	108	318	870	42	86	920	160	42	519	161
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.07	0.20	0.18	0.03	0.05	0.29	0.10	0.03	0.16	0.10
Crit Moves:		****		****				****		****		

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project w/ Impr
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	82	937	73	288	774	38	78	833	137	33	470	146
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	91	1035	81	318	855	42	86	920	151	36	519	161
Added Vol:	41	69	27	0	15	0	0	0	9	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1104	108	318	870	42	86	920	160	42	519	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1104	108	318	870	42	86	920	160	42	519	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1104	108	318	870	42	86	920	160	42	519	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1104	108	318	870	42	86	920	160	42	519	161
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4374	426	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.20	0.18	0.03	0.05	0.29	0.10	0.03	0.16	0.10
Crit Moves:		****		****				****		****		

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 10 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	1023	35	58	1010	0	0	0	0	13	0	36
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1129	39	64	1115	0	0	0	0	14	0	40
Added Vol:	27	0	0	0	0	30	137	14	123	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1129	39	64	1115	30	137	14	123	14	3	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1129	39	64	1115	30	137	14	123	14	3	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1129	39	64	1115	30	137	14	123	14	3	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1129	39	64	1115	30	137	14	123	14	3	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.92	0.08	1.00	0.10	0.90	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4674	126	1600	164	1436	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.02	0.04	0.24	0.24	0.09	0.09	0.09	0.01	0.00	0.02
Crit Moves:		****		****					****			****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Ellis Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	50	1013	71	95	833	21	42	175	80	31	80	85
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	55	1118	78	105	920	23	46	193	88	34	88	94
Added Vol:	0	12	0	55	55	14	3	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1130	78	160	975	37	49	193	88	34	88	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1130	78	160	975	37	49	193	88	34	88	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1130	78	160	975	37	49	193	88	34	88	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	1130	78	160	975	37	49	193	88	34	88	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.05	0.10	0.20	0.02	0.03	0.06	0.06	0.02	0.06	0.07
Crit Moves:		****		****			****					****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	181	1175	108	196	950	92	46	498	114	70	838	279
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	200	1297	119	216	1049	102	51	550	126	77	925	308
Added Vol:	17	28	11	0	10	0	0	0	6	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1325	130	216	1059	102	51	550	132	81	925	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1325	130	216	1059	102	51	550	132	81	925	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1325	130	216	1059	102	51	550	132	81	925	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1325	130	216	1059	102	51	550	132	81	925	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.08	0.14	0.22	0.06	0.03	0.17	0.08	0.05	0.29	0.19
Crit Moves:		****		****			****				****	

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project w/ Impr
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	181	1175	108	196	950	92	46	498	114	70	838	279
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	200	1297	119	216	1049	102	51	550	126	77	925	308
Added Vol:	17	28	11	0	10	0	0	0	6	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1325	130	216	1059	102	51	550	132	81	925	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1325	130	216	1059	102	51	550	132	81	925	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1325	130	216	1059	102	51	550	132	81	925	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1325	130	216	1059	102	51	550	132	81	925	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4370	430	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.30	0.14	0.22	0.06	0.03	0.17	0.08	0.05	0.29	0.19
Crit Moves:		****		****			****				****	

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	1349	63	71	1041	0	0	0	0	44	0	124
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1489	70	78	1149	0	0	0	0	49	0	137
Added Vol:	18	0	0	0	0	20	55	6	50	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1489	70	78	1149	20	55	6	50	49	2	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1489	70	78	1149	20	55	6	50	49	2	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1489	70	78	1149	20	55	6	50	49	2	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1489	70	78	1149	20	55	6	50	49	2	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.95	0.05	1.00	0.11	0.89	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4718	82	1600	171	1429	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.04	0.05	0.24	0.24	0.03	0.04	0.03	0.03	0.00	0.09
Crit Moves:	****			****			****					****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	5 (Y+R=5.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Goldenwest St.						Ellis Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	92	1134	75	132	921	61	51	176	38	54	222	154
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	102	1252	83	146	1017	67	56	194	42	60	245	170
Added Vol:	0	8	0	22	22	6	2	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1260	83	168	1039	73	58	194	42	60	245	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1260	83	168	1039	73	58	194	42	60	245	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1260	83	168	1039	73	58	194	42	60	245	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1260	83	168	1039	73	58	194	42	60	245	178
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.05	0.10	0.22	0.05	0.04	0.06	0.03	0.04	0.15	0.11
Crit Moves:	****			****			****				****	

APPENDIX K

NEAR TERM (2012) WITH PROJECT
INTERSECTION ANALYSIS
(WEEKEND)

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
Saturday Mid-Day

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	119	878	159	143	861	110	58	357	81	62	354	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	131	969	176	158	951	121	64	394	89	68	391	126
Added Vol:	31	51	20	0	5	0	0	0	3	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1020	196	158	956	121	64	394	92	70	391	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1020	196	158	956	121	64	394	92	70	391	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1020	196	158	956	121	64	394	92	70	391	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1020	196	158	956	121	64	394	92	70	391	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.12	0.10	0.20	0.08	0.04	0.12	0.06	0.04	0.12	0.08
Crit Moves:	****			****			****			****		

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year W/ Project W/ Impr
Saturday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	119	878	159	143	861	110	58	357	81	62	354	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	131	969	176	158	951	121	64	394	89	68	391	126
Added Vol:	31	51	20	0	5	0	0	0	3	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1020	196	158	956	121	64	394	92	70	391	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1020	196	158	956	121	64	394	92	70	391	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1020	196	158	956	121	64	394	92	70	391	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1020	196	158	956	121	64	394	92	70	391	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.52	0.48	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4028	772	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.10	0.20	0.08	0.04	0.12	0.06	0.04	0.12	0.08
Crit Moves:	****			****			****			****		

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
Saturday Mid-Day

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	955	54	43	955	0	0	0	0	80	0	122
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1054	60	47	1054	0	0	0	0	88	0	135
Added Vol:	8	0	0	0	0	9	102	10	92	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1054	60	47	1054	9	102	10	92	88	1	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1054	60	47	1054	9	102	10	92	88	1	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1054	60	47	1054	9	102	10	92	88	1	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1054	60	47	1054	9	102	10	92	88	1	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	1.00	0.10	0.90	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4759	41	1600	157	1443	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.04	0.03	0.22	0.22	0.06	0.06	0.06	0.06	0.00	0.08
Crit Moves:	****			****					****			****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project Conditions
Saturday Mid-Day

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	5 (Y+R=5.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	A

Street Name:	Goldenwest St.						Ellis Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	50	873	65	75	844	50	41	147	30	52	131	93
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	55	964	72	83	932	55	45	162	33	57	145	103
Added Vol:	0	4	0	41	41	10	1	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	968	72	124	973	65	46	162	33	57	145	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	968	72	124	973	65	46	162	33	57	145	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	968	72	124	973	65	46	162	33	57	145	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	968	72	124	973	65	46	162	33	57	145	107
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.04	0.08	0.20	0.04	0.03	0.05	0.02	0.04	0.09	0.07
Crit Moves:		****		****			****				****	